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INDUSTRIES

-OF-

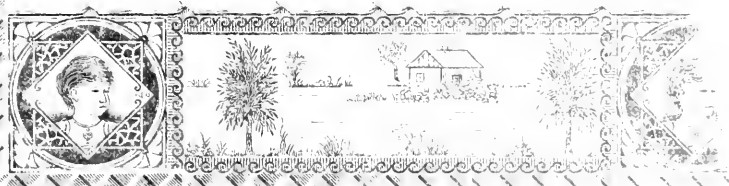
COLUMBUS

GEORGIA.

COLUMBUS, GA.:

Thos. Gilbert, Printer, Book-Binder, and Paper Box Manufacturer.

1887.





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RANKIN HOUSE,

COLUMBUS, GA.

Under New Management.

The Leading Hotel in the City.

Remodeled, Refurnished & Equipped throughout with all Modern Improvements.

RATES—\$2.50, \$3.00 and \$3.50 per Day.

G. B. DUY,
PROPRIETOR.

1838

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1838

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Notions and Hats.

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JEANS PANTS

A SPECIALTY!

Orders Promptly and Carefully Filled.

1106 & 1108 BROAD ST.,

COLUMBUS, = = GEORGIA.

—THE—
INDUSTRIES
—OF—
COLUMBUS
GEORGIA.

Her Advantages as a Business Centre,
Manufacturing Locality and
Healthful Habitation.



COLUMBUS, GA.:

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PREFACE.

It is only intended to give a brief report of our city in this pamphlet. We wish to induce you to come and see us: to inspect our advantages, both as to trade, commerce and manufactures. With a population noted for its culture, enterprise and hospitality: with railroad, steamboat and agricultural backing, we claim to have all that is required to give wealth, health and happiness to man.

Columbus, Ga., Oct. 1, 1887.

POST-OFFICE.

THOMAS J. WATT, - - - - - Postmaster.
 JOHN S. MATTHEWS, - - - Assistant, and Registry Clerk.
 CHARLES R. BURNHAM, - - - Mailing Clerk.
 GEORGE A. ROBINSON, - General Delivery and Stamp Clerk.
 WALTER MIMMS, - Porter and Special Delivery Messenger.

FREE DELIVERY DIVISION.

JAMES D. SLADE, - - - - - Superintendent.

CARRIERS

W. H. BOYNTON, W. H. JOHNSTON, A. E. WILSON.

The aggregate of mail matter handled for the month of August:

RECEIVED.		
Letters.	Postal Cards.	Newspapers, Circulars, &c.
73,929	26,860	54,585
MAILED.		
87,038	23,885	64,940

The free delivery system was inaugurated July 1st, and is as prompt and efficient as any service in the country. The following is the report of the Superintendent for the month of August:

DELIVERED.			COLLECTED.		
Letters.	Postal Cards.	Newspapers, &c.	Letters.	Postal Cards.	Newspapers, &c.
24,243	7,440	10,535	21,532	5,971	1,324

INTRODUCTORY.

We believe we could not more properly introduce ourselves to you than to do so through the medium of the following chaste address, delivered on the occasion of the meeting, in May, 1887, of the Chattahoochee Valley Convention. The speaker—the Hon. Mr. Sanford, from our sister State across the river—has so felicitously acquitted himself of his duty, we accept his statements as our own:

MR. PRESIDENT:—In responding to the welcome that has been so eloquently and cordially tendered to this Convention by the Mayor of this City and the distinguished Congressman from this District, I might offer a good excuse for the poverty of my brief remarks, but I have heard, somewhere, that a maker of good excuses is generally good for nothing else. I frankly admit the embarrassment of the novelty of my position is somewhat relieved by a pleasure personal to myself. The Chairman of your Committee, at whose earnest solicitation I unadvisedly, perhaps, accepted this honor, was a comrade of mine during the dark days of war, while one of the honorable gentlemen to whose words of welcome I am replying, was a classmate of mine a few years ago in the stately halls of your own University. On our first acquaintance I took a liking to him, which soon grew into esteem, and as years rolled by, ripened on my part into a friendship which I shall not be the first to relinquish or forget. But there is another pleasure—a thrill of pleasant emotion is awakened by the fact that I stand on Georgia soil. In a county near this spot I was born, and while my boyhood and manhood have been passed in another State, while I love Alabama, her and homes and her people, while the splendid strides she is making towards the proportions of a great State awaken a glow of pride in my breast, and every whirr of her machinery is music to my

car, and the blasts of her furnaces on a thousand hills are roseate hues to my enraptured vision: still, as I stand on the soil of my native State, there comes unbidden to my lips the exultant clansman's shout, "My foot is on its native heath, and my name is MacGregor."

I ask pardon for this slight personal allusion. You are here, gentlemen of the Convention, not to listen to mere sentiment, but as business men, to consider business projects for practical results.

The object of this convention is to consider the best mode of opening up to safe and easy navigation the Chattahoochee and its tributaries.

A philosophical consideration of the rivers of this Continent will lead the reflecting mind to a recognition of the wisdom of that Providence that gave these good gifts to man. They are the drainage-ways of the land, thereby fertilizing the soil and looming up the harvests of the thrifty husbandman. They induce the early and the latter rains, and bring the abundance of the golden fields. And then they furnish, free, the natural highways to bear the productions of the farm and the loom to distant markets. To the accomplishment of these wise ends, they are located at convenient distances throughout the land. With almost mathematical regularity we find them situated wherever they can be useful to man, leaving skepticism lost in a maze to account for them on any other hypothesis than that the hand that fashioned them is divine. But just now, they rise up for the accomplishment of a purpose of great utility to this country. The increasing productions of the farm and factory have induced the building of artificial highways of commerce that were ordered to aid the government in providing for the interests of the people. But these great railway corporations, grown rich and powerful by the colossal fortunes they have amassed, have become dangerous to the interests of individuals and communities, and hence the government has been forced to grapple with the transportation problem, and attempt a solution by legal enactments. I shall not stop to discuss the wisdom of the recent interstate commerce law. Its administration has been confided to men who will not betray the great trust confided to them. But I venture the assertion that

the location of the navigable streams of this country will be found, in the last analysis of this great question, the grand conservative factor in solving the transportation problem. Look at the map and you will find in the States of South Carolina, Georgia, Florida, Alabama and Mississippi, more than twenty navigable streams, situated almost equi-distant from one another. Each of these Providential highways will be a check, if properly opened up to navigation, upon the greed and rapacity of artificial highways.

Another fact I have heard, which your superior information will contradict or verify, there is not in the United States, a single city located off of navigable water that has reached 100,000 population. This emphasizes the value to commerce of water transportation.

But you are not here to talk of water-ways generally. You are interested in the Chattahoochee, the Flint and the Apalachicola. What of them?

I speak from a general knowledge when I say there are about thirty counties bordering on these streams, going no higher up the Chattahoochee than this city.

These counties embrace an area about ten times as large as some of the States of this Union. Again, the value of the farms and live stock of these counties is at least \$20,000,000, and when you add the value of the cities and towns, and the splendid factories of this Lowell of the South, the aggregate goes up to near \$40,000,000. The annual products of these farms and looms and foundries is at least \$30,000,000. The annual cotton crop numbers nearly a half million bales. And in these counties alone, more than 500,000 active working citizens of this government are striving for honest bread. Think of these figures, and remember they will be doubled when you take in the territory adjoining the bordering counties that is also largely interested in the navigation of these streams. Present these facts and figures to the able Senators and Representatives from Georgia, Alabama and Florida, and they will see to it that you are not neglected.

I have lived thirty miles from this river, in one of the growing

cities of Alabama. That city has grown in spite of the harsh exactions and grinding processes of a relentless railroad policy. If this river shall be made safe and regular in its transportation we are sufficiently near to reap the great benefit of the low rates of river traffic. And so it is with wide scopes of country on both sides of the stream.

Gentlemen, it would be unpardonable for me to detain you much longer. You have great interests involved in the enterprise you have undertaken, and I doubt not the wisdom and foresight and energy of this Convention will be equal to the task.

As to the power of the General Government to open up to navigation the water-ways of the country, I shall not now stop to discuss. I question the claim that Congress gets this power from the "General Welfare" clause. That is the most abused of all the clauses of that sacred instrument. It is stretched to cover a multitude of sins. If the latitudinarians are correct in their construction, that Congress has the power to do anything which, in its discretion, provides for the general welfare, then it is simply a waste of ink and paper to have another word in the Constitution other than that clause. No, I would rather look for the authority, as the honorable President of this Convention said a few minutes ago, on the jurisdiction of Congress over the regulation of interstate commerce. But it would be inappropriate in responding to this welcome, for me to be groping among dry Constitutional enigmas, hunting for an honor that no one questions in the practical statesmanship of this day. It is not now an open question, and no time can be more propitious for urging this great work on the attention of Congress than now. The Federal Treasury is literally overflowing with revenue. Statesmanship fatigues itself to find proper objects on which to expend the public money. It seems to be one of the strange impossibilities to lessen the collection of taxation that is not needed. The money keeps on increasing in the Treasury, and then, the South is just now challenging the attention of the country to her wonderful and limitless resources, and in the mind and hearts of Northern statesmen there is beginning to be a recognition of the justice of the demands of the South. Yes, the demands of the Old South, for I am not

one of that school that on all occasions canonizes the New South at the expense of the Old. I am proud of the ancestry that gave the Old South such a splendid name in the history of this country, and the evidences of strength and progress that she is now disclosing is the natural outgrowth of the grand old principles of an old-time honesty, honor and integrity implanted by the noble men and women of the Old South. From their brain and hearts was wrought out the civilization which to-day constitutes the glorious heritage we enjoy. The New South I honor is the Old South developing. There are in process of development three great civilizations, forming on this Continent the Eastern, Western and Southern. The first embraces New England and its dependencies. The Western lies North and West of St. Louis, and with covetous eyes on the Canadian provinces, is flaunting itself around the great lakes. While South of a line extending from Baltimore, by St. Louis, to the Pacific, sweeping down the Cordilleras and Andes, around Cape Horn, embracing the great Gulf and the Caribbean Sea, lies the seat of the grandest empire of wealth, commerce, and civilization the world ever saw. With the eye of prophecy behold here the New South, robed in the fabulous splendors of Oriental magnificence, going down to the seas with the incalculable treasures of her mountains at her back, and the golden harvests of her deltas. She has cast away her robe of mourning, and goes down to the seas with shouting more glorious than the Greek hero's war song or the Persæ of Æschylus before the victory of Salamis. On to the Gulf, will be the rallying cry of commerce for the future. In that splendid sea will rendezvous the merchant marine of the world. Their white wings will bring the good ships from all nations, and freighted with rich cargoes of commerce they will go to the North, and East, and West, and South, and to the isles of the sea.

BIRD'S EYE VIEW OF COLUMBUS.

THE CITY AS IT WAS AND AS IT IS NOW.

Old Ways and Old Notions Give Place to the Age of Progress—Annual Review of the City's Business—Facts About Our Finances—Magnificent Wealth in Water Power—Other Interests of the City Presented.

In 1827 the site of Columbus was a dense, unbroken, lowland forest. Where some of our finest buildings now stand was at that time marshes and ponds, from which many of those who are now residents have often angled the trout and perch. From one block north of where the Perry House now stands, all south and east was a muddy swamp, filled with briars and vines, and small undergrowth among the larger trees, so that in many places it was difficult to get through. Between Oglethorpe street and the river the land was generally high and dry, interspersed with pretty groves of fine shade trees, but east of that street was wet swamp land. Where the court house stands was a large pond, and not long since we heard an old resident say that he has seen the water there almost sufficiently deep to swim a horse. The place was laid out as a trading town in 1827, and an act of the Legislature provided for the appointment by the Governor of five commissioners to select the most eligible site and appropriate an oblong square of 1,200 acres for the town and commons, which was to be called and known by the name of Columbus. They were to lay out not less than 500 building lots of half an acre each, and to make a reservation of ten acres for the public buildings of the county of Muscogee.

At that time there were but few comfortable houses, there being a few log houses, some board houses or tents, and a few Indian huts. This, in brief, is how the Queen City of the Chattahoochee had its origin.

THE COLUMBUS OF TO-DAY

is very different from what it was in those early days. The locality is almost an unbroken level, and the wide streets, elegant residences and magnificent business houses have given her the title of the "Queen City of the Chattahoochee," and her cotton mills and other manufacturing interests justly entitle her to the proud distinction of the "Lowell of the South." The principal part of the business is done on Broad street, though some of our largest business houses are on other streets. The residences are to be found on every street in the city. The residences also stretch out to the north and east, climbing the ascent and reaching far away into the country. There are no narrow streets to interrupt the view or check the breezes as they are wafted to the city. In the erection of the buildings the plans have originated from no set architectural fashion. There are stately homes which stand back from the streets with imposing columns; elegant palaces with marble stairs and carved architraves; more modern, but yet equally elegant cottages, with man-

sard roofs and cosy grounds; the good old-fashioned Southern residence, with its airy rooms and marvelous verandahs, and hundreds of designs in little, well-kept cottages, where the sweat of toil is cooled and the aching muscle calmed in repose. These homes, with their wealth of shrubbery, flowers and luxuriant shade, furnish the eye with an almost endless panorama of beauty. It is not surprising that the Columbus of to-day has been christened the "Queen of the Chattahoochee."

THE POPULATION

of Columbus are the people who came here with a fixed purpose, and not as an experiment. No city in America can boast more law-abiding and honorable inhabitants. They work, and expect a living by the sweat of the brow. Men do not get so rich that they retire on a competency. The drones must get out of the way or be run over. It is this that gives us one of the liveliest and most progressive cities in the South. No enumeration has been taken since 1880, but there has been an increase of at least 20 per cent. since that time. On the first day of October, 1886, we estimate that the number of people living within a radius of one mile of the court house, and who trade in the city and carry on business here, to be between 24,000 and 25,000, and this population is constantly increasing. Every new enterprise, every new railroad, every new industry, implies an increase to our population. Our new industries and railroads are springing up so rapidly that it is not only possible, but probable, that the United States census for 1890 will give Columbus between 30,000 and 40,000 inhabitants, perhaps nearer the latter figure than the former. With an

INCREASE OF NEW ENTERPRISES

and population, there comes also an increase of wealth. Some of the costliest and tastiest houses in the South are being built in Columbus by citizens of the town. Some of the finest equipages in all the land are to be seen traveling our streets. With this increase of wealth and luxury, however, there has been no development of shoddy elements among them. The increase of wealth has been normally slow, and has been marked by a corresponding degree of culture. The society of Columbus is at once its pride and its fame. In its character, intellect, merit and wealth are prismatically blended. It ostracises no man without cause, and admits no man without merit. What it cannot assimilate it ejects; and yet no man or woman has ever suffered unjustly at its hands.

THE HISTORIC ASSOCIATIONS

that cling about Columbus, like the scent of roses to a shattered vase, are many and interesting. About the city are the battle ground of the Indian and Confederate wars, to both of which Columbus contributed her quota of heroes and blood. Some of our unassuming families bear the names and inherit the blood of the greatest statesmen the new world has produced. Citizens yet living in our midst have been honored with the highest offices the commonwealth of Georgia could bestow. Taken

all in all, there is nothing—neither prestige, commerce, associations or advantages of society, education and politics—in which Columbus is not the equal of any city in Georgia. Her adopted citizens love her as a bride, like the natives do as a mother, and each one is ever alert to defend her fame and interests. In the unwritten and undeveloped future there is not a prospect more radiant with promise than the prospect that hangs over Columbus. And it only rests with us, her citizens, as to whether or not this prospect and hope shall become a glad fruition and a lasting reality.

ECHOES FROM OUR MILLS.

SOME OF THE LARGEST MANUFACTORIES IN THE SOUTH.

Georgia Leads the South and Columbus Leads Georgia—Short History of the Largest Textile Manufactory in the Southern States—Other Textile Institutions which Set as Coronets in Columbus' Crown—Industries in Other Lines which Add a Full Shore to the Success of the City.

Columbus has long since been specially noted as a manufacturing town. It has been thought by many that our cotton factories alone give the city this distinction. This is not the case, though cotton manufacturing is the principal industry, as a careful perusal of this paper will demonstrate. It will also show beyond all controversy that the industries of the city are as diversified as those of any city in the Southern States. Columbus has the largest iron foundry in the South. Here we have as complete a fertilizer factory as can be found anywhere. Our oil mills are equal to any. More enterprising institutions than scores of others are not to be found anywhere.

A round of the cotton factories of the city by an *ESQUIER-SUX* representative shows an eminently satisfactory condition of the labor which these mills have to do. The cotton mills of every city employ the larger proportion of its factory labor. A flour mill, with \$100,000 capital, will employ twenty or twenty-five hands, an iron foundry double as many, while a cotton mill of that capital would give employment to 250 or 300. All the mills are running full time, and are selling all the goods they can make. The labor generally is at present in better condition than at any time heretofore in the city, and better than that of any other manufacturing city in all the country. The basis of this is the high maximum of wages paid, the high rate of health and morals, the home surroundings and personal appearance of the operatives.

In the pages following will be found more particular mention of some of the leading institutions of the city.

EAGLE AND PHENIX MILLS.

The Largest Textile Manufacturing Company in the South—Something About Its Organization and Its Present Work.

The cut of this leading industry of our city, which is given elsewhere, fails to represent the magnitude of their work, many of the important buildings being hid from view, and others built subsequent to its execution. This company was organized in 1866, almost immediately succeeding the war, the first mill being built on the ruins of the Eagle Manufacturing Company, destroyed by the torch of the Federal troops. The long period of profitable manufacturing by the Eagle Manufacturing Company established the fact that textile manufacturing in the South was not only a business to be sought as a means of profitable investment, but a most important factor in promoting the general prosperity of the communities where established.

The Eagle and Phenix Manufacturing Company, rising, phoenix like, from the ashes of its predecessor, has continued to grow in magnitude and importance, covering now seven acres of ground within its walls.

ITS MANUFACTURES

embrace nearly one hundred different styles of goods, the quality and saleableness of which are not surpassed by the longest established mills of the East and North.

THEIR TRADE

embraces every Southern State, and includes the great Northwest and California, while many of their fabrics are sold direct to the merchants of New York. One of the most promising features of an increasing trade is found in the constantly growing demand by the West for their manufactures. That section of our country, teeming with its millions of people, buys with such avidity their goods that it has been impossible to supply the demand from that section.

THE INCREASE OF POPULATION

by these immense works is estimated at fully 10,000 persons, of which about 6,000 are dependent for their living through employment furnished them and heads of families; besides which it has influenced merchants, bankers, professional and other business men, and all classes of artisans and mechanics, to locate in our midst. The trade of the city is immeasurably benefited by the necessarily large amount of wages distributed by such extensive works, and hardly an individual, from the mechanic to the banker, through all grades of business, but feel the beneficent effects of the largest manufacturing company South located in our midst.

ITS ANNUAL PRODUCT.

varying from \$1,500,000 to \$1,750,000, and according to market prices, is returned to circulate among our people.

THE SAVINGS DEPARTMENT

of this institution is a notable feature. The unequalled security offered

depositors, and its proper management, has rendered it a complete success.

It has attracted the attention of far distant communities, the deposits being represented by seventeen States and Territories. The depositors compose all classes, the thrifty negro, the sensible and careful among our operators, mechanics and laborers, trust moneys and the capitalist. It is an educator of economy and thrift in our midst.

THE RAW MATERIAL

wrought into marketable fabrics is equal to 15,000 commercial bales of cotton and several hundred thousand pounds of wool. These manufactures are planned with regard to the demands of the trade over three-fourths of the Union, and executed with such perfection that no mills making the same class of goods can claim a superiority of manufacture. The mills contain 45,646 spindles and 1,531 looms. It was found necessary, to meet the existing demand for their popular goods, to order additional looms, which will soon be in position.

In the year 1836 the president of this company, Mr. W. H. Young, stood on the spot where these mills are now located and expressed the opinion that it was the proper place to locate a manufacturing company. Subsequently, in 1849, he organized and operated the Eagle Manufacturing Company, and was a principal and active organizer of the Eagle and Phenix Mills.

THE ONLY ONE IN GEORGIA.

A Peep at the Columbus Bagging Factory, which Shows Up a Large and Prosperous Institution.

Columbus has the honor of having the only bagging factory in the State. Besides being the only one in the State, it is the largest institution of the kind in the South. The members of the firm, Messrs. Hinde, Preer & Ilges, are among the best business men of the city, and are making a great success of the business. The factory has been in operation here about eight years, and has been paying well from the start. The capital used is \$75,000, all of it being their own. The mill has eight looms, and daily converts 6,000 pounds of jute into 3,000 yards of bagging. These goods find ready sale in Georgia, Alabama, Florida and other States in the cotton belt, and the factory here finds no trouble in competing with Northern prices.

The factory employs on an average about sixty-five hands, most of whom are females. They work ten hours a day, and are paid well. The firm furnishes bagging for thousands and thousands of bales of cotton which find their way into this market. The enterprising members of the firm do all that is possible to accommodate their patrons, and the success with which they have met is a monument to their integrity and enterprise. The history of this factory proves that manufacturing of this kind

can be profitably done in the South : and moreover, it proves the eminent fitness of Columbus as a manufacturing point. We take just pride in our bagging factory, and wish there were a hundred other factories as well and successfully conducted as this one.

SWIFT MANUFACTURING COMPANY.

An Illustration of what Pluck, Energy and Brains can Accomplish—One of the Successes of the South.

Conspicuous among the manufacturing institutions of Columbus—indeed, we may say of the South—is that of the Swift Manufacturing Company, which sprang into active existence a number of years ago. No institution of the kind ever opened its doors to the world under brighter or better auspices, and in the entire history of Southern cotton mills there can be found not one that has risen more rapidly into prominence and high standing in the mercantile world. The monumental success of the mills is no source of wonder to those who know the men who are the leading spirits in the enterprise. Mr. W. A. Swift, its president, is a man whose business vocabulary contains no such humiliating word as fail. To him this word is a stranger. Nature and study have endowed him with every qualification which characterizes a proficient business man. In Mr. G. M. Williams, the secretary and treasurer, he has an able second. He is a man with brain power enough to propel any business enterprise which he undertakes, and the marks of his skill and experience are everywhere perceivable about the mills.

To give an idea of the magnitude and extent of their trade, we mention that it requires 225-horse power to drive their spindles, and over a thousand mouths are fed by their weekly pay-roll. They manufacture checks, plaids and cottonades of every description. The quality of these goods is well known to the trade, and no words of commendation which we may say will enhance their well-deserved reputation. They make, also, the celebrated and beautiful Micheline Bedspreads in the richest and loveliest designs. The company has sold enormous quantities of these spreads in all parts of the country, and on every one of them is imprinted the stamp of excellence and beauty.

They are also manufacturing many elegant novelties in window curtains. The designs in these goods are very rich, and the colors are fast and do not fade.

The immense trade which is carried on by this company is a fitting tribute to the worth of the gentlemen who have the factory in charge. We feel safe in predicting for them a bright and unclouded future. The Swift Manufacturing Company is a luminous gem in Columbus' coronet of jewels.

COLUMBUS IRON WORKS.

One of the Jewels of Columbus—The Largest and Most Successful Establishments of the Kind in the Country—What it is Doing for Itself and for Columbus.

It has been said of Columbus that she makes a great deal of noise about the jewels which adorn the coronet of her aggressive enterprise, and those which are constantly being added to this circlet of her glory and never-sated ambition. This may be very true in one sense of the word, but any city in America should be proud to boast of such an enterprise and such a jewel as the

COLUMBUS IRON WORKS.

Time and again have we written that "Columbus has the largest Iron Works south of Richmond," and while we were able to say this eight years ago, these works have since reached such proportions that they today lead all the South in their particular line. The history of the Columbus Iron Works is thoroughly identified with progress and success; nor could it be otherwise than successful under its able management. Mr. W. B. Brown, the President, is one of Columbus' most substantial and solid business men, and the other Directors or stockholders are also among the best citizens of Columbus.

The *Enquirer-Sun* representative went through the establishment a few days ago, and found over 200 hands engaged in working in the iron, steel and wood. The pay roll amounts each week to over \$2,000, thus giving support to about 1,300 people. Of this number of machinists there are about 175 who are in the iron department, while about sixty are engaged in the wood department, or the department of builders' supplies.

WHAT THEY MANUFACTURE

Would be a long and tedious tale, and would take whole volumes in folio to enumerate. Almost anything in the world that is made of iron would come nearer answering the question. They own the Southern Plow Company, and their manufactures find their way to all the States in the South and West. The improved machinery used enables the firm to turn out work so rapidly that the great expense of labor is saved, and a corresponding benefit can be derived by all who patronize them. The quantity of work done is equal to that done anywhere, and their expensive and

IMPROVED MACHINERY.

and experienced and competent workmen, enable them to turn out a better class of work than is done in a majority of the Southern planing mills. Rival establishments cannot compete successfully with their improved and expensive machinery. This institution allows no trouble or expense to interfere with their upward strides of progress. They believe in

LIGHT RATHER THAN DARKNESS.

and are agents for the United States Lighting Company. The Iron

Works have one of their incandescent plants of one hundred lights in their establishment, and are prepared to furnish estimates. There is no safer firm to deal with in the Union. In making

A PRACTICAL APPLICATION,

one cannot fail to observe the great amount of good that is done the country by this grand establishment, and many will coincide with us that the institution is a necessity. We do not refer to the hundreds to whom it gives steady employment with remunerative wages, nor to the thousands who are supported thereby, but to the fact that it so cheapens labor that the improved implements and substantial and ornamental house material is placed within the reach of all. Their machinery is of such a character that the work of days on the old plan is now but the work of a few minutes. They furnish such articles as are in demand all over the country, and furnish them at such low figures that it is really cheaper to buy a house of them ready made than to make it yourself and count the labor as nothing. The Columbus Iron Works is a great institution, and we are proud to class it among the gems of Columbus.

THE MUSCOGEE MILLS.

An Excellent Reputation Honestly Earned and Well Deserved—Facts About the Institution—The Men who Manage It.

Among the many manufacturing enterprises that have risen in Columbus, great and small, no industrial establishment has achieved larger success for the capital invested than the Muscogee Manufacturing Company, whose mills are situated at the head of the rock dam, near the upper bridge. Many handsome improvements have been recently made, and a large amount of first-class machinery added. The productive capacity of these mills may be briefly summed up as follows: Looms, 258; spindles, 6,000; cotton consumed per week, 40 bales, and 13,000 yards of cloth per day, containing 35,280,000 yards of thread. The number of operatives employed is about 400. The goods produced are cottonades, checks, stripes, plaids, rope, etc. The goods turned out are universally popular, and find large sales in every section of the Union. But they are better known throughout the Southern States, with Louisville, New Orleans and St. Louis as the principal markets.

The decided success of the Company is largely due to the ability and experience of the officers. Col. Geo. P. Swift, its President, has had a life-long manufacturing experience, and his executive ability and general alertness for the interests of the stockholders, have been of vast service to the corporation. Mr. W. A. Swift, Secretary and Treasurer, is known far and wide as a business man whose tact and energy are invaluable to any enterprise that may be lucky enough to secure his services. Mr. William Parker, the able and efficient Superintendent of the Muscogee Mills, is an element in the prosperity of the Company that could not be

dispensed with. His argus eyes watch every move and turn and change. The interests of the Company will never suffer in his hands. Mr. Louis M. Lynch, the salesman of the Muscogee Manufacturing Company, is a man that the entire Company have learned to look upon as a *sine qua non*. His tact, suavity and steam-like energy have been worth many thousands of dollars to the Company.

The Muscogee Mills certainly make a most gratifying showing, and fairly illustrate the manufacturing spirit of Columbus. The mills, enclosed in magnificent structures of brick. The buildings are large, well ventilated and lighted, and the operatives are well paid, healthy and cheerful. This enterprise, taken in its concavity and convexity, all in all is a benefit to Columbus and the State of Georgia, and an honor to the South, whose enterprise it so well illustrates. In all its dealings with its many thousands of customers, no breath, either of suspicion or complaint, have ever been breathed against it. It is an institution upon which people rely with limitless confidence, like Englishmen do on the Bank of England. It has honestly earned, and it deserves its reputation.

Factories and Cotton.

Every one knows that our cotton factories are huge institutions, but there are few outside of those directly interested, who are aware of what it takes in the way of motive power to turn over 20,000 looms and 60,000 spindles. It requires eighteen wheels with 3,088 horse-power, besides four steam engines with 345 horse-power, and eleven boilers with 975 horse-power. The bands on the wheels go at the lightning speed of about a mile a minute, but in order to drive them at this rate for eleven hours a day, it takes 38,000 pound of coal per day, besides the water-power used by the eighteen wheels. During the day there are 266,000 pounds of water converted into steam.

Speaking of the factories reminds us that cotton is a great thing, but the process of converting a bale of cotton into a square inch or so of domestic is a very simple one, and amazingly easy and rapid. As in so many other cases, the first step is half the journey. The person who, with bent and aching back and cramped fingers, pulls the fleecy locks from the burr on the stalk, expends more effort and consumes more physical tissue than does any other one of the small army of individuals through whose hands, or under whose eyes, it passes on its way to the counter and into your possession. Once in the picker's bag, human fingers are well nigh done with it. From the gin to the loom it knows no touch softer than steel, and is torn and stretched and carded and beaten and pressed and pulled and twisted and reeled and banded and washed and starched and stretched and brushed and baked and fanned and wound and unwound and measured and rolled and stamped and pressed and baled and worried and hauled about after a fashion that falls to the lot of perhaps no other material or element under the sun. And yet all this

process is, as said, an amazingly easy and rapid one, when you are properly prepared to undertake it. When it is given to a factory like those of ours, who have all the latest and most improved machinery, it is a matter of course, and of very few minutes.

THE CLEGG MILLS.

Institution that Ranks Among the Healthiest in the State—Some of the Particulars Concerning It.

The reporter's veins always thrill with pleasure when he begins to write about the institutions and industries which make Columbus what she is. He loves to linger over them caressingly, and finally, to bring them into prominence before the people, well knowing that the highest terms of praise he can bestow, is no more than they merit. Just now our attention is turned to Clegg's Manufacturing Company, an extended notice of which appears elsewhere in these pages. While this factory is comparatively a small one, there is none in the South that is in a healthier condition, or which manufactures a better quality of goods. In fact, the product of their looms is a marvel of beauty and excellence, and the demand for them is so great that it is impossible, with the present capacity, to keep it supplied. So flattering is the outlook for the future of the mills that capitalists are eager in their overtures to form a joint stock company, knowing that their money could not be more judiciously invested.

Mr. Clegg is one of the best mill men in the South. One has only to go through the establishment and examine the fruits of its looms to find this out. He has had many years' experience in the manufacturing business, and is a live, progressive man, who keeps fully abreast with the times. The mills are equipped with all the latest and most approved improvements in machinery. The factory building itself is new and attractive in appearance, and is very desirably located near the depot, on Second avenue.

Among the products of the mills are the magnificent Micheline bedspreads, which are in such huge demand just now. Eight looms are constantly engaged in the exclusive manufacture of these goods, which are turned out in every conceivable variety. They have four looms which make exclusively rare and fancy designs in Turkish towels.

The quality of the checks manufactured by these mills are noted from the mountains to the seaboard for their superiority and beauty. The retail dealers throughout the country can find no better place to buy everything they need in this line.

The live and progressive spirit of enterprise which has characterized the history of this factory in the past foreshadows for it an intensely brilliant future. Time will add to its magnificence and enhance its already spotless reputation.

OUR RIVERS.

For a full and complete analysis of our shipping by water, we submit the report of our Board of Trade at their annual meeting in May, 1887, during the session of the Chattahoochee Valley Improvement Convention:

The census of 1880 gives for the counties bordering on Flint river, as valuation of real and personal property.....	\$17,461,898
On Chattahoochee river	33,815,482
On Apalachicola river.....	2,356,101
	\$53,633,481
And a total yearly taxation of Flint river counties.....	\$ 156,016
Chattahoochee river counties.....	271,573
Apalachicola river counties.....	40,994
	\$ 468,583

We do not ask our Government to make for us a navigable stream to connect our cities of Georgia and Alabama with the Florida railroads and our natural port of entry on the Gulf (Apalachicola), but desire to show our rivers in boating order through all the year, with only the difficulties of low water and shifting sand-bars to impede navigation; and proofs that what little work has been done by the Engineer Corps of the United States Army has been well done, considering the small amount of appropriations applied, and has effected great results toward rendering less difficult the navigation of these three important streams.

The Chattahoochee, the dividing line between Georgia and Alabama, with a navigable length of 223½ miles; the Flint, with a length of 261 miles; and the Apalachicola, 137 miles, have shown each year a prompt return in the increase of commerce as the work of improvement went on; and what has been done in the past is but a slight indication of what will be the result when, with navigation unimpeded, and schedules of our boats as reliable as they will be, the country bordering our streams settled with an industrious population, and all our country receiving the full benefit of these water-ways so favorably placed for our use and benefit. In order to prove the good work already done by the United States Engineer Corps, we offer the following tables taken from the Chief Engineer's report for 1886, showing the condition of named points at the time work was begun, as contrasted with the present time:

FLINT RIVER.

NAME OF PLACE.	Original	Present	Original	Present
	Depth.	Depth.	Width.	Width.
Lambert's Island.....	1 foot	3 feet	40 feet	100 feet
Bob's Rock.....	0 foot	2 feet	60 feet	100 feet
Broadax Rock.....	$\frac{1}{2}$ foot	4 feet	50 feet	100 feet
Bryant's Rock.....	$\frac{1}{2}$ foot	4 feet	70 feet	100 feet
Three Rock Reach.....	$\frac{1}{2}$ foot	4 feet	40 feet	100 feet
Winding Shoals.....	1 foot	3 feet	40 feet	100 feet
Buck Shoals.....	2 feet	4 feet	30 feet	100 feet
Newton.....	1 foot	3 feet	30 feet	100 feet
Luckie's Island.....	$1\frac{1}{2}$ feet	3 feet	30 feet	100 feet

And this improvement has been effected at an expense of \$94,919.87 to the present time, and an estimated expense of \$83,000 more will carry out the original plan of improvement and give uninterrupted navigation between Montezuma, Ga., and the mouth of the river. Is not this a matter worthy of consideration by all the cities and citizens on that stream? Albany and Montezuma need competing lines; can a railroad be built for that amount? And bear in mind a river puts you in communication with and offers you the advantage of each railroad that crosses or approaches any of our three rivers.

To show the marked improvement to the navigation of the Chattahoochee river we show from the Engineer's report of 1886 as follows:

NAME OF PLACE.	Original	Present	Original	Present
	Depth.	Depth.	Width.	Width.
Abercrombie's Bar.....	$1\frac{1}{2}$ feet	4 feet	350 feet	150 feet
Woolfolk's Bar.....	$1\frac{1}{2}$ feet	4 feet	500 feet	150 feet
Upatoie.....	2 feet	4 feet	300 feet	150 feet
Little Uchee Shoals.....	2 feet	4 feet	29 feet	65 feet
Middle Rock Shoals.....	$1\frac{1}{2}$ feet	4 feet	30 feet	100 feet
Cody's Rocks.....	1 foot	4 feet	40 feet	100 feet
Culpepper's Island.....	2 feet	4 feet	400 feet	100 feet
Hardridge's Shoal.....	2 feet	4 feet	35 feet	100 feet

This great improvement has been effected at a cost to the present time of \$188,357.40, and that its benefit has been great, the increase of our river business proves. Our boats, of no less draught than those of former years, run with almost railroad regularity, and schedule time has been adopted by all, lower freights have been charged, and all our country around us has felt the benefits of it.

The amount required for completion of existing project is \$169,228.69. Is it worth it? Let our showing of increasing business, as work progresses prove; we do not believe our Gov-

ernment is indifferent to us and to our interests; proper efforts will attain for us the recognition and aid given to other sections; our want of success in securing increased appropriations will be due to our lack of united effort, and will be simply a reproach to us. Our statistics have shown the total amounts of business for the three rivers, and as each has been equally benefitted by the work done, each is equally entitled to their share of the increase.

Rivers' business for 1879.....	\$ 2,760,000
1880.....	4,398,000
1881.....	5,787,140
1882.....	11,460,684
1883.....	10,563,434
1884.....	11,140,587
1885.....	11,485,659
1886.....	12,232,412

The receipts of cotton at Columbus, Ga., from the rivers are as follows:

Cotton received in 1867.....	3,090
1869.....	5,204
1871.....	7,485
1874.....	8,415
1876.....	15,044
1880.....	19,292
1881.....	26,392
1883.....	23,220

Thus showing a rapid increase as the work of improvement progressed. Since 1881 our local receipts of cotton by the river have fallen off, due solely to the fact that the better condition of our rivers enabled railroad points below to offer competing rates to eastern points, and while our receipts declined, the benefit accrued to our planters below, who took advantage of lower rates to ship their cotton direct.

During the years 1885-86 competition on our rivers was at its highest point. Florida railroads gave us by this means an extremely low rate of freight from northern ports, and much profit resulted to our merchants from this fact.

The following rate was offered and was used, taking effect in May, 1886:

"Florida Railroad and Navigation Company and Mallory Steamship Company, from New York to all Chattahoochee river landings. Class 1, 45c.; class 2, 41c.; class 3, 33c.; class 4, 27c.; class 5, 21c.; class 6, 18c."

Great reductions were made by our local railroads to meet this competition, and the gain was direct and very large to all who shipped by either route during that time. This marked reduction of through rates we can reasonably claim was made possible by the improved condition of our rivers, which allowed our boats to

run with regularity in connection with these foreign railroads.

INSURANCE RATES CHEAPENED.

As to the effect of improvement upon the rate of insurance on our rivers, we have the authority of one of our ablest insurance agents in saying the rate in 1865 was $1\frac{1}{2}$ per cent. and is now $\frac{1}{2}$ of 1 per cent., and as the improvement of the rivers has progressed the rate has steadily declined, retarded only by occasional accidents of a serious nature to the boats, and that at present a risk on our river is taken at the prevailing rate with as much eagerness as one for a similar amount would be taken on real estate.

The country to be benefited by this improvement is large. With an extent of $621\frac{1}{2}$ miles, our rivers pass through the best farming lands in Georgia, Alabama and Florida, and as yet but sparsely settled. Give them speedy and certain communication by water with our larger cities and their productiveness would be greatly increased and the benefit be felt by all three states. We have compiled from the United States census of 1880 a table of values and population, and in our rapidly growing country they but feebly represent the present condition.

OUR RIVER VALLEYS.

The tables on the following pages show the population, products, and values of our river valleys:

POPULATION, PRODUCTS AND VALUES OF CHATTAHOOCHEE VALLEY, GEORGIA, FROM CENSUS OF 1880.

COUNTIES.	Population.	Number of Farms.	Acres Improved Land.	Acres Land Improved.	Brushes Cut.	Brushes Corn.	Brushes Cotton.	Head Live Stock.	Value of Live Stock.	Value of Farm Products.	Value of Farms.	Assessed Value Real and Personal.	True Value Real and Personal Estate.	No. of Males and Over 21 Years and Over.
Madison	19,322	304	50,708	53,174	22,649	1,577	99,059	3,208	98,849	241,570	\$ 500,347	7,034,875	\$12,000,000	4,145
Chattahoocbee	5,070	468	45,266	87,897	15,029	1,482	75,141	4,400	10,656	965,047	458,188	5,043,418	1,000,000	1,134
Madison	8,968	741	81,457	89,085	16,800	13,112	141,145	6,169	18,679	1,738,175	762,915	8,901,888	1,200,000	1,642
Stewart	13,798	792	110,223	135,393	61,570	12,922	182,938	12,653	19,319	240,986	698,496	1,434,896	2,500,000	2,870
Walbert	5,257	523	41,435	75,211	60,439	8,264	96,105	4,642	12,847	108,418	502,752	675,786	1,000,000	1,034
Quitman	1,992	295	27,811	39,757	22,398	2,419	40,229	3,163	6,112	80,424	201,995	265,168	1,200,000	884
Quitman	14,311	1,216	92,654	126,475	46,612	12,652	130,258	8,067	20,392	243,357	568,394	1,642,078	2,500,000	2,678
Clay	6,650	599	55,043	67,654	25,138	928	73,437	4,776	11,631	109,198	376,101	760,121	1,200,000	1,340
Calhoun	5,021	717	61,977	90,939	41,968	1,655	91,333	4,670	11,523	133,019	364,685	423,174	1,000,000	1,425
Faulk	7,011	736	52,563	131,390	39,694	290	110,652	4,270	23,903	205,888	465,283	676,810	1,000,000	1,425
Bellevue	7,395	923	71,934	125,399	59,531	410	100,591	4,870	17,136	156,811	481,014	590,883	1,120,000	1,537
Miller	3,729	182	42,728	127,000	33,637	320	55,899	1,905	16,038	100,280	171,240	274,905	650,000	705
Decatur	19,972	2,267	79,867	125,670	81,782	116	290,872	6,396	49,174	362,021	682,845	2,025,725	3,000,000	3,761
Total Georgia	121,942	19,066	767,728	1,274,111	4,465,000	56,768	1,368,930	69,600	290,849	1,981,313	\$ 3,267,000	\$ 6,682,106	\$18,500,000	25,770

POPULATION, PRODUCTS AND VALUES OF CHATTAHOOCHEE VALLEY, ALABAMA, FROM CENSUS OF 1880.														
Lee	27,492	2,281	127,377	188,391	101,911	50,225	244,903	13,189	29,436	\$ 387,598	\$ 1,579,194	\$ 2,282,701	\$ 3,500,000	5,289
Russell	21,817	2,007	152,626	118,850	91,311	6,771	215,535	19,412	28,865	365,913	1,292,048	1,870,000	3,000,000	4,058
Marion	13,571	2,187	196,439	172,295	33,326	9,111	173,969	14,589	27,418	294,179	1,290,680	1,733,261	3,800,000	5,233
Baldwin	29,066	3,066	182,919	142,667	43,928	463	275,876	22,578	35,738	410,350	1,625,344	2,113,249	5,000,000	6,789
Barbour	33,959	3,110	265,296	307,341	99,235	590	497,131	20,063	46,294	568,230	1,876,366	2,518,269	4,000,000	6,848
Pike	29,040	2,389	119,278	180,157	33,908	408	374,170	13,136	46,760	433,123	1,139,391	1,425,410	2,800,000	4,105
Baldwin	12,677	1,513	72,495	191,516	28,834	336	221,497	6,224	28,390	263,187	595,053	729,393	1,500,000	2,412
Henry	18,761	2,258	141,967	266,391	63,492	906	325,836	12,573	52,853	421,101	976,983	1,469,265	2,600,000	3,721
Geneva	1,342	628	17,825	33,286	10,664	.....	58,887	1,112	32,913	180,883	112,891	885,615	600,000	805
Total Alabama	188,965	20,178	1,145,671	1,696,380	520,312	68,725	2,432,418	136,897	341,136	\$ 3,451,931	\$ 11,298,940	\$ 15,314,883	\$26,500,000	37,440
Total Georgia	12,942	9,096	7,67,728	1,274,111	4,465,000	56,768	1,368,930	69,600	290,849	1,981,313	6,982,106	18,500,000	31,570,000	37,710
Grand Total	310,877	29,274	1,943,450	2,968,501	1,010,612	125,533	3,800,668	200,466	574,987	\$ 5,422,376	\$ 14,719,551	\$ 18,221,016	\$38,815,482	58,570,000

POPULATION, PRODUCTS AND VALUES OF FLINT RIVER VALLEY, GEORGIA, FROM CENSUS OF 1880.

COUNTIES.	Population.	Number of Farms.	Acres Improved Land.	Acres Unimproved Land.	Bushels of oats.	Bushels of Wheat.	Bushels of Corn.	Bales of Cotton.	Heads of Live Stock.	Value of Live Stock.	Value of Farm Produce.	Value of Farms.	Assessed Value of Real and Personal Estate.	Real and Personal Estate.	Date Population of ± 1 Years and Over.
Decatur	19,072	1,297	79,867	127,670	81,482	146	101,872	6,396	49,172	39,024	1,017,411	69,826	\$ 1,025,725	\$ 2,000,000	1873
Mitchell	9,392	718	72,626	130,480	67,836	373	121,161	5,750	28,298	19,151	927,882	612,216	1,193,000	2,200,000	1906
Baker	7,307	953	71,902	125,200	39,491	440	160,591	4,870	17,476	166,841	361,846	181,011	399,883	1,200,000	1856
Dougherty	12,622	975	86,104	145,600	48,797	635	141,029	7,236	14,777	100,865	611,364	170,952	2,278,951	2,700,000	2969
Miller	3,720	482	23,728	127,900	33,637	320	36,869	1,905	6,925	100,289	171,249	274,965	341,027	600,000	763
Worth	5,892	621	10,631	118,600	23,106	667	80,222	2,836	39,017	183,049	274,896	434,166	629,000	1,200,000	763
Lee	10,577	715	99,696	146,940	50,912	2,669	161,374	9,143	12,917	162,256	642,117	685,912	1,250,000	2,273	
Boone	12,150	1,464	130,998	165,466	87,669	4,828	242,649	9,066	44,918	342,662	867,163	1,135,699	1,328,229	2,500,000	2,273
Sumter	18,239	1,653	75,550	173,682	86,558	9,630	372,238	11,431	23,880	181,168	968,841	1,143,347	2,301,898	3,800,000	3,870
Houston	22,414	1,288	111,168	218,240	121,261	19,009	524,229	19,069	32,197	290,683	390,744	1,908,968	2,297,501	3,800,000	4,862
Madison	11,665	728	63,250	124,246	49,932	11,965	151,258	8,334	19,654	171,667	583,663	727,189	1,227,807	2,000,000	1,639
Schley	3,992	639	41,139	95,612	12,308	7,286	39,188	4,945	15,691	165,271	170,650	441,863	553,483	1,250,000	1,639
Taylor	8,397	671	52,271	112,113	19,177	11,739	115,300	1,851	17,120	112,250	366,000	429,920	1,125,000	1,639	
Total	149,229	14,774	1,663,950	1,836,883	724,343	76,168	2,169,200	98,851	331,966	2,272,506	7,226,920	9,635,506	17,361,898	\$8,045,000	30,319

POPULATION, PRODUCTS AND VALUES OF APALACHICOLA RIVER VALLEY, FLORIDA, FROM CENSUS OF 1880.

Calhoun	1,580	180	3,754	35,470	1,340	.....	17,363	172	10,470	43,067	31,797	213,379	134,168	267,867	397
Franklin	1,791	40	561	353,690	.....	.....	1,761	.....	3,485	17,116	16,631	50,770	294,753	317,113	402
Gadsden	12,169	1,555	66,887	379,680	26,286	.....	183,239	1,696	22,962	172,229	18,458	545,658	501,262	1,120,313	2,150
Jackson	11,372	1,612	82,336	373,610	50,621	.....	231,425	6,044	42,419	249,637	129,349	620,230	1,611,480	1,643,081	2,288
Liberty	1,362	150	3,719	339,435	5,756	.....	16,285	197	9,619	12,772	56,234	68,834	171,758	266,175	280
Total in Florida	31,271	3,337	160,247	1,801,185	87,063	.....	553,313	11,269	88,655	521,918	982,742	1,368,882	2,256,101	\$ 3,631,953	6,483
Total in Georgia	121,942	9,996	797,728	1,271,441	439,280	56,798	1,968,929	69,599	239,849	1,981,313	5,967,600	6,992,106	18,500,569	31,770,000	25,701
Total in Alabama	188,935	20,473	1,145,631	1,690,280	539,312	68,725	2,432,118	139,887	341,136	3,411,663	9,131,360	11,228,590	15,631,833	26,800,000	37,340
Total on Flint River, in Georgia	149,229	14,774	1,633,970	1,855,883	721,918	76,468	2,169,200	98,851	331,966	2,272,506	7,286,920	9,635,506	17,361,898	31,675,000	30,319
Grand Totals	489,280	44,482	3,167,566	6,921,869	1,828,233	201,391	6,191,651	319,446	991,680	8,868,780	\$22,089,013	\$29,226,434	\$33,661,481	\$96,216,655	99,943

The foregoing tables show the values, extent and population of the counties lying directly on, and dependent upon, our three streams for commercial use. Were we to include those other counties lying adjacent to, but yet depending on them for the shipment of their products and supplies, the totals would be greatly increased.

OFFICE OF U. S. LOCAL INSPECTOR OF STEAM VESSELS,)
 APALACHICOLA, FLA., January 31, 1887.)

The number of steamers inspected and licenses to masters, mates, pilots and engineers during the year ending December 31, 1872 :

1872—Steamers inspected, 10; net tonnage, \$1,609.88; masters license, 13; mates license, 5; pilots, first-class, 12; pilots, second and special, 3; engineers, chief and first, 12, engineers, second and special, 4.

The number of steamers inspected and licenses to masters, mates, pilots and engineers during the year ending December 31, 1886:

1886—Steamers inspected, 45; net tonnage \$3,092.47; masters license, 75; mates license, 12; pilots, first-class, 32; pilots, second and special, 17; engineers, chief and first, 58; engineers, second and special, 43.

GEORGIA CENTRAL SYSTEM.

THE NET WORK OF RAILWAYS THAT SPAN THE STATE.

Origin, Growth and Achievements of the Central Railroad—Its Past, Present and Future—The Pioneer in Railway Transportation in Georgia—The Men Who are at the Head of the System.

The transportation lines of a State are the arteries through which its life blood courses.

In this city, when our railroad prospects are so flattering, it is not only wonderful and instructive, but it is also amusing to look back to the time when the people were disposed to look with doubt upon these great agents of civilization, and were afraid they would destroy the trade of Columbus. It was always a superstition with the people of olden time that every new invention or idea had its origin with the devil, and people who had the courage to push forward such new ideas and inventions were persecuted as witches, or persons of unclean spirits possessed of devils. This was no more fallacious than the idea that took possession of the retail merchants of Columbus when they bent their energies to defeat the first railroad scheme, for fear it would destroy their trade. The old superstition of the Chinese, who were afraid to offend the spirits of wind

and water by building a railroad, was not more ridiculous than the fear of some of the early Columbusites, that the building of a railroad from here to Macon would take away their wagon trade, which was then the only boast of the town.

GEORGIA'S MATERIAL CIVILIZATION

has been more developed by railroads than by any other influence. Among the pioneer railroads the Central stands first, and it is largely due to the Central Railroad and Banking Company of Georgia that Columbus is to-day one of the most flourishing cities in the South. Instead of taking from Columbus her retail trade, the Central railroad has enabled Columbus to become the great manufacturing centre that it is. It has given her prominence over other places to which she never could have attained with the miles of iron track, reaching out like so many arteries from the heart over which course the pulses of trade as measured by the country. With only river advantages this could not have been accomplished.

A SHORT HISTORY OF THE CENTRAL

will not be out of place in this review of our city's prosperity, and it will be read with interest. The Central railroad proper was the first road built in Georgia. In 1872 the Central Railroad Company was formed by the consolidation of the Central railroad, chartered in 1835 and completed in 1843, and the Macon and Western, chartered in 1833 and completed in 1846. The Milledgeville branch, originally the Milledgeville and Gordon railroad, was chartered in 1837 and opened in 1852. Of this system the line first built was from Savannah to Macon, a distance of 191 miles. Colonel Cruger made the experimental survey as far back as 1834, the expense being born by the city of Savannah. The Company organized in 1835, and the work actually began in 1836. At this time the railroad excitement in Macon and Savannah was at fever heat. In a short time over one million dollars were subscribed in Savannah to the line between that city and Macon, and Macon took several hundred shares. The line from Macon to Forsyth, known as the Monroe railroad, also claimed its share of public attention, and in a few days a subscription was raised in Macon to the amount of \$200,000. When the intelligence of the passage of the Central railroad bill was received Macon was stirred from centre to circumference. There was a grand public demonstration. The public buildings and private residences were illuminated, bonfires were kindled, the church and steamboat bells rang out their clanging music, and the thunders of cannon shook the very earth. The Monroe line, under the management of President L. L. Griffin, was rapidly pushing forward, and its charter was amended so as to extend it to the banks of the Chattahoochee. The first train on this road ran from Macon to Forsyth on the 10th of December, 1838. The event was commemorated at a public dinner in the following toast: "The Monroe Railroad—The first finished link in the great chain that will connect the western with the Atlantic waters. To its opponents we would say, are we not all Georgians?"

The enthusiasm aroused by the completion of this link was so great that contracts were soon made for its extension to Atlanta.

THE FIRST TRAIN FROM SAVANNAH.

On the 1st of August, 1843, the first passenger train from Savannah reached Macon, stopping at McCall's mill, two and a half miles from the city. On the 13th of October a grand festival took place in celebration of the enterprise. The Central was then famous, and was known for years afterwards as the longest railroad in the world built and owned by a single company. Honors were heaped upon the surviving originators of the project, and the master spirit of the enterprise, Mr. William W. Gordon, was hailed as the greatest public benefactor of his generation. In 1845 the bankruptcy of the Monroe road, then completed from Macon to Jonesboro, necessitated its sale. It was knocked down to Mr. Jere. Cowles, representing a Northern party, for \$155,100, which, when certain liens were paid off, enabled the creditors to realize \$205,100 for a property costing over \$2,000,000. In October, 1846, the road was completed to Atlanta, where the event was celebrated by a big mass meeting.

GROWTH OF THE CENTRAL.

The Central has always been exceptionally fortunate in its managers. Looming up all through its history like a statue of granite stands Colonel William M. Wadley, a veritable railroad Bismarck. Colonel Wadley entered the service of the road in an humble capacity, but his restless activity, energy and foresight soon brought him to the front, and from his assumption of the duties of the presidency to the day of his death he directed the destinies of his great system with wonderful prescience and unerring judgment. He was elected president June 1, 1868, and was re-elected at each succeeding annual election until his death, which occurred in August, 1882. Under his able administration gradually the Central grew into a magnificent system concentrating some of the strongest lines of the State, stretching beyond its borders, linking Savannah with the great seaports of the North by a splendid line of ocean steamers, and holding in its grasp Charleston and the great marts of Alabama, Mississippi and the West.

THE SYSTEM PROPER.

The total Central system proper is 1,643 miles long, divided as follows:

	<i>Miles.</i>
From Savannah to Macon.....	192
Macon to Atlanta.....	134
Milledgeville to Gordon.....	17
Columbus and Western.....	89
Columbus and Rome.....	50
Augusta and Savannah.....	53
Eatonton branch.....	22
Southwestern and branches.....	321
Montgomery and Enfaula.....	80
Mobile and Girard.....	85
Port Royal and Augusta.....	245
Upson County.....	16
Savannah and North Alabama.....	60
Ocean Steamship.....	250
Making total.....	1,643

THE CENTRAL'S INTEREST.

The Central owns jointly with the Georgia railroad the Western railroad of Alabama from West Point to Selma, 138 miles. The Georgia's half interest is included in the lease, and is turned over to the lessees. In the lease of the Georgia railroad the Central owns a one-half interest in the net results. This lease interest embraces the Georgia and its branches, 307 miles; a one-half interest in the Western railroad of Alabama; a one-fifth interest in the Port Royal railroad, 112 miles; a five-eighths interest in the Rome railroad, 20 miles, and \$440,800 in stock and \$140,900 in certificates of indebtedness of the Atlanta and West Point railroad, 87 miles, equal to a one-third interest.

In addition to the interest carried in the Port Royal railroad by the Georgia railroad lease, the Central owns \$900,000 of the Port Royal income bonds and \$50,000 of the stock of the Company. This is equal to an ownership of three-fifths of the road.

OFFICERS.

E. P. Alexander, President.....	Savannah, Ga.
H. B. Hollins, First Vice-President.....	New York, N. Y.
E. E. Denniston, Second Vice-President.....	Philadelphia, Pa.
William Rogers, Assistant to President.....	Savannah, Ga.
M. S. Belknap, General Manager.....	Savannah, Ga.
W. F. Shellman, Traffic Manager.....	Savannah, Ga.
G. A. Whitehead, General Freight and Passenger Agent.....	Savannah, Ga.
E. T. Charlton, General Freight and Passenger Agent.....	Augusta, Ga.
Central Railroad Bank, Treasurer.....	Savannah, Ga.
Edward McIntyre, Comptroller.....	Savannah, Ga.
F. H. Thompson, Auditor of Disbursements.....	Savannah, Ga.
J. G. Robinson, Auditor of Receipts.....	Savannah, Ga.
R. E. Mimms, Pay Master.....	Savannah, Ga.
Lawton & Cunningham, General Counsel.....	Savannah, Ga.
Levi Hege, Superintendent Main Stem Division.....	Savannah, Ga.
T. D. Kline, Superintendent Southwestern Division.....	Macon, Ga.
W. W. Starr, Superintendent South Carolina Division.....	Augusta, Ga.
W. H. McClintock, Superintendent Columbus and Western Division.....	Columbus, Ga.
C. H. Carson, General Store Keeper.....	Savannah, Ga.

COLUMBUS AND WESTERN.

One of the Avenues which will Lead to the Further Growth of Columbus.

The Columbus and Western Railroad has been purchased by the Central, and formally deeded several years ago. It is at present eighty-nine miles in length, and extends from Columbus to Goodwater, Ala. This road is now being extended from Goodwater to Birmingham, Ala., and when completed, will form a connection with the Birmingham, Memphis and Atlantic Railway, thus making the shortest line from Kansas City to New York. It will connect us with all the great markets of the Northwest on a direct line.

THE CONNECTION BEYOND.

A bit of very interesting information, furnished us by Capt. Raoul a

few weeks ago, was that the entire line from Kansas City to New York via Memphis, Birmingham, Columbus and Savannah, will be under the exclusive management of only two roads—the Kansas City, Springfield and Memphis, and the Central of Georgia. The road between Birmingham and Memphis is called the Birmingham, Memphis and Atlantic, but the ownership is in the Kansas City, Springfield and Memphis road. We have the authority of Capt. Raoul that this is the first time anything tangible has been presented to the Central so far as securing connections north of Birmingham is concerned.

THE SHORTEST TO NEW YORK.

The extension of the Columbus and Western, and the new line between Birmingham and Memphis, gives the shortest line that can be had between Kansas City and New York. The beauty of it is that Columbus is on the direct line, and a rule placed on the map will show this city to be almost on an air line between Kansas City and Savannah, where the line connects with the Ocean Steamship Company for New York. The distance is:

From Kansas City to Memphis.....	487 miles
From Memphis to Birmingham.....	250 miles
From Birmingham to Columbus.....	160 miles
From Columbus to Savannah.....	300 miles

Making length of railroad.....1,197 miles

To this add 250 miles, the prorating distance between Savannah and New York, and you have the freight and passenger distance between Kansas City and New York, which is 1,447, or add 750 miles, the actual distance from Savannah to New York, and it gives the distance from Kansas City to New York, which is 1,947 miles.

THE ADVANTAGES.

of this new line will be of untold benefit to Columbus. Aside from placing us on the shortest line between Kansas City and New York, it gives us a straight shoot to all the markets of the Northwest, and puts us in direct connection with the greatest coal and iron fields of the South. That the road will be built is as absolutely certain as anything not a reality can be.

MOBILE AND GIRARD.

Leased to the Central for a Period of Ninety-Nine Years.

The Mobile and Girard Railroad is one of the most important tributaries to the trade of Columbus. It is embraced in the Central system, and only a few weeks ago was leased to the Central for a period of ninety-nine years. This road extends from Columbus to Troy, Ala., a distance of 85 miles, and in as good condition as any road in the country. The Mobile and Girard has been under the control of the Central for a number of years, and while this has been the case, the people of Columbus have much cause for congratulation in the liberal policy adopted. Since the road has been leased there is none other than the highest commendation

for the course pursued, as it is believed that it will be for the best interest of the stockholders, the Central Railroad, Columbus and all concerned. There is a clause in the lease which gives the Central authority to extend it, if so desired, and as a commercial move it will be to the interest of the Central to extend it. Whether or not this will be done remains to be developed.

COLUMBUS AND ROME.

A Narrow Gauge Into the Mountains of Meriwether.

This line is a narrow gauge, and extends from Columbus to Greenville, in Meriwether county. The road was originally contemplated to be built to Rome, Ga., a distance of 125 miles. The road is now operated to Greenville, and brings more cotton to Columbus annually than any of the other roads. It was asserted some time ago that this road would be extended to Atlanta, but if such a thing was ever contemplated it seems to have been abandoned. And this will, no doubt, be conceded a good thing for Columbus, as well as a wise one for the Central Railroad, as all the cotton in the sections of country contiguous to the line now finds its way to this market, and aids materially in swelling our receipts. The road is in splendid condition, and the amount of business done over it is enormous. It is an exceedingly popular road, is run under the right kind of management, and is a blessing to Columbus.

GEORGIA MIDLAND AND GULF.

A MONUMENT TO THE PLUCK AND ENTERPRISE OF COLUMBUS.

Great Things Promised for Georgia in this New Railroad—Population and Production of the Counties Contiguous to the Road—History of the Road and Its Contemplated Connections.

For several months past Columbus' business men have been all aglow with satisfaction over the fact that the Georgia Midland and Gulf Railroad has become an assured reality. While many men have done nobly in support of this great scheme, there is one man to whom Columbus owes a debt which may be paid in gratitude, but cannot easily be estimated in dollars and cents, for the consummation of this gigantic enterprise. This man is G. Gunby Jordan, president of the Georgia Midland Construction Company, and by common consent the head and heart and energy of the entire undertaking.

THE GEORGIA MIDLAND AND GULF

has been built by the Georgia Midland Construction Company, which is chartered from the State of Georgia, and has an authorized capital of \$1,000,000.

The construction company was organized especially for the construction of this railroad, and is managed by the following officers :

G. Gunby Jordan, President.....	Columbus, Ga.
J. E. Grammiss, Vice-President.....	New York.
M. E. Gray, Treasurer.....	Columbus, Ga.
W. S. Greene.....	Chief Engineer

The Georgia Midland and Gulf Railroad officers are :

Seaton Grantland, President.....	Griffin, Ga.
John F. Flournoy, Vice-President.....	Columbus, Ga.
Charles L. Davis, Treasurer.....	Warm Springs, Ga.

DIRECTORS.

Dr. N. J. Bussey.....	Columbus, Ga.
John F. Flournoy.....	Columbus, Ga.
Charles L. Davis.....	Warm Springs, Ga.
Seaton Grantland.....	Griffin, Ga.
A. Ilges.....	Columbus, Ga.
B. T. Hatcher.....	Columbus, Ga.
J. W. Woolfolk.....	Montgomery, Ala.
W. J. Kineaid.....	Griffin, Ga.
Theo. M. Foley.....	Columbus, Ga.

This line of railway commences at Columbus, Ga., and the first division runs east northeast through the counties of Muscogee, Harris, Talbot, Meriwether, Pike, Spalding and Henry, to a connection with the East Tennessee, Virginia and Georgia Railroad, about 100 miles. The road will eventually connect direct with the Georgia, Carolina and Northern at some point on the line near Munroe, Ga.

On March 27, 1886, a contract was made by the railroad company with the Georgia Midland Construction Company, a company with a large capital and ample facilities, to build and equip the first division of the road to a point of junction with the East Tennessee, Virginia and Georgia Railroad. Work began on the grading in May, 1886, and was all completed in twelve months. All the road-bed and equipment is

FIRST-CLASS IN ALL PARTICULARS.

At Columbus, Ga., this road will connect with the Alabama Western for Montgomery, Mobile, New Orleans and Texas, Columbus and Western for Birmingham, with the Mobile and Girard for Eastern and Central Alabama ; and with the extension of this line to Albany, Ga., will connect at that point with the Georgia Central to Savannah, Ga., with the Brunswick and Western to Brunswick, Ga., and with the Savannah, Florida and Western to Savannah, Fernandina and Jacksonville ; at Jacksonville with the Florida Railway and Navigation Company to Cedar Keys, and the Jacksonville, Tampa Bay and Key West Railway to Tampa Bay, and thence by ocean steamer to Key West and the West Indies.

On the northeast a connection with the Georgia Central at Griffin, Ga., to Atlanta, and near there makes a competing connection via the East Tennessee, Virginia and Georgia to Atlanta, with

COMPETING CONNECTIONS

at that point for the East, West and Northwest. At Covington, Ga., a

connection with the Georgia Railway to Augusta, Ga., and thence to Charleston and Port Royal, S. C., at some point on the Georgia, Carolina and Northern, and thence to Richmond, Washington, Baltimore, Philadelphia, New York and Boston. It would be difficult to locate a line of the same length in any section of the country that would command as numerous and valuable connections as this road. Nowhere else can there be found a line making more valuable through connections and important local or side lines than is here offered.

THE ELEVEN COUNTIES

penetrated by the Georgia Midland and Gulf embrace the most populous, productive and wealthiest agricultural district in the State. The following figures are almost absolutely correct, and they give the total of the population, products and value of these counties traversed by the Georgia Midland Railroad: Total population, 164,461; number of farms, 13,653; improved land, 858,481 acres; unimproved land, 1,132,833 acres; grand total, 1,991,314; cash value of farms, \$12,688,243; bushels of corn produced annually, 2,181,345; bushels of oats, 430,534; bushels of potatoes, 328,252; bales of cotton, 106,659; pounds of butter, 951,409; value of farm products, \$8,135,633; value of orchard products, \$101,275; total value of farm and orchard products, \$8,236,908; head of live stock of all kinds, 195,546; value of live stock, \$2,421,853; assessed value of real and personal estate, \$28,676,241; total value of real and personal estate, \$47,350,000. These figures were taken as far back as 1880, and it would require that 12 or 15 per cent. be added to them in order to reach the correct figures now. Besides, the fact must be taken into consideration that there is always a decided difference between the assessed and the real value of property in favor of the latter.

IT IS THE BEST BUILT ROAD

to-day in the South, and has been constructed with such economy as to astonish even expert contractors. It has standard steel rails, iron bridges throughout, and is the smoothest road-bed and best equipped road in the South. It traverses the garden spot of Georgia, and a section of country that has only needed railroad facilities to develop the finest country in the South—a country of excellent water, exhilarating climate, productive lands and fine timber. Hundreds of people will locate along its line, and the Georgia Midland will prove a blessing to Columbus and to Georgia. There is no country that offers greater advantages in the way enumerated, and already the population has begun to increase, and before a twelve months shall have passed it will be 50 per cent. greater than it is now.

For the future, the South is the inviting field for capital; Georgia is the progressive State in the South, and the Georgia Midland and Gulf runs through the most desirable section.

OUR MARKET.

Nothing is so essential to life as something to eat. We may deny ourselves the pleasure of high living in any department except that of healthful food. To have it served in an appetizing manner on your table is only second in importance to have it exhibited for sale in a convenient and cleanly way, both to him who buys and he who sells. We reproduce the following:

MEAT SOLD IN MARKET.

*Statistics Showing that We Use 21,427 Animals, Weighing 2,594,660 Pounds
—Some of the Live Men Who Deal at the Market.*

The market is a necessity to Columbus. Besides the revenue it brings into the City Treasury by the rents for the various stalls, it gives our citizens a place where they can find just what they want in the way of meats and vegetables. The proprietors of the stalls are butchers, who make it a business and understand exactly the demands of the trade, as well as the truck gardeners, who raise an ample supply of vegetables of all kinds. Those in search of something to eat are sure to find it at the market, and they can always find something nice. In order to show how much fresh meat the city of Columbus consumed in a year, we have compiled the statistics for the year. We find the amount as follows:

ANIMALS.	Number.	Weight Each.	Aggregate Weight.
Beeves.....	5,475	250	1,458,750
Mutton.....	7,300	30	219,000
Hogs.....	4,380	100	438,000
Total.....	17,155	380	2,115,750

We thus find that there were 17,155 animals killed, and 2,115,750 pounds of fresh meat used from the market, and besides, there is a large quantity of fresh meat sold between the market hours. A large quantity of fresh meats is sold across the river, in Brownville and Girard. The actual figures gives the following for the year:

ANIMALS.	Number.	Weight Each.	Aggregate Weight.
Beeves.....	1,015	250	281,750
Mutton.....	1,822	30	54,660
Hogs.....	1,335	100	133,500
Total.....	4,272	380	478,910

Thus we find that the combined statement shows that there were used during the year, in this city and across the river, 21,427 animals, weighing in the aggregate 2,594,660 pounds.

For the privilege of selling, the butchers pay an annual rental of from \$75 to \$100 a stall, which nets the city a revenue of \$1,525. The stalls are the property of the city.

The amount of vegetables consumed in a year is simply incalculable, and the cheapness with which they are sold makes one wonder how the truck farmers can afford to raise them. These stalls also bring in quite a revenue to the city, as they rent from \$18 to \$20, and aggregate \$656 for the Treasury of the city.

CITY CHURCHES.

Statistical Information Concerning the Places of Worship in the City.

Columbus takes just pride in her churches. No city in the South affords better religious opportunities. The buildings are large and comfortable; are well ventilated in summer and heated in winter. The churches have been peculiarly fortunate in the selection of ministers, as they are all fine speakers and enjoy the highest moral and religious character. They have endeared themselves to their churches, and have won the respect and admiration of the public at large. Under the ministry of such able gentlemen, our churches could not be otherwise than popular.

Great interest is also being taken in the Sunday Schools, which are ably superintended and managed. Parents who feel an interest in the future of their children should send them to Sunday School regularly, or, better still, go themselves, and take their children with them.

Below we append a table giving the names of the pastors of the various churches, and statistical information concerning the different churches and Sunday Schools, which show that all are in fine condition in every respect:

NAMES OF CHURCHES.	NAME OF PASTORS.	No. of Church Members	Scholars and Teachers.	Value of all Church Property	Amount of Money Raised.	Number of Sitzings.
First Presbyterian	Rev. W. A. Carter.....	351	177	43,500	3,500	1,200
First Baptist.....	Robert H. Harris.....	575	290	45,000	4,000	1,300
Second Baptist.....	J. W. Howard.....	269	125	6,000	500	200
St. Luke, Methodist.....	Rev. G. G. N. MacDonell.	675	400	33,500	3,500	1,200
St. Paul, Methodist.....	Rev. Walker Lewis.....	424	125	25,000	4,000	600
Trinity, Episcopal.....	Rev. W. C. Hunter.....	293	245	19,000	4,195	400
Broad St., Methodist.....	Rev. J. B. K. Smith.....	675	220	4,100	1,500	300
Holy Family, Catholic.....	Rev. Father Schenke.....	500	150	25,000	.....	525
Jewish Synagogue.....	Rabbi Weiss	300	164	24,000	.....	500

EDUCATIONAL.

STATISTICS WHICH SHOW COLUMBUS TO BE A CITY OF SCHOOLS

The Public Schools for Fifteen Years—A Steady Increase in Interest and Attendance—A Fine Exhibit for the Female Seminary—Other Schools.

Columbus is indeed the city of schools, and we have no information of any better place for procuring an education. It has been said, and we have no inclination to dispute it, that the schools of Columbus have done as much in the progress of building up the city as our great manufacturing enterprises. Every advantage that a parent may desire for the educational advancement of the child—whether it be daughter or son, young lady or young man—may be found in this city, and it is encumbered with the fewest number of disadvantages so often found in a city of the size. The people of all the surrounding country recognize this fact, and come here to receive the advantages. Their children educated, they still remain, and among them are many of our best citizens, who have fully identified themselves with the city's interest. Our citizens appreciate this fact, and it is the interest they take in the schools that has caused them to prosper, and bring us pupils from a dozen States. Columbus believes that in a free country like this, ignorance has no rights, except the right to get out of the way. It is the theory of her citizens to believe in the educational theory, and it does not claim that men are equal in capacity or attainment, but that every citizen is capable of being raised to a moral and an intellectual level which will fit him to take an intelligent interest in public affairs. In this our city is eminently correct. We believe in the capacity of human nature for educational improvement of a direct and rapid sort. The old idea of advance only through slow and prolonged stages of cumulative experience has long since been exploded, and in our institutions of learning are to be found all the modern appliances and apparatus. We have seminaries, and high schools, and public schools, with all the departments that entitle an institution to that comprehensive title. These institutions stand open ten months of every year, inviting young men and women of this country to prepare thoroughly for life's earnest work. We give statistics to show what Columbus is doing in the way of educating the youth of the country:

Number of teachers in grammar department, white.....	7
Number of teachers in primary department, white.....	8
Number of assistant teachers.....	1
Superintendent teaches part of each week.....	1
Teacher in music department, white.....	1—18
Number of teachers in grammar school, colored.....	6
Number of teachers in primary department, colored.....	10—16
Supernumerary teachers, white.....	1
Supernumerary teachers, colored.....	3— 4
Total teachers and supernumeraries.....	38
Number of male teachers, white.....	1
Number of female teacher, white.....	17—18
Number of male teachers, colored.....	2
Number of female teachers, colored.....	17—19

SCHOLARS.

Enrollment in boys' school, Prof. Battle, principal.....	373
Enrollment in girls' school, Miss M. H. Birdsong, principal	413
Enrollment in colored schools, Prof. W. H. Spencer, principal (girls 610, boys 456).....	1,066
Normal class (colored), males 3, females 22.....	25
Normal class (white), males 2, females 21.....	23
Total enrollment.....	1,900

AVERAGE ATTENDANCE.

Boys' school, Prof. Battle, principal.....	296
Girls' school, Miss Birdsong, principal.....	360
Colored schools, Prof. Spencer, principal	674
Normal class, white	20
Normal class, colored.....	22
Total average attendance.....	1,372

BOARD OF EDUCATION.

Hon. B. F. Coleman, President.	Hon. Jno. Peabody, Vice-President.
A. O. Blackmar	James Smith,
C. A. Redd,	Dr. N. J. Bussey,
Jno. King,	N. N. Curtis,
A. P. Mooty, Superintendent and Secretary.	
B. H. Crawford,	W. S. Needham,
I. J. Moses,	

OUR CITY GOVERNMENT.

CITY OFFICERS FOR THE YEAR 1887—ELECTION HELD SECOND SATURDAY IN DECEMBER, 1886.

Mayor—Cliff. B. Grimes.

Aldermen First Ward—J. S. Garrett, E. S. McEachren.*

Aldermen Second Ward—A. M. Elledge, B. T. Hatcher.*

Aldermen Third Ward—D. P. Dozier, Wm. H. Brannon *

Aldermen Fourth Ward—Theo. M. Foley, Frank McArdle.*

Aldermen Fifth Ward—N. N. Curtis, Isaac Joseph.*

Aldermen Sixth Ward—G. W. Dillingham, Rollin Jefferson.*

*Time expires December, 1887, balance in December, 1888.

Mayor *pro tem.*, Wm. H. Brannon; Clerk of Council, M. M. Moore; Treasurer, John N. Barnett; Marshal and Chief of Police, John H. Palmer; First Lieutenant of Police, James A. Roberts; Second Lieutenant of Police, W. Z. Pickett; Overseer of Street Hands, John Foran; City Engineer, B. H. Hudson; City Attorney, S. B. Hatcher; City Physician, J. E. Gillespie; Hospital Keeper, Catherine Anderson; Clerk of Market and Magazine, Thomas O. Douglass; Sexton, A. Odom.

Port Wardens—Thomas Chaffin, R. A. Carson, E. L. Wells, Dan Joseph and L. Meyer.

Assessors of Real Estate—B. H. Crawford, James Smith, G. E. Gager.

Chief Engineer of Fire Department—George J. Burrus.

Superintendent of Fire Alarm Telegraph—E. H. Jenkins.

STANDING COMMITTEES, 1887.

Accounts—Joseph, Foley and Curtis. *Bridges and Wharf*—Jefferson, Elledge and McArdle. *Cemetery and Park*—Elledge, Brannon and Dillingham. *City Improvements and Commons*—Dozier, McArdle and Brannon. *Cisterns, Fire Department and Water Works*—Foley, McEachern and Garrett. *Contracts*—McArdle, Jefferson and Dozier. *Finance*—Brannon, Curtis and Hatcher. *Hospital*—Dillingham, Dozier and Jeff-

son. *Market and Magazine*—Garrett, Dillingham and Joseph. *Police and Gas*—Hatcher, Garrett and McEachern. *Public Schools*—Curtis, Hatcher and Foley. *Streets and Sewers*—McEachern, Joseph and Elledge.

Board of Fire Wardens—City Assets—Bonded Debt.

BOARD OF FIRE WARDENS.

George J. Burtus, C. L. Torbett, James A. Calhoun,
W. H. Brannon, E. H. Jenkins, Dan A. Joseph.

ASSETS OF THE CITY OF COLUMBUS, GA., JANUARY 1, 1887.

Value of real estate in city limits.....	\$6,526,130
Non-taxable.....	576,600
Commons belonging to the city, surveyed, and lots ready to be put on the market.....	40,000
Wharf.....	40,000
Two bridges.....	50,000
Market—Meat and Vegetable.....	12,000
Public Buildings—Engine Houses, Council Chamber, School Houses, Hospital and Magazine.....	88,000
Stock in Mobile and Girard Railroad Company.....	40,000
Stock in Gas Light Company.....	11,500

BONDED DEBT OF THE CITY OF COLUMBUS, GA., JANUARY 1, 1887.

Due 1894..... \$ 11,300	Due 1900..... \$ 19,000	Due 1906..... \$ 10,000
1895..... 500	1901..... 11,000	1907..... 10,500
1896..... 37,400	1902..... 8,500	1908..... 11,000
1897..... 24,400	1903..... 25,000	1909..... 266,000
1898..... 17,000	1904..... 10,500	
1899..... 16,000	1905..... 17,500	Total..... \$495,600

All of the above were issued 1876 to 1879, for redemption of other bonds issued at various times and for various purposes. Principal and interest is payable at office of City Treasurer. All bear interest at 5 per cent., coupons due January and July, excepting \$36,800 of 7 per cent. bonds due in 1896 and 1897, coupons of which are payable April and October. Until 1894 about \$10,000 of bonds will be retired annually by purchase. Tax on real estate, 1 per cent.

OUR RIVER STEAMERS.

The following is our show for a *navy*. They ply all the year, and run to the Gulf:

Name.	Capacity.	Master.
Naiad.....	500 bales cotton.....	T. J. Whiteside.
Amos Hays.....	700 " ".....	T. A. Marcrum.
Thronateeska.....	700 " ".....	W. A. Randlette.
Fanny Fearn.....	800 " ".....	G. L. Lapham.
M. H. Smith.....	600 " ".....	C. E. Hobart.
W. D. Ellis.....	400 " ".....	Henry Long.
Pactolus.....	800 " ".....	W. A. Jones.
Aid.....	300 " ".....	James Wells.
Ruby.....	200 " ".....	Dan Collins.

STREET RAILROAD.

Not to be behind the progressive ideas of advanced civilization, our city boasts of a complete and well-equipped street railroad, propelled at present by horse power, but with the privilege, by special legislation, to use steam. The road has four miles of track, reaching through the city and to suburbs. The road is in a highly prosperous condition, with a liberal charter and prospective extensions.

ELECTRIC LIGHTS.

The city is lighted on its thoroughfares by the Brush Electric Light system, the same being used by our leading hotels, mills and steamers.

FIRE DEPARTMENT.

Two steam fire engines; 2 hand engines; 1 hook and ladder truck; 7 hose carriages; 3,600 feet good leather hose; 9 mules; fire department consists of 215 volunteers, 10 men paid part time; *fire alarm telegraph*, 16 stations.

WATER SUPPLY.

Twenty-six cisterns, capacity 400,000 gallons; $7\frac{1}{2}$ miles street mains; capacity of reservoirs, 100,000,000 gallons daily; pressure, 50 pounds; 105 hydrants.

WATER WORKS.

No city in the Union has a better supply of water than our own. They have been completed five years, and furnish water by gravitation a distance of four miles. They get their supply from the mountains west of the city, and have two reservoirs, containing in the aggregate nearly four hundred million gallons of pure water. A 42-inch main conducts the water to the city, connecting with the distributing mains, covering ten miles of pipes, fitted with double fire hydrants, which, under pressure, can throw water over highest building. Incorporated, 1880. Capital, \$175,000. B. F. Archer, President; T. W. Lynnot, Treasurer; George W. Baily, Secretary.

OUR BANKING FACILITIES.

THE CHATTAHOOCHEE NATIONAL BANK.—	
Capital	\$100,000 | Surplus.....\$ 75,000
MERCHANTS' AND MECHANICS' BANK.—	
Capital.....	\$150,000 | Surplus.....\$ 50,000
THE NATIONAL BANK OF COLUMBUS.—	
Capital.....	\$100,000 | Surplus.....\$ 40,000
EAGLE AND PHENIX SAVINGS BANK.—	
Capital.....	\$1,250,000 | Surplus.....\$650,000
THE GEORGIA HOME INSURANCE COMPANY.—	
Capital and Assets.....	\$750,000

OUR WHOLESALE TRADE.

HARDWARE.—Frazer & Dozier.

GROCERS.—Jones Bros. & Caverly, W. J. Watt, J. H. Gabriel & Co., Kern & Loeb, Garrett & Sons, M. Kaufman.

DRY GOODS.—J. Kyle & Co., J. K. Orr & Co., M. Joseph, Lewis & Gregory.

DRUGS.—Brannon & Carson.

Some of Our Enterprises not Included in the Cotton Mills, Railroads or River Lines.

The Columbus Barrel Factory, whose product is displayed at Section D, Main Building, Piedmont Fair.—This factory makes anything in the shape of a barrel or keg. Has a paid up capital of \$20,000. Its daily capacity is 300, with the following corps of officers: President, Charles T. Porter; Secretary and Treasurer, M. M. Hirsch.

The Bottling Works of E. M. Walsh & Co., run in connection with their wholesale beer and liquor business. It is the only enterprise of the kind in the city, and is one of our best paying industries.

THE EMPIRE FLOUR MILLS.—This old and strong house has an exhibit of their own in Section D, Main Building, and in their regular advertisement in this pamphlet, gives the capacity and output of their mill. The proprietor of the mill is Geo. W. Woodruff, assisted by his two sons, H. L. and Ernest Woodruff. Their mill is the largest in this section. See advertisement.

THE COLUMBUS SOUTHERN RAILROAD, though not in sight, is an assured fact. This is the connecting link between Florida and Columbus. The right of way is secured, \$150,000 good subscriptions signed up, and all awaiting a few more details to go on to a rapid completion.

PEARCE'S COTTON MILLS—Making checks and plaids.

BROWN'S COTTON MILLS—Making yarns.

THE CHATAHOOCHEE KNITTING COMPANY—Making hosiery.

PLANING MILLS.—Dadley & Harvey, T. L. Gruzard, Ernest Abshegan, England & Snyder, Columbus Iron Works.

COTTON WAREHOUSES.—Swift & Hamburger, Flournoy & Epping, Slade & Farish, F. J. Jenkins & Co., B. T. Hatcher & Co., Blanchard, Humber & Co., Carter & Bradley.

We might go on and fill a directory with these staunch enterprises, but we will group a list of them to show the diversity of our talent and labor:

G. J. Peacock, Manufacturer Clothing; Columbus Ice and Refrigerating Company, Muscogee Oil Company, several Building and Loan companies, The Columbus Gas Company, The Columbus Fertilizing Company, Southern Telegraph Company, Western Union and Telephone Company, a handsome Opera House, a Public Library, Young Men's Christian Association. Two large Compresses run by the Central Railroad, and one by private capital, for direct shipments to Europe.

OUR DAILY PAPERS.—For almost all the foregoing matter we are indebted to the files of the Columbus *Enquirer-Sun* and the *Evening Ledger*. These two dailies are our jewels. They come to us each day laden with the best and brightest of news—always ready with their pens or their means to push on the progress of their city. The business features of each can be ascertained by reference to their advertisement elsewhere in this book. In this place and time we desire to return our thanks to their respective staffs for indispensable aid in getting together the matter of this book. Without the use of their files and daily publications we would have been lost.

J. A. WALKER, Compiler.

JOEL A. WALKER.

ROBT. W. WALKER.

WALKER BROS.,

COLUMBUS, GA

BROKERS.

REAL ESTATE, INSURANCE *and* PRODUCE.

Local Agents for

THE LONDON ASSURANCE CORPORATION,


THE FIDELITY MUTUAL LIFE ASSOCIATION.

Buy and Sell Real Estate.

SELL MEATS, GRAIN, FLOUR, AND ALL
MILL PRODUCTS.

Have 100,000 Acres Timber Lands.

Have 10,000 Acres Mineral Lands.

 Call on us at Section "D," Main Building, Piedmont Fair, during two weeks in October.

M. KAUFMAN,

WHOLESALE GROCER,

1211 BROAD STREET, COLUMBUS, GEORGIA.

KERN & LOEB,

WHOLESALE GROCERS, LIQUOR DEALERS AND TOBACCONISTS,

COLUMBUS, GEORGIA.

The Largest Wholesale Grocery House at Columbus, Ga.

Office and Store Rooms 1201 and 1203 Broad Street.

**Storage Warehouse with side-track near the General Freight
Depot.**

2338

THE NATIONAL BANK OF COLUMBUS.

COLUMBUS, GA.

CAPITAL \$100,000. SURPLUS \$50,000.

J. RHODES BROWNE, Pres't.

GEO. W. DILLINGHAM, Cashier.

COLLECTIONS SOLICITED AND MADE A SPECIALTY.

THE GEORGIA HOME INSURANCE CO.

COLUMBUS, GEORGIA.

J. RHODES BROWNE, Pres't.

WM. C. COART, Sec'y.

Capital and Assets, \$733,566.17.

DIRECTORS:

J. Rhodes Browne,

N. N. Curtis,

G. M. Williams,

Chas. Wise,

Geo. W. Dillingham,

J. S. Garrett,

Amory Dexter.

EMPIRE FLOUR MILLS.

Largest Flour and Meal Mills in the South.

DAILY CAPACITY

600 Barrels Flour.

2,000 Bushels Meal.

FULL ROLLER PROCESS.

Employing the Celebrated Gradual Reduction Porcelain Roller System, manufacturing the following popular brands:

KING OF PATENTS,

SILVER LEAF,

STANDARD PATENT,

SWEET HOME,

SNOW FLAKE,

OUR FAVORITE.

Send for Samples and Prices.

GEO. W. WOODRUFF, Prop.

PLANTERS' WAREHOUSE.

GEO. P. SWIFT.

LOUIS HAMBURGER.

GEO. P. SWIFT & HAMBURGER

SUCCESSORS TO GEO. P. SWIFT & SON,

COMMISSION MERCHANTS,

Columbus, Georgia.

Liberal Advances on Consignments of Cotton, and Special Attention given to Sale and Storage of same.

COLUMBUS BAGGING MILLS.

HINDE, PREER & ILLGES,

MANUFACTURERS OF

JUTE BAGGING.

S. S.....	1½ lbs.	to	yard.
Star.....	★ 1¾	“	“
Live Oak ...	A, 2	“	“
Live Oak ...	X, 2¼	“	“

THE ONLY MILL IN GEORGIA MAKING

Cotton Bagging!

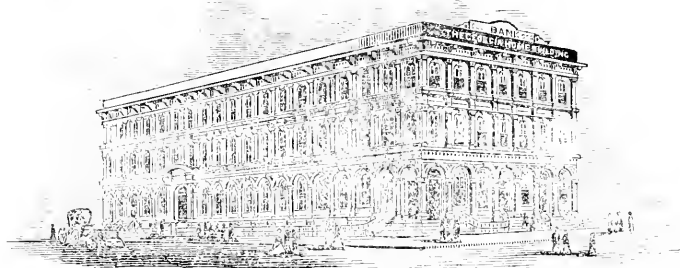
CAPACITY, - - 3,000 YARDS A DAY.

See Sample on Exhibition at Section "D," Main Building, During
Piedmont Fair.

COLUMBUS, - - - GEORGIA.

[ESTABLISHED IN 1844.]

L. L. COWDERY & CO.



**IMPORTERS OF AND DEALERS IN
CHINA, CROCKERY,
Foreign Glassware and Fancy Goods.
1044 Broad St., - Columbus, Georgia.**

GRIGSBY E. THOMAS, JR.,

ATTORNEY AT LAW.

Office Nos. 3 and 4 Georgia Home Building.

Special attention given to Land Titles, Char-
ters and Corporation Franchises.

COLUMBUS, GEORGIA.

ROLLIN JEFFERSON,

WHOLESALE AND RETAIL

G R O C E R,

Columbus, Ga.

The largest Country Trade of any merchant in the city.

Ample Capital to accommodate the Needy.

Attentive Clerks to wait on you, and prices to match the lowest.

ALSO AGENT FOR

HATCHER'S FAMOUS IRON WAGON.

Call at Machinery or Agricultural Hall at Piedmont Fair, and at Macon Fair, to see a Sample of this Celebrated Wagon.

THEO. M. FOLEY

Successor to F. J. SPRINGER & CO.,

—DEALER IN—

FANCY GROCERIES,

PROVISIONS, FINE LIQUORS, ETC.

“OLD MILL” WHISKY A SPECIALTY

Orders by Mail Promptly Executed.

COLUMBUS, GEORGIA.

THE CLEGG MANUFACTURING CO.

COLUMBUS, GEORGIA.

PLAIDS, CHECKS, COTTONADES,

MITCHELINE-MARSAILLES

BED SPREADS

In all colors, sizes and designs.

135 LOOMS, 100 OPERATIVES.

CAPITAL STOCK \$50,000.

A. CLEGG, Pres't.

JOHN F. CLEGG, Sec'y & Treas.

E. M. WALSH & CO.,

Columbus and Griffin, Ga.

The Two Largest Factories in Georgia

FOR THE MANUFACTURE OF

ICE AND MINERAL WATERS,

STEAM BOTTLERS.

AGENTS FOR

Moerlein's "National Export" Beer,

AND

WHOLESALE LIQUOR DEALERS,

Dublin Stout, Bass Ale, Ginger Ale, Etc.,

Columbus and Griffin, Ga.

FIRST PREMIUM WHEREVER EXHIBITED.

Sample of Ice at Section "D," Main Building,
Atlanta.

C. SCHOMBURG,

PRACTICAL

WATCHMAKER AND JEWELER,

HAS JUST RECEIVED A VERY HANDSOME LINE OF

ROYAL COPPER AND BRONZE GOODS, VASES, STATUES,
PITCHERS, CANDLESTICKS, MIRRORS, TABLES,
PLAQUES, TRAYS, CLOCKS, JARDINIERE.

Will be ready in a few days to wait on you with a stock of SPEC-TACLES and EYEGASSES superior to any ever brought to our beautiful city, and will charge but a reasonable profit on the money invested; will not charge for his skill and knowledge in fitting you; will sell you real Stone "Pebble" Lenses, if you want them, and are able to buy them, and otherwise will sell you the best ground and polished Glass Lenses in the market, put in any kind of frame you want. So when you want Glass Lenses, ask for Glass Lenses; when you want Pebble Lenses, ask for Pebble Lenses. Let "hifalutin" names alone, as humbug.

A. C. CHANCELLOR.

T. J. PEARCE.

Chancellor & Pearce

1135 Broad Street,
COLUMBUS, - - - GA.

WHOLESALE AND RETAIL

CLOTHIERS,

HATS and

FURNISHERS.

The Largest Fine Retail Busi-
ness in Georgia.

MERCHANT TAILORING
A Specialty.



L. C. FRAZER.

D. P. DOZIER.

FRAZER & DOZIER

WHOLESALE

HARDWARE,

Guns and Sporting Goods.

We are the largest jobbers of Hardware in Southwest Georgia, and invite

A COMPARISON OF PRICES.

AGENTS FOR

DuPont's Celebrated Sporting and
Blasting Powder, Starr's Hames
and Traces, Howe Scales.

BUILDERS' SUPPLIES,

Wagon Material.

COLUMBUS, GEORGIA.

(±)

C. A. REDD.

W. A. REDD.

C. A. REDD & CO.

Wholesale Grocers,

1036 Broad Street, - - - - Columbus, Ga.

Stock always complete for Store or Plantation Trade. Prices guaranteed as low as any in the city. We make

GEORGIA SEED RYE A SPECIALTY.

Six Splendid BUILDING LOTS For Sale near Business Centre and Street Car.

CALL ON US FOR BARGAINS.

J. M. FLETCHER & SON,

PROPRIETORS

PALACE STABLES,

Columbus, Georgia.

Livery First-Class Throughout. Accommodations for Drivers Unsurpassed.

FINE

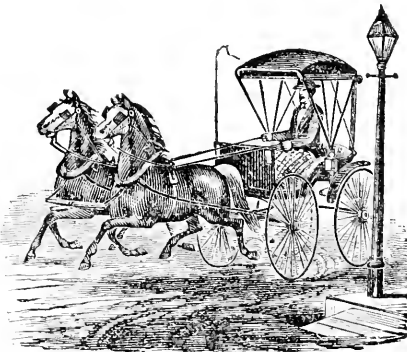
Hearses and Carriages

Furnished for Funerals.

We are also connected with the firm of

HERRING & FLETCHER,
Undertakers.

Funerals personally conducted by Mr. C. H. Herring, whose reputation is second to none.



1854.

1887.

THOS. GILBERT,

PRINTER, BOOK-BINDER,

AND

MANUFACTURER PAPER BOXES.

13 and 17 Twelfth St., Columbus, Ga.

MERCANTILE WORK A SPECIALTY.

BLANK BOOKS KEPT IN STOCK AND MADE TO ORDER

OLD BOOKS REBOUND.

Georgia and Alabama BLANKS Always on Hand.

 PAPER BOXES on Exhibition at Section D,
Main Building, Piedmont Fair.

THE
Bee Hive

COLUMBUS, GEORGIA.

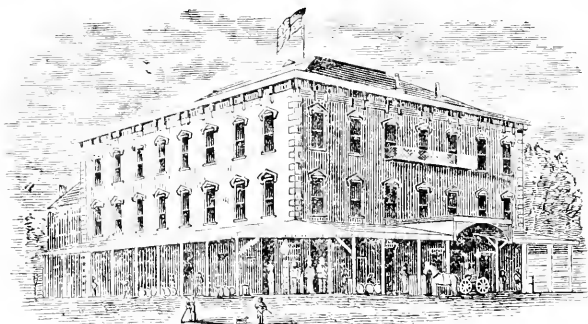
THE LEADING DRY GOODS HOUSE
 IN WESTERN GEORGIA

AND

Leaders of Low Prices.

STERNBERG & LOEWENHERZ.

SPRINGER OPERA HOUSE



Columbus, Georgia.

Seating Capacity, - - 1,300

With its 25,000 inhabitants Columbus is one of the best theatrical cities in the Southern circuit. First-class attractions only.

Write for open time and terms to

THEO. M. FOLEY, Manager.

MUSCOGEE
Manufacturing Co.,

Columbus, Ga.

Capital Stock.....\$157,500

Spindles, - - - -	6,000
Looms, - - - -	400
Operatives, - - - -	400

PLAIDS

Cottonades, Etc.

G. P. SWIFT, - - - - President.
 W. A. SWIFT, - Sec'y and Treas'r.

DAILY LEDGER.

—10 Cents a Week—

Largest City Circulation

—IN—

COLUMBUS, GEORGIA.

Advertisements and Subscriptions taken by applying, during the Piedmont Fair, at Section "D," Main Building, Atlanta.

A STRICTLY FIRST-CLASS LITERARY JOURNAL.

W. J. WOOD.

W. S. GREEN.

WOOD & GREEN,

REAL ESTATE BROKERS,

COLUMBUS, GEORGIA.

We have on our list some good property, consisting of Business Houses, Residences, Vacant Lots, Suburban Property, also Timber Lands in Southern Georgia and Mineral Lands in Northern Georgia. Our business houses will pay from 6 to 8 per cent. net.

OFFICE CORNER BROAD AND ELEVENTH STREETS.

1872.

1872.

CAPITAL, - - \$150,000.

W. H. BRANNON, Pres't. A. O. BLACKMAR, Cash'r.

DIRECTORS:

W. R. BROWN, - - President Columbus Iron Works Company.
 W. H. BRANNON, - - - of Peabody & Brannon, Attorneys.
 C. E. HOCHSTRASSER, - - - - - - Grocer.
 C. A. REDD, - - - - - - of C. A. Redd & Co.
 W. L. CLARK, - - - - - - Railroad Superintendent.

Merchants and Mechanics Bank,

Columbus, Ga.

NEW YORK CITY CORRESPONDENT:

American Exchange National Bank.

No charges made for collecting Local Paper payable
 with Exchange, and on other points only
 what we pay for collecting.

EMPIRE STABLES.

Successors to

JOHN DISBROW & CO.

East Side First Avenue, between 12th and 13th Streets.

NEW AND NOBBY TURNOUTS,

SAFE AND SHOWY HORSES,

CAREFUL AND EXPERIENCED DRIVERS.

Funerals Personally Conducted and Properly Attended
to. The Finest Hearses in the City.

PRICES IN ACCORDANCE WITH THE TIMES.

Ample Accommodations for Live Stock.

Headquarters for Dealers.

REEDY & MAHONE,

REAL ESTATE AGENTS.

Next Door to the Post-Office.

BUY AND SELL PROPERTY

In or out of the City.

COLLECT RENTS, NEGOTIATE LOANS,

And make ourselves generally useful to those
who buy, sell or borrow.

Jones Bros. & Caverly,

WHOLESALE

GROCERS,

947 BROAD STREET,

COLUMBUS, - - - - GEORGIA.

NO GOODS

AT RETAIL

GABRIEL & CO.,

Opposite Central Hotel,

COLUMBUS, - GEORGIA,

WHOLESALE GROCERS.**WE DEFY COMPETITION.****WILL DUPLICATE ANY OUTSIDE BILL.**GRAIN, FLOUR, MEAT, TOBACCO,
CASE AND CANNED GOODS.Honest Measurement! Honest Weights! Low Prices!
Polite Attention!**COME AND SEE US.**

AMORY DEXTER, Pres't.

E. H. JENKINS, Treas'r.

G E O R G I A

STEAM AND GAS PIPE CO.,

WHOLESALE AND RETAIL DEALERS IN

Steam, Gas *and* Water Pipe *and* Fittings,
FIRE DEPARTMENT SUPPLIES,Iron Pumps, Hose of All Kinds,
Terra Cotton Drain and Sewer Pipe.

Contractors and Builders of Gas and Water Works.

1035 Broad Street, Columbus, Ga.

COLUMBUS IRON WORKS

AND

The Stratton Ice Machine Co.

EXHIBIT

Can be Seen at Section "D," Main Building.

H. D. STRATTON & CO.,

COLUMBUS, - - - - GEORGIA,

Contractors and Builders of

ICE MACHINES

Of any Capacity.

35 Machines Now in Operation!

Twelve Machines Erected During the Past Year.

The following (Sea Coast) Cities have them in operation against Northern Ice: Wilmington, N. C.; Savannah and Brunswick, Ga.; Jacksonville, St. Augustine, Apalachicola, and Pensacola, Fla., and Mobile, Ala.

CORRESPONDENCE SOLICITED.

SOULE REDD.**J. C. HAILE.**

SOULE REDD & CO.

We Buy and Sell Bonds, Stocks, Etc.,
Strictly on Commission.

We Write Insurance Policies in the very Strongest
Companies with Great Care.

We Buy, Sell and Rent Real Estate with Promptness.
We solicit a share of patronage.

T. T. EDMUNDS,

THE FURNITURE MAN,

Columbus, Georgia.

The Best Selection, the Handsomest Designs.

THE LOWEST PRICES IN THE STATE.

PARLOR, BEDROOM AND BRIDAL SETTS A SPECIALTY.

Bric-a-Brac Carpets, Window Shades, etc.

POLITE ATTENTION AND NEW GOODS.

SWIFT MANUFACTURING COMP'Y,

COLUMBUS, GA.

CHECKS, PLAIDS,

COTTONADES,

AND THE

CELEBRATED MITCHELINE

BED SPREADS.

CAPITAL STOCK, - - - - \$200,000

Spindles,	-	-	-	-	8,000
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Looms,	-	-	-	-	330
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Operatives,	-	-	-	-	300
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W. A. SWIFT, President.

G. M. WILLIAMS, Sec'y and Treas'r.

I. L. POLLARD,

GROCEER,

1235 BROAD STREET,

—AND—

I. L. POLLARD & CO.,

CROCKEY, GLASS and TABLEWARE,

1033 BROAD STREET,

COLUMBUS, GEORGIA.

Both establishments run on Strictly First-Class principles.
Prices to meet anybody.

I. L. POLLARD.

LOUIS BÜHLER & CO.

WHOLESALE, CIGARS, TOBACCOS and LIQUORS.

Next Door South of Central Hotel,

COLUMBUS, GEORGIA.

—
Sole Agents for

ANHEUSER-BUSCH STANDARD BOTTLED BEER.

IMPERIAL WEDDING WHISKY, GRAND REPUBLIC CIGARS.

ESTABLISHED 1871.

John Blackmar,

REAL ESTATE AGENT,

STOCK and BOND BROKER,

Columbus, Ga.

For a reasonable Commission, I buy and sell all kinds of

**STOCKS, BONDS, U. S. LAND WARRANTS AND
REAL ESTATE.**

8 Per Cent. Mortgage Loans

(One-half to two-thirds of value),

Effected on Centrally Located City Real Estate.

If you have money paying you only 5 or 6 per cent., write or call on me.

FOR SALE:

\$100,000 FIRST-CLASS SECURITIES,

AMONG THEM

\$5,000 Georgia 4½ per cent. 30-year Bonds, due 1915.

\$5,000 City of Columbus 5 per cent. Bonds, due 1906.

Southwestern Railroad guaranteed 7 per cent. Stock.

Central Railroad and Georgia Railroad Stock.

Americus, Preston and Lumpkin Railroad First Mortgage 7 per cent. Bonds at 102½ and interest.

Circular giving full particulars mailed to any
Address.

JOHN BLACKMAR,

COLUMBUS, GEORGIA.

HOCHSTASSER.

ORANGES BY THE BOX OR CAR LOAD.

FLORIDA
SYRUP AND HONEY
AT WHOLESALE.

IMPORTED FRENCH AND GERMAN
Table Luxuries.

NATIVE AND FOREIGN WINES.

“BAKER RYE 1868” a Specialty.

1877.

1887.

G. J. PEACOCK,

Clothing Manufacturer,

1200 & 1202 Broad St., Columbus, Ga.

A Large Line of

ENGLISH, FRENCH AND AMERICAN CASSIMERES

Always on hand.

COTTONADE SUITS A SPECIALTY.

S. A. CARTER.

W. C. BRADLEY.

CARTER & BRADLEY, Cotton Factors,

(WEBSTER WAREHOUSE)

935 Broad Street, - - - - Columbus, Georgia.

We have increased the storage capacity of our house two thousand bales, and have made other improvements to lower the rate of insurance on cotton stored with us, and are now prepared to offer to the farmers of this section more convenience, cheaper insurance by 50 per cent., and better service than ever in each department of our business. ☞ Give us ONE trial and see that this is true.

BAGGING AND TIES

ALWAYS ON HAND.

Storage and Sale of Cotton a Specialty. Liberal Advances made.

HOTEL RIDDLE

Columbus, Georgia.

Up-Town Hotel, Cor. 1st Ave. and 13th St.

FIRST-CLASS IN EVERY FEATURE.

Only Hotel in City with Rooms on First Floor.

TRANSIENT AND REGULAR BOARDERS TAKEN.

OMNIBUS FREE--Meets all Trains.

TRANSIENT BOARD, - - - - - \$2.00 per day.

Mrs. A. E. RIDDLE & SON, Prop's.

CARL KOECHLIN, Clerk.

(5)

H. H. EPPING, Pres't.

E. H. EPPING, Cashier.

Statement of the Condition

—OF THE—

CHATTAHOOCHEE NATIONAL BANK,

—OF—

COLUMBUS, GEORGIA,

At the Close of Business, 13th May, 1887, as Made to the
Comptroller.**RESOURCES:**

Loans and Discounts.....	\$353,557 87
Overdrafts (Advances on Cotton, etc.).....	13,692 16
United States Bonds (4½ %) to secure circulation	100,000 00
Other Stocks, Bonds and Mortgages.....	5,940 00
Due from approved Reserve Agents, New York.....	21,230 33
Due from other National Banks	5,759 71
Due from State Banks and Bankers.....	8,831 09
Real Estate, Furniture and Fixtures.....	19,143 26
Current Expenses and Taxes paid.....	3,901 07
Premiums on United States Bonds.....	5,981 61
Cash on hand	43,660 27
Redemption Fund with United States Treasurer.....	4,500 00
Due from United States Treasurer.....	978 80
	<hr/>
	\$587,176 17

LIABILITIES:

Capital Stock paid in	\$100,000 00
Surplus Fund	75,000 00
Undivided Profits.....	25,383 74
National Bank Notes outstanding.....	89,300 00
Individual Deposits	274,224 94
Certificates of Deposit.....	5,500 00
Due to State Banks and Bankers.....	17,767 49
	<hr/>
	\$587,176 17

State of Georgia, City of Columbus:

I, E. H. Epping, Cashier of the above named Bank, do solemnly swear that the above Statement is true, to the best of my knowledge and belief.
E. H. EPPING, *Cashier.*

Subscribed and sworn to before me, this 17th May, 1887.

JNO. F. LLOYD, *Notary Public.*

Correct—Attest: JOS. KYLE,
A. ILLEGES, } Directors,
H. H. EPPING, }

BRANNON & CARSON,

COLUMBUS, GA.,

Wholesale Druggists

AND

SEED DEALERS.

HEADQUARTERS for all Popular Patent Medicines.

Prices to compete with any house in the
United States.

L. H. CHAPPELL,

BROKER,

REAL ESTATE AND INSURANCE

AGENT,

Columbus, - - - - - Georgia.

Established 1874.

REFERENCE: NATIONAL BANK, COLUMBUS, GA.

ESTABLISHED IN COLUMBUS, GA., 1852.

M. JOSEPH,

Importer and Jobber of

DRY GOODS,

NOTIONS, MILLINERY, HATS, CAPS, Etc.

Manufacturer and Wholesale Dealer in

ALL KINDS OF TRUNKS.

Headquarters for Georgia Manufactured

COTTON and WOOLEN GOODS

Of every Grade and Description. A large stock and complete assortment always on hand at Bottom Prices.

A full corps of Traveling Salesmen who travel in Alabama, Florida, Georgia, Mississippi and South Carolina, etc.

COMPETITION DEFIED

—AND—

INFORMATION PROMPTLY FURNISHED

In Reference to Goods, Prices or Terms on Application.

Nos. 1131, 1133, 1135 and 1137,

BROAD ST., COLUMBUS, GEORGIA.

P. O. BOX 274.

Garrett & Sons,

Corner BROAD and ELEVENTH STS.

WHOLESALE

GROCERS AND LIQUOR DEALERS.

Importers, Jobbers and Manufacturers

—OF—

CIGARS AND TOBACCOS.

J. B. HOLST & CO.,

Cotton Buyers,

COLUMBUS, GEORGIA.

J. B. HOLST & WEBER,

Cotton Buyers,

SAVANNAH, GEORGIA.

GOLDEN BROS.,

COLUMBUS, GA.,

FOUNDERS MACHINISTS.

MANUFACTURERS OF

Hangers, Pulleys, Couplings, Shaftings and Collars,

Adapted for Cotton Mills,

All Light, Durable, Substantial and of Improved Designs.
(Steam or Horse.)

Cane Mills, Cotton Screws, Gin Gearing, Mill Gearing and Castings
Of every description made to order.

J. K. ORR & CO.,

85 and 87 Eleventh Street, Columbus, Ga.

MANUFACTURERS' AGENTS and WHOLESALE DEALERS

—IN—

BOOTS, SHOES AND RUBBERS.

We have the exclusive sale of the popular

“COLUMBUS BELLE,”

A WARRANTED SHOE,

To RETAIL for ONE DOLLAR AND FIFTY CENTS.

 SEND FOR SAMPLE. 

Yonge & Grimes,
 MERCHANDISE BROKERS,
 REAL ESTATE
 AND
 FIRE INSURANCE
 AGENTS.

1137½ Broad Street, - Columbus, Ga.

HALL & WHEAT
 PHARMACISTS.

Proprietors of the "City Drug Store," 1142, and the "New Drug Store,"
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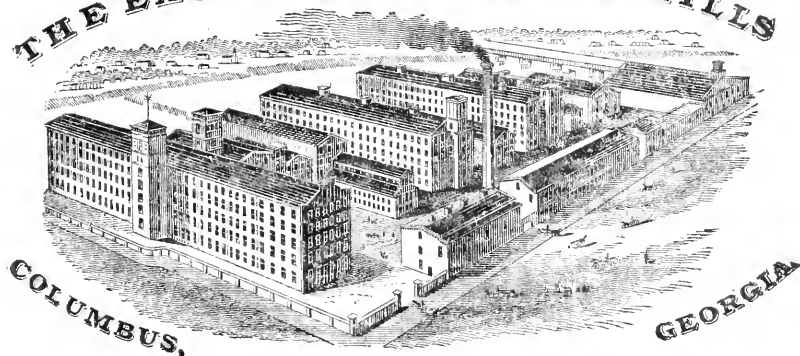
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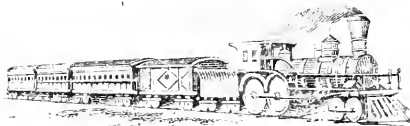
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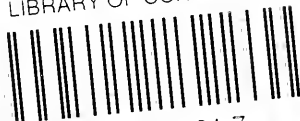
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