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### WATSON SWINTON

## HIGHLAND MESSENGER

Friday, August 22, 1845.

Those who know themselves indebted to this office are pressing invited to make IMMEDIATE payment. Money we are compelled to have. Let every one who sees this notice consider it as addressed to himself—if he be in our debt.

We see that the citizens of Columbia, S. C., are taking active measures to push on the great work of making a Macadamized or Turnpike Road from that city to unite with the Bucombe Turnpike. That the object is an important one is apparent to all, and that the people of this section will be greatly benefited by it, is equally apparent. We hope it may succeed.

We have conversed with many intelligent gentlemen who are convinced of the practicability of constructing a Rail Road from Columbia to Greenville, S. C., and we confess there is great probability in their arguments in its favor. Such a road would, say they, monopolize the entire trade of Western Carolina and East Tennessee—the Tennessee would rather wagon their produce to Greenville than to take it to Georgia as many of them now do, because the distance would not be so great, and the road better, and when once at Greenville, they could put it upon the Rail Road, and in a few hours, be in the midst of an excellent market. True, a large quantity of produce from this State and Tennessee is now wagoned through Greenville, but it is only done by those who are forced to seek a market, for we believe it is hardly considered worth while to try to sell produce this side of Augusta or Columbia, except in uncommonly scarce seasons. And again, say they, East Tennessee and Western Carolina Merchants could then buy their dry goods and groceries nearly as cheap at Greenville as at Charleston, New York, or elsewhere, for such a Road would build up large importing houses at the former place that could furnish goods at a very slight advance on Eastern prices. And again, say they, it would bring thousands of people from the far country to the mountains of this State to escape the sickly season, thereby affording our people, in addition to the market before spoken of, a home market for their surplus produce.

For our own part, we acknowledge that it bears the impress of feasibility; and we wish the people of our State, at least, could be induced to open their eyes to their interest this one time. There are those, we well know, who will hoot at the thing as visionary, but no great work has ever been undertaken or completed without first of such indolent, energy-lacking objectors springing up at every step. But if it shall be found, upon further examination, as we believe it will be, to be practicable, let the people who are most interested in it, the substantial farmers and business men, take the matter in hand, and we have no fear of its failure. More anon.

Numbers of waggons pass through this place daily on their way from South Carolina to Tennessee to procure corn, as the crop of that article in a large portion of South Carolina is entirely destroyed. An idea may be had of the destination of the people when it is known that these waggons are sent from a hundred and fifty to two hundred miles for corn! Great numbers of poor people are leaving the State and going to Tennessee. A hundred and fifty persons, consisting entirely of poor families, passed through this place one day last week.

The Lynn Whig says: "A Kiss-me-quick-before-mother-sees-you! honest in coming in fashion in Lynn. We like it." We suspect you are wicked fellows, you Lynn editors. "We like it," indeed! Am't you ashamed?

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