

EDITORIAL CORRESPONDENCE.

CHARLESTON, SAVANNAH, AUGUSTA, CHATTANOOGA, ATLANTA—PART II.

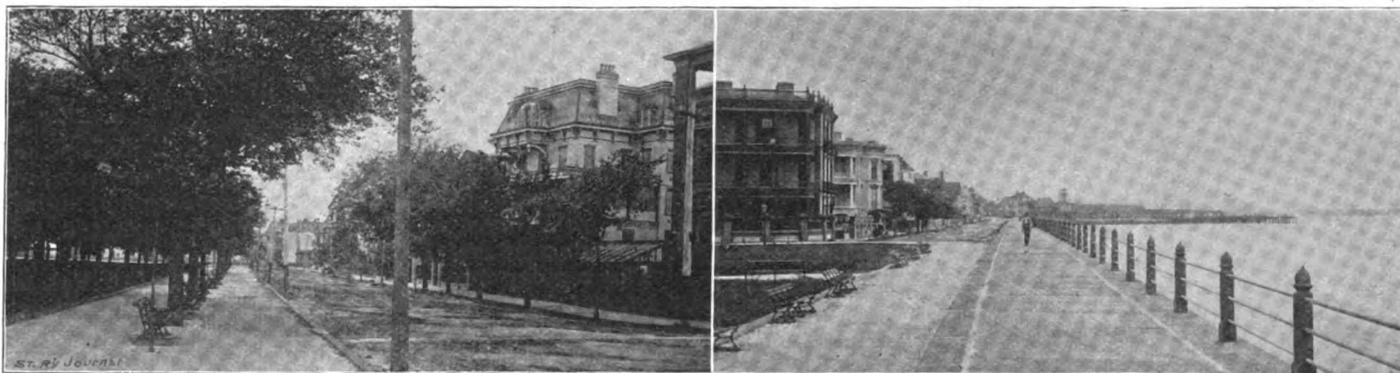
Charleston, S. C.

Were one about to write history, he would find in Charleston and its vicinity, numerous spots prolific in historic suggestions, that would serve as links in the chain which binds the present with the past. This is the spot where the first scenes of our civil war were laid. Fort Sumter, now partially in ruins, still guards the entrance to the harbor, and to the left, on Sullivan's Island, is old Fort Moultrie, whose history takes us back to colonial times, and recalls the heroic service of Sergeant Jasper in holding aloft the flag on his gun swab, in the battle of June 28, 1776. Rambling through the enclosure of the old fort, we come across the grave (still carefully fenced and preserved) of Osceola, the Seminole chief, who was incarcerated here after the close of the Seminole war in 1836. Still nearer to the city, on the left, is Castle Pinkney, and on the right Morris Island, from which Gilmore's guns sent their missiles of destruction into the beleaguered city. The city itself bears but a few marks of the prolonged bombardment, to which it was subjected during the late unpleasantness, but it does bear some few marks of the terrible earthquake of 1886, and still more

fantry Monument, in the yard of the City Hall. The Battery walls, above noted, make a delightful resort, to which large numbers of the people come of a summer's evening to enjoy the refreshing sea breezes, which never fail to come and relieve the oppressive heat of a summer's day. Along the Battery fronts are some of the most beautiful homes of the city, especially those of the old-time residents. The East Battery (Fig. 2) was entirely destroyed by the August cyclone, but it has recently been rebuilt by the city in a most substantial manner, and restored to its old-time beauty.

STREET RAILWAYS.

The street railways of the city embrace a trackage of about thirty miles out of a total of eighty miles of streets, and are controlled and operated by two companies, both of which employ animal power. There is also a short line on Sullivan's Island, but this is not embraced in the city mileage. Negotiations have for some time been pending with outside capitalists, looking to the consolidation of the two companies with a view to operating these lines by electric power, but this deal is off, we understand, and there is little probability that the present management



FIGS. 1 AND 2.—SOUTH BATTERY PARK AND EAST BATTERY, CHARLESTON HARBOR—CHARLESTON, S. C.

the devastation wrought by the cyclone and tidal wave on August 27, last.

But we are not to deal with history, nor with the flood, nor plagues of which Charleston has had her share. A more pleasant service invites us, and we are to write about Charleston as we find it to-day. We are told that the city has changed but little in physical appearance since the war. There is an old-time look about it, which comes from the quaint architecture employed, and the former practice of placing the houses directly upon the street line, or closing in the grounds with high brick walls. The most attractive features of the city are the East and South Batteries, which bound the point of the peninsula upon which the city is located. These consist of massive walls with wide pavements of stone flagging, which, upon the south, enclose White Point Gardens which consist of a beautiful grove of live oaks, interspersed with numerous monuments. These include the Fort Moultrie Monument, erected in memory of the defenders of this point in 1776. This is a granite shaft, supporting a bronze, life size figure of Sergeant Jasper, holding up the flag, and has bronze plates containing a brief account of the action. Another is erected to the memory of Gilmore Simms, the historian. There is also a circular shaft, about twenty feet high, composed of lumps of phosphate rock from the various phosphate deposits, which are being worked about thirty miles from the city. There are also other interesting monuments about the city, the principal one of which is known as the Calhoun Monument, near the citadel on Marion Square, and another which is known as the Washington Light In-

will undertake an electric system, although there is a desire on the part of the people for mechanical traction. No opposition would be offered against the trolley system. While mechanical traction is very desirable from the standpoint of the patrons, the managers of the Charleston City Railway Company, at least, are of the opinion that there is more profit to be had from the present system.

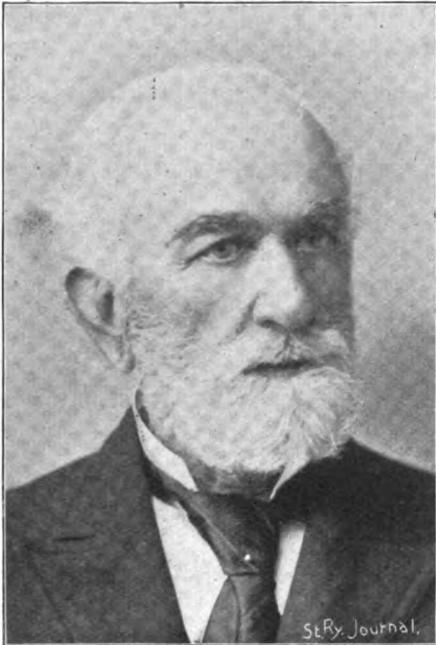
The Charleston City Railway Company,

which now operates thirteen miles of track, began operation in 1865, and has continued under the same management during the entire period of twenty-nine years, John S. Riggs having held the presidency from the first. Frank F. Whilden is secretary and treasurer, and J. H. Mohlenhoff is superintendent. The company has done a prosperous business from the first, never having missed a dividend of from 6 per cent. to 8 per cent. during all the years of its existence. The capital is all held in the city, and there are among the directors four bank presidents, the mayor of the city; also an eminent lawyer and a leading private banker and broker. In the matter of accidents the company has been particularly fortunate, having paid less than \$5,000 accident charges since it began operations, and it has paid in solicitors' fees less than \$1,000 during the time. The tracks run through the most desirable parts of the city, passing the principal churches, hotels and public buildings.

The company owns forty cars, about half and half open and closed, all of which were built by the John Stephenson Company, of New York. The president, Mr. Riggs, having been an intimate friend of the late John

Stephenson, has always been partial to his make of cars. The average number of cars operated daily is twenty-four, and they are run on a four and five minute headway. These are mostly one horse, fare box cars. White men only are employed as drivers, and their cars are run only until eleven o'clock at night, except on one line, where a recent ordinance requires that the cars run until 12:30 o'clock. The fare is five cents, and twenty-five tickets are sold for \$1. The tickets are printed in different ways; some in coupon books, and others are simply card tickets. Transfers are given to connecting lines. The colored people ride quite as much as the white people in proportion to their numbers, and are always liberal patrons of the street cars when they can get a nickel to ride with.

The original track construction of the line consisted of the old Crescent rail, fastened to stringers by means of screws and countersunk holes. About ten years ago a forty pound, center bearing rail was substituted. The soil in and about Charleston is low, level and very sandy; but little trouble, however, is experienced in keeping up



JOHN S. RIGGS,

PRESIDENT CHARLESTON CITY RAILWAY COMPANY.

the rail joints. The principal streets upon which the street cars run are paved with granite rocks or cobble, but upon others, in the suburbs, the animals wade through the sand, and as this is constantly accumulating upon the rails, the traction is exceedingly hard at times. The horses employed upon the Charleston line are among the finest we have ever seen driven to street cars, and are generally kept in excellent condition. The horses weigh from 1,100 to 1,200 lbs., and cost \$140 to \$160 a head. A few mules are employed, and these cost about \$40 a head more than the horses; but horses are preferred for street car service, as they are generally quicker, and do not require so much persuasion from the driver, giving him more time to see that the fares are paid.

The stables at which the 150 animals of the company are housed consist of low, one story buildings, with ample ventilation, but little protection from the cold. Stalls are provided for part of the animals, but most of them are allowed to run loose in pens in lots of fifty; the pens are 100 X 23 ft. It is found that the animals do much better when allowed to run loose in the pens, than when confined in stalls. All vicious and unruly animals are sorted out and provided with stalls. The pens are provided with fodder, manger and grain racks on one side, and upon the opposite side is a water trough, to which the animals have access at all times. Sawdust is employed for bedding, and the pens are cleaned once a week. The feed consists of long prairie and North River hay which costs from \$12 to \$16 per ton delivered in bales. The daily ration

consists of sixteen pounds of hay and fourteen quarts of grain, corn and oats, ground half and half. The grain is ground in the stables by horse power. The animals are driven about fourteen miles a day, and their average life is about five years. There is one mule, however, still in service, which has been at work twenty-five years, and it is still in good condition.

A good deal of traffic upon the pleasant days consists of colored nurses, accompanied by young children, and in the cars is posted the following notice relative to the fares: "Notice: When two seats are occupied upon these cars, two fares must be paid. Children three years old and under, ride free."

The Enterprise Railroad Company,

which is now operated under the management of T. W. Passailague, president, and P. J. Balaguer, secretary and treasurer, controls about fourteen miles of track. The line began operations in 1874, and was built and is owned by Northern capitalists. It was originally projected as a freight line, and in the business portion of the city runs from the Battery along the river front, connecting with the principal steamer wharves and railway depots. The gauge is five feet, to correspond with the gauge of the steam lines, so that steam cars could be run over the track. One branch crosses the city to the west near the center, and one extends nearly five miles into the country to the north, past numerous negro settlements, and through the principal truck farms, and out to the phosphate mills which are located at intervals along the Ashley River. There is also a branch running to the entrance of Magnolia Cemetery which is a very attractive place, with numerous drives shaded by ancient, moss draped, live oaks, and there are also many ornamental shrubs, including japonicas which during January were in full bloom.

The line is operated with one horse, fare box cars, with white men for drivers; but at certain hours, on the line running to the phosphate mills, two-horse cars are run to convey the crowds of workmen, morning and night, to and from their work, and these are operated by white conductors and colored drivers.

The regular fare is five cents, or twenty-five tickets for \$1, but on a portion of line running to the mills, two tickets are sold to laborers for five cents. At certain hours these cars are crowded, and as the colored people look so nearly alike, the conductors often have difficulty in distinguishing who has paid fare. Checks were at one time issued, but the passengers would exchange with one another, so, as a final resort, the conductors have devised a plan of putting bits of cotton or lint upon the clothing of the passengers from whom the fare has been collected, thus distinguishing them from new comers. On this car line, a car load of phosphate hands, fresh from the mills, is about 50 per cent more odorous than a load composed of employes from the slaughter houses in Chicago and Omaha. We noted that some of the drivers were armed with heavy revolvers, as a defense while driving through some of the woody sections of the route, and also as persuaders, when a drunken negro refuses to pay his fare, as is sometimes the case. The business, it is stated, has increased about 70 per cent since the reduction of the fare, with a large increase of net receipts. Not only the phosphate hands, but the laborers on the truck farms live in the city and patronize the street cars liberally, although the wages of the latter class are only from twenty-five to fifty cents per day. There are at present vast numbers of idle colored people in Charleston, but when employed, they are liberal patrons of the street cars. About 40,000 miles per month are run on the lines of the Enterprise Company, and at an exceedingly low cost per car a mile. The animals make about eighteen miles a day. Mules are mostly driven double and horses single.

Prairie hay is fed long, and the daily rations per animal are about twenty pounds of hay, and from fifteen to eighteen quarts of grain, consisting of corn and oats, which is ground by horse power in the stables.

The pay of white drivers and conductors is \$10 a week, or \$1.43 per day for thirteen and a half hours'

work; while colored drivers get fifty-seven cents a day for twelve hours' work.

The city ordinance requires the company to keep the pavements repaired between the tracks and three feet outside. Granite block paving or cobble stones are employed, and paving costs the company from twenty-five to thirty cents a square yard, the material, except sand and gravel, being furnished by the city.

The offices and stables of the company are located at the corner of Shepherd and Meeting Streets; the latter being the famous shell road for which Charleston was once noted; but it is not kept up of late years as well as formerly. The stables and car sheds are plain, one story buildings, and stalls are provided for the animals. The stables are kept remarkably clean and there is an air of thrift about the whole establishment. The cars are kept in good repair, being painted once a year, and varnished twice. The salt air of the region is said to be very destructive to paint and varnish, but, by the use of good material, the rolling stock is made very presentable. The paints employed are purchased, for the most part, from Sherwin & Williams, and the varnish from Valentine.

Middle Street Sullivan's Island Railway Company.

This is a line of two and a half miles in length on Sullivan's Island, Charleston Harbor, which runs from the steamboat landing along the line of the summer cottages, where from 3,000 to 4,000 of the Charleston citizens usually pass the summer months. Only one car is run at present, and this makes the trip on the arrival of each steamer. The tracks were buried about four feet deep under the sand by the August cyclone, but this has been shoveled off, and the cars run through a trench of sand three or four feet in depth. The line has hitherto been a paying one, and will, doubtless, see better days again. The president is B. Callaghan, and the treasurer Frank F. Whilden, who is also treasurer of the Charleston City Railway Company. B. Buckley is superintendent.

THE FUTURE OF THE CITY.

It has been said by people who have visited Charleston, that the place is slow in a business sense, and an undesirable location in which to make investments. This is not fair; for, considering the calamities that have overtaken the city, it has held its own remarkably well, and in our opinion, a prosperous future awaits the place. It is a desirable residence city, and has a great many wealthy people, and although they may be classed as conservative, they will look to it that the city has a substantial growth.

The banking interests are particularly flourishing, and during the money stringency which has affected nearly every section of the country, the Charleston banks have held their own, and there is not a failure reported. The business outlook, especially since the harbor improvements, is very encouraging. These improvements consist of a system of jetties which have been constructed by the government, and which have already deepened the channel on the bar at the entrance of the harbor, so that now there is twenty-two feet of water on the bar at extreme high tide, and twenty feet at medium high water, with fifteen feet at low water, where formerly the depth was from eight to ten feet, and it is confidently expected that the depth will be yet materially increased. As it is,

there is now a straight course from the open sea to the anchorage ground inside the harbor, and vessels can enter by night as well as by day, by bringing the light of Fort Sumter, which is near the middle of the harbor, on a line with a temporary light which has been placed in the steeple of St. Philips' Church, one of the principal landmarks in the city.

The principal exports from Charleston are cotton, naval stores, lumber, phosphates and small fruits and vegetables.

In our opinion, nothing would serve to galvanize Charleston's business interests into new life more quickly than the adoption of electric power for propelling the street cars. The investment would not, doubtless, bring at once so large a return as the horse cars are now doing, but it would give the city a name abroad, and attract capital and enterprise as no other feature can; and, even if the lines are not sold, it is hoped that the present owners will yield to the pressing demand of the citizens, and adopt the modern power.

Savannah, Ga.

Savannah is a city of about 60,000 inhabitants, situated near the mouth of the Savannah River. It is an important seaport and shipping point for the products of



FIG. 3.—LINE OF ELECTRIC RAILWAY PASSING THROUGH MARKET HOUSE—SAVANNAH, GA.

this region, which consist chiefly of cotton and naval stores (spirits of turpentine and rosin).

Like Charleston, the surface is low, flat and sandy, but it is a beautiful city, regularly laid out, and has numerous small parks and squares located in the center of the streets, which divide and pass on either side. There are many modern houses and business blocks, and the city has a more modern appearance than most Southern coast cities. It might be styled the Monumental City, for in its various parks are located monuments erected to the memory of heroes and prominent statesmen. Among these are Jasper Monument on Madison Square, the Pulaski Monument on Monterey Square, the Green Monument, Gordon Monument and the Confederate Monument of the plaza of Forsyth Park.

The most attractive features in and about the city are the Forsyth Park, near the center of the city, which covers a large tract, most of which is shaded by an original growth of pines and oaks, with here and there a palmetto, and which is also adorned with fountains and ornamental structures. The beauty of this park is only surpassed by that of Bonaventure, a name given to the principal cemetery, just outside the city. Here are extensive avenues, shaded by rows of live oaks, with the limbs draped in festoons of the soft, gray moss for which this region is so famous. In foggy weather, a condensation drips from the pendant moss, as if the very trees were