

A
FAIRFIELD
SKETCHBOOK

by
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with
INTRODUCTION
by
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and

SECTIONAL CONTRIBUTIONS

- by
- I. History of Ridgeway and Longtown Charles E. Thomas
 - II. History of Winnsboro Bryan Roberts
 - III. History of Jackson Creek and Lebanon Estelle S. B. Dill
 - IV. History of Blair and Feasterville Etta A. Rosson
 - V. History of Monticello and Jenkinsville Katherine Pearson Tomlin
 - VI. History of New Hope Maymie W. Stevenson

JACOBS BROTHERS
Clinton, South Carolina

Just a year before, she had heard that a building in Winnsboro had been erected for a girls' school but had never opened; she determined to give it a try." By 1850 she had nine teachers and about a hundred students, a notably successful school until the Civil War forced it to close. Mrs. Ladd had special talents for a great variety of artistic endeavors, spreading a knowledge and appreciation of music, art, literature, and dramatics.

Nor did the accomplishments of Mr. Hudson and Mrs. Ladd greatly overshadow those of a host of other dedicated educators, many of whom are duly remembered in Fitz Hugh McMaster's *History of Fairfield County, South Carolina*.

Our capable educators and their fine educational institutions instilled in the citizenry a keen respect for the printed word. To supplement the many private book collections already in existence, a public library was started in 1837. In the 1840's town newspapers were established to supplement the news from the papers of Columbia, Charleston, and Camden. E. H. Britton was largely responsible for this success. There are still preserved in the South Caroliniana Library in Columbia early issues of *The Fairfield Herald*, *The Register*, *The Winnsboro Daily News*, and *The Tri-Weekly News*.

The means of transportation were still crude at the time and Winnsboro was not a thoroughfare. The important stage lines were the Piedmont, through York and Union, and the central route, from Columbia to Camden and Cheraw. There was, however, through Winnsboro a tri-weekly stage line, these stops attracting much attention. In addition, there were private carriages, but travel farther than local points was very unusual. When David R. Evans went to Washington as a member of Congress in 1813-1814, it was estimated that the trip took about two weeks.

Fairfield mud, the natural deterrent of transportation, was overcome with the construction of the railway through town. Around the middle of the century the Charlotte and South Carolina Railroad began purchasing land for a right-of-way through the center of Winnsboro. Shortly thereafter the rails were laid for what was later one of the principal interstate railroad links of the Confederate States during the Civil War, used heavily in transporting troops and supplies.

The development of a bank in Winnsboro was delayed because of the financial panic of 1837, which had spread across the country. This paralyzed business, and the suspension of specie payments by the banks made the people distrustful. However, confidence was finally restored and in December 1851 application was made to establish and incorporate a bank here to be known as "The Planters Bank of Fairfield," with a capitalization of \$300,000.00. First presidents were J. R. Aiken (1853-1860) and James H. Rion (1860-1865). Its cashier, H. L. Elliott (1853-1865), no doubt acted as president while Colonel Rion was on active military duty. The bank had its own Confederate currency, printed in six denominations from \$5.00 to \$100.00.

Banker

The outbreak of the Civil War brought to Winnsboro citizens the pains of apprehension. To be sure, there were still in many minds the memories of wars since the Revolution and the Cornwallis occupation. Winnsboro men had served in the War of 1812, the Seminole War, and the Mexican War, but the Civil War promised to be graver than any since the Revolution. By the census of 1860 Fairfield County had 1,578 white males between the ages