

E. W. EVERSON.

SUBSCRIPTIONS.

One Year, \$1.00; Six Months, \$0.50.

ADVERTISING RATES.

Advertisements will be inserted at the rate of \$1.50 per square (10 Nonpareil lines or less) for the first insertion.

A CHANGE POSTPONED.

In consequence of the non-arrival of our engraved heading, the contemplated change in name cannot be made until next week.

THE UNIVERSITY.

Professors Barnwell, Laborde, Talley and Gibbs, of the South Carolina University, have within a short time resigned their chairs.

THE SHORTEST LINE.

W. W. Love, in the Western (N. C.) Epitaph, gives a number of figures to prove that Chicago, Illinois, Louisville, Ky., Vevay, Indiana, and Cincinnati, Ohio, will all be nearer Knoxville, Cleveland and Chattanooga, Tennessee; Dalton, Athens, Macon, Augusta and Savannah, Ga.; Anderson, Abbeville, Aiken and Port Royal, S. C.; via Wheeler's Gap, Knoxville and the Rabun Gap, than by any line of railroad that can ever be constructed through Cumberland Gap and along the Valley of the French Broad.

His figures makes the distance as follows: Louisville, (via London, Wheeler's Gap, Knoxville, Franklin, Clayton, and Walhalla) to Augusta, 514 miles; Augusta to Port Royal, 115 miles.

Shorter by 83 miles than the line by Cumberland Gap and French Broad, which ignores Knoxville, leaving it 42 miles to the west—131 miles nearer than the line via Wheeler's Gap, Knoxville and the French Broad—137 miles shorter than the line by way of Nashville, Atlanta and Augusta. It is the shortest line that can be found between Chicago, Vevay, Louisville, or Cincinnati, and salt water in a South Atlantic port, and that port, or harbor, which, for spaciousness and depth of water, has no equal on the South Atlantic coast.

The "Rabun Gap Short Line Railway" is a link in the shortest surveyed line from Chicago, Louisville, Vevay, or Cincinnati, to Augusta, Port Royal or Savannah, eighty three miles. It shortens the line to Macon by 42 miles. It is the shortest line to Greenwood. It is a continuation of the shortest line to Knoxville. It puts Knoxville at the end of a line whose freights and traffic, and the value of whose stock, must soon after completion, equal, if not surpass, the value and importance of the "Western & Atlantic," a short road 138 miles, paying over \$25,000 per month. It brings Anderson, Abbeville, Hartwell, Clarksville and Athens, prominently into the railroad world. It supplies nearly every demand of northwestern South Carolina and northeast Georgia for railroads. It lies in the very heart of the mineral region of Western North Carolina. It is the direct line from Chicago, etc., to the centre of the rice fields of the South—to the land of oranges—to West Indies—to South America.

From the top of the Blue Ridge north, to the clover fields of East Tennessee, a distance of 80 miles, the Tennessee river has an average fall of nearly fourteen feet—no one mile falling as much as thirty feet. At the top of the Blue Ridge, in the Rabun Gap, the depression is more than 200 feet below Asheville, and by at least 550 feet the lowest gap south of Virginia.

The Rural Carolinian.—A New Volume.

The October number of this truly valuable Illustrated Agricultural Monthly is promptly at hand. The number before us, which commences the Fifth Volume, shows unmistakable evidences of improvement. Its pages contain the usual amount of useful and practical information for the agriculturist, the horticulturist, and the home circle. It should have a place in every Southern Farmer's home, not only as an invaluable

counselor in the daily farm work, but as a festive companion to the household.

The publishers announce their purpose of offering a premium Chromo to subscribers. They have selected two beautiful Six Dollar Chromos for that purpose. Subscribers will be entitled to a choice of either of them on complying with the terms—a year's subscription paid up in advance, together with two dollars for a Chromo. This is a new enterprise for a Southern publication, and we hope its projectors will be amply rewarded for their praiseworthy undertaking.

The publishers are desirous of organizing an efficient corps of canvassers in every County of each of the Southern States, to whom they will allow liberal commissions. Those willing to undertake the duties are requested to make early application to the publishers at Charleston, S. C.

DIRECT TRADE WITH THE SOUTH.

For more than twenty-five years we have persistently advocated the policy of direct trade between Europe and the Southern portion of the United States. We have always found unnumbered arguments in favour, and not one against this policy. Some twelve years ago, in a speech at St. James's Hall, in London, while discussing the "causes and consequences of the war" then raging, we made the somewhat startling statement that "every bale of cotton raised in the South was shipped thirteen times on its way to Manchester." And we gave this as one of the causes of Southern discontent, which culminated in the Secession War. We have always contended that a protective tariff had more to do in bringing on that great sectional conflict than abolition. The South was a producing and trading country. A large portion of every bale of cotton went into the pockets of Northern commission merchants, bankers, and shipowners; while the goods that came back from Europe in exchange were taxed all the way from the mill abroad to the plant on at home. And thus indirect trade burnt the planter's candle at both ends. Strange as it may seem to the practical political economist, this most impolitic state of things still exists, notwithstanding the feeling of hostility that still remains in the South against their trading conquerors in the North. But the feeling in favour of direct trade with Europe, we have to know, everywhere exists south of "Mason and Dixon's Line," and is daily growing more and more intense. The people are fully alive to their own interest in this respect, and they are giving it practical expression in the shape of cotton mills and other manufacturing establishments, which are springing up in all Southern States. The difficulty has been want of means to establish regular intercourse by steam with Europe. They have some of the best ports in the world, but no ships, and no money to build them. We are glad to see that an energetic effort is being made to induce a line of ships to run between Liverpool and Port Royal, one of the finest ports on the Atlantic coast. In fact, there can hardly be conceived a more attractive port for commerce than Port Royal, where the largest ships in the world can enter at all states of the tide without a pilot. We will quote a brief description of it from high authority:—"Port Royal is one of three first-class ports on the Atlantic coast south of Newport, R. I., the others being New York and Chesapeake Bay. By a first-class port I mean one into which any vessel yet built can enter. The entrance is easy, and is now well marked by buoys so placed that it is only requisite to sail from a buoy to buoy, leaving each on the side indicated by its colour, to enter or leave the port without a pilot. I have lately had opportunity to know by personal inspection that these buoys are correctly placed."

Port Royal is so situated, holding the position marked out for it by nature as the true port of the South, that vessels of all nations may safely repair to it without fear or inquiry into their size or draught. This beautiful haven is in the State of South Carolina, bordering on Georgia, where a great city is destined to grow up, and that rapidly. The following facts and figures will show that Port Royal cannot fail to become a great centre of commerce. The location compares it with New York. The distance from Atlanta to New York is 982 miles, while from Atlanta to Port Royal it is 281 miles. From Chattanooga to New York it is 844 miles, while to Port Royal it is less than half the distance—418 miles. From Nashville to Port Royal it is 1,153 miles, while to New York it is 568 miles, nearly less than half. From St. Louis, the centre of converging roads from the West, embracing a vast territory not surpassed, if equalled in productiveness by any in the world, the distance to Port Royal is 255 miles shorter than to New York. Even from the high northern point of Omaha, the junction of the railway to the Pacific coast, the route to Port Royal is 223 miles shorter than to New York. The following table shows the distances of the important fighting centres named, from the two ports, in contrast:

Table with 3 columns: City, Distance to New York, Distance to Port Royal. Includes Atlanta, Chattanooga, Nashville, St. Louis, Omaha, Cincinnati.

The average saving of distance by the Port Royal exit, taking all these points together, is in the proportion of 6,336 to 10,061, or 35.12 per cent.—within an insensible fraction of 36 per cent. After duly considering these important facts, we trust that some of our steam friends in Liverpool will not be slow in establishing a line to Port Royal.—London Cosmopolitan.

The October elections in Iowa, Pennsylvania and Ohio resulted in Republican successes. In Oregon the democratic candidate for congress is reported elected by a small majority.

The yellow fever continues to carry off victims from Memphis at the rate of 250 a week.

L. J. Wolfe, who killed Perrin in Charleston some months ago, has escaped from the penitentiary.

The commissioner of internal revenue holds that a person who sells, at the place of manufacture, wine made exclusively from grapes of his own growth is not liable to special taxes as a liquor dealer for such sales, but if selling such wine away from the place of manufacture he is liable. A vintner, however, who sells wine made from grapes not exclusively of his own growth is subject to special tax thereon, whether selling such wine at the place where made or elsewhere.

EDITORIAL CORRESPONDENCE.

The Extra Session—Disappointed Wire Pullers—University Troubles—Finance—Appointments—Amusements—Factory Projects.

COLUMBIA, S. C., Oct. 14.

The principal topic of conversation, on the street, in the banks, and at headquarters, during the past week, has been the extra session of the general assembly, which is to commence on the 21st instant. Opinions as to the wisdom of the call are as varied as the composition of the legislature, and in some circles the movement is called severely into question; doubtless the consideration of the debt will not be confined to narrow limits, or the levy of a tax simply to pay the interest on the Morton Bliss bonds. It is believed the next tax levy cannot fall short of twenty mills.

Ex-Senator Leslie, who put in an appearance in Barnwell county, it was thought for the purpose of again getting into the legislature, to urge through certain bills, did not meet with a prompt recognition of all his plans, and suddenly returned to New York; he is expected back about the time the legislature meets. It was very generally reported that a call for a new election in Barnwell would be flatly refused, if any vacancy was made by resignation of either of the present members. This may have been hitting the mark in the "bullseye," from the grumbling in certain quarters, it is known that it did not suit.

The admission, as a medical student in the South Carolina University, of secretary of state, Hon. H. E. Hayne, has brought about the long expected crisis in that institution, and many important changes are taking place. It was too much for the old time element, and a majority of the professors have resigned. Their places are to be filled at an early date, and applicants for position are numerous. The trustees are firm in their determination to make no distinction on account of color.

Finances remain about the same as before reported, with but little prospect of any immediate improvement. Currency is scarce, the banks are embarrassed to furnish means to move the crop, and in consequence comparatively little cotton finds its way to market. The State treasury is more than empty and those holding claims against it might as well lay them away for the future, keep easy, and not worry the treasurer to death; he has done all he could to meet the most urgent demand.

A number of appointments have been made during the week, the most important perhaps being that of H. H. D. Byron, the governor's private secretary, as treasurer of Union county vice Taxbury removed. Elections have also been called to fill the legislative vacancies in Charleston county.

The amusement season is being prepared for on a more extensive scale than ever before, and in this respect the winter bids fair to be a lively one. The magnificent building of Ex-Treasurer Parker, is being fitted up for a theater, and a number of travelling companies, are already billed. The stage will be the finest in the state. Lectures, and orations are sandwiched in, to make an agreeable change in this proverbially dull city.

The water question, since the decision of Judge Carpenter was made public, has quieted down, and there is much less talk about tail poles, and muddy water. The hard times have rather dampened the ardor of the factory projectors, and the Congaree is receiving but very little more damming than usual. A plan is on foot to erect cotton mills on the Lexington side of the river, in opposition to the Sprague, or Water Power Company's projects. There may be some lively times over this subject in the legislature this winter. The attempt to get a bill through allowing the building of a dam across the river nearer the city, will probably be made very soon after the meeting of the regular session.

Robberies have become quite frequent here of late, and a few evenings ago a young man was knocked down and robbed in sight of his own house. The merchants in one respect will hail with delight the arrival of members, for they have had a dull season, after laying in heavy stocks of goods.

TYBER.

—Reports concerning the yield of sea island cotton are more favorable than it was anticipated they would be. A great advantage has been gained by the warmer weather, and much of the later product which had been given over as spoiled by rains, has opened, and the plantations generally are blooming out with the staple, which is being as rapidly gathered as can be; the present depressed condition of the money market, and the scarcity of currency works a serious evil, that finds its way on the fields and in the factories and mills alike; in some instances planters are totally unable to proceed with the picking, on account of this; a large number have made agreeable arrangements with their hands, who have learned the real causes of the difficulty, and the delay in bringing their cotton to market will be shortened thereby. The caterpillar made way with most of the leaves, but the leafless stalks on most of the islands, report says, are loaded with bolls, the worm having struck a little too late to do the greatest damage. From all sources of information it is safe to estimate the crop at something less than two thirds of that of last year. A few of the planters on Edisto and Wadmalaw, are favored with better crops than those of last year; these, however, are exceptions. The reports of shippers, and the demand prospect, notwithstanding the financial crash, warrants an encouraging outlook. In the neighborhood of Beaufort, it is estimated that the caterpillar has reduced the crop fully one half, and of that remaining, the proportion of yellow cotton is very large. But little cotton has found its way to this market during the week past, owing to the low prices, and the other reasons above named.

THE LONG AGO.

Oh! a wonderful steam is the river of Time, As it runs through the realms of years, With a faultless rhythm and a musical chime, And a broader sweep, and a surge sublime As it blends with the Ocean of tears.

How the winters are drifting like flocks of snow, And the summers like buds between, And the ears in the sheaf how they come and go, On the river's breast with its ebb and its flow, As it glides in the shadow and shewn.

There's a magical life in that river of Time Where the softest of airs are playing, There's a cloudless sky and a tropical clime, And a song as sweet as a Vesper chime, And the unes with the roses, are staying.

And the name of that Isle, is "The Long Ago," And we bury o' r treasures there, There are brows of beauty, and booms of snow, There are heaps of dust, but we loved them so, There are trinkets and tresses of hair.

There are fragments of songs that nobody sings, And a part of an infant's prayer, There's a lute unwept, and a harp without strings, There are broken vows and pieces of rings, And the garments are used to wear.

There are hands that are waved when the fairy shore By the minge is lifted in air— And we sometimes hear through the turbulent roar Sweet voices, we heard in the days gone before, When the wind down the River is blown.

Oh! remembered for aye be that blessed Isle, "All the days of our life," will night, When the evening comes with its beautiful smile, And our eyes are closing to slumber awhile, May that Greenwood of soul be in sight.

Married.

OHLAND—SCHEPPE—On the 10th instant, by Rev. L. Muller, J. E. OHLAND and Miss JOHANNA ELISE SCHEPPE, both of Beaufort, S. C.

UNITED STATES OF AMERICA.

Eastern District of South Carolina.

Whereas a libel has been filed in the District Court of the United States for the Eastern District of South Carolina, on the eighth day of October 1873 by James Early, master of the Pilot boat "Keystone," libellant against the Brig "Walrus" her tackle apparel and furniture, cargo, alleging in substance that on the twenty-eighth day of September last past James Early brought her into the said pilot boat Keystone from Port Royal Bar, in the State of South Carolina, discovered and boarded the Brig Walrus, of New York, full of water, the water being flush with her upper deck, entirely abandoned by her captain and crew, and completely waterlogged that she found no papers on board of her; but that she had a full cargo of pine, and cypress, railroad cross-ties on board; that he thereupon took the said Brig and after supplying some rigging and all from the said Pilot Boat Keystone brought her into the Port of Port Royal on the thirtieth day of said September. The crew of the said Keystone being almost worn out with fatigue and exposure and that he is entitled to reasonable share of said Brig and cargo for the salvage thereof.—And praying provision against said ship and cargo and reasonable and proper salvage and that the said Brig her tackle apparel and furniture and cargo may be condemned and sold to pay said salvage with costs, charges and expenses. Now therefore in pursuance of the motion under the seal of the said Court to me directed and delivered, I do hereby give Public Notice to all Persons claiming the said Brig, her tackle apparel and furniture and cargo in any manner interested therein that they are to appear before the said District Court to be held at the City of Charleston, in and for the Eastern District of South Carolina on the Eighteenth day of October, A. D. 1873. Their and there to interpose their claims, and to make their allegations in that behalf.—Dated the 8th day of October, 1873. DANIEL HORLBECK Clerk of District Court United States.

TO THE PUBLIC.

THE PAIN-KILLER manufactured by PERRY DAVIS & SON has been for itself a reputation unsurpassed in medical preparations. The universality of the demand for the Pain-Killer is a novel, interesting and surprising feature in the history of this medicine. The Pain-Killer is now regularly sold in large and steadily increasing quantities, not only in general agents in every State and Territory of the Union and every Province in British America, but to Buenos Ayres, Brazil, Uruguay, Peru, Chili, and other South American States; to the Sandwich Islands, to Cuba and other West India Islands; to England and Continental Europe; to Mozambique, Madagascar, Zanzibar and other African lands; to Australia and California, Hongkong and other places in India. It has also been sent to China, and we doubt if there is any civilized port or any island city in Africa or Asia, which is frequented by American and European missionaries, travel or traders, into which the Pain-Killer has not been introduced. This extent of its usefulness is another great feature of this remarkable medicine. It is not only the best thing ever known, as a remedy for fevers, for bruises, cuts, burns, &c., but for dysentery or cholera, or any sort of bowel complaint, it is a remedy unsurpassed for efficiency and rapidity of action. In the great cities of British India and the West India Islands and other hot climates, it has become the standard medicine for all such complaints, as well as dysentery, liver complaint, and other kindred disorders. For coughs and colds, cancer, asthma and rheumatic difficulties it has been proved by the most abundant and convincing testimony, to be an invaluable medicine. The proprietors are in possession of letters from persons of the highest character and responsibility, testifying in unequivocal terms to the cures effected and the satisfactory results produced, in an endless variety of cases by the use of this great medicine. The Pain-Killer is deserving of all the praises claimed for it, simply proved by its unexampled popularity. It is sold in almost every country in the world, and is becoming more and more popular every year. Its healing properties have been fully tested, all over the world and it need only to be known to be prized. Sold by all Druggists.

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WM. KRESSEL

HAS THE FINEST STOCK OF Liquors, Segars & Tobacco BEAUFORT, S. C.

LANG & BERNHEIM'S WHISKIES, HENRY W. LAMAR & CO'S OLD RYE, JOHN GIBSON'S OLD POTBEAN, FRENCH BRANDY, BEST SCOTCH WHISKY, CHAMPAGNE, OLD SHERRY & PORT, FINE BRANDS RHINE WINE, ALES IN BOTTLES AND ON DRAUGHT, SEGARS AT ALL PRICES, SMOKING AND CHEWING TOBACCO, MIXES OF VARIOUS STYLES.

WM. KRESSEL

FINE GROCERIES, SUGAR CURED HAMS, FAMILY FLOUR, BOOTS AND SHOES, READY MADE CLOTHING, GENERAL DRY GOODS

BRICKS! BRICKS!!

200,000 MANUFACTURED MONTHLY BY THE Sea Is'd Brick Lime Co.

Our Brick Kilns are located on Salt Water Creek, two miles from Beaufort. Vessels drawing fifteen feet of water can load within fifty feet of our kilns. A single tide drifts boats or flats to the city of Beaufort or Port Royal.

BRICKS of any size or quality, plain or repressed, manufactured to order at short notice at Charleston and Savannah prices. Call at our office in CROFUT'S BUILDING Bar Street, Beaufort, and examine samples. Sea Is'd Brick & Lime Co. June 19-177.

WANTED.—A good wardrobe and a book case! Apply at this office.

Feed the Hungry

The Largest Loaf OF BREAD.

WM. HARRISON IS NOW BAKING the largest loaves of the best bread in the town of Beaufort. See what a committee of council says. sept. 25-3mos.

J. M. Williams. ATTORNEY AT LAW Beaufort, S. C.

Will practice in Circuit Courts of the 2d Circuit, and Trial Justice Courts on the Port Royal Railroad. sept. 18-17.

Notice. EX-SOLDIERS HAVING DISCHARGE PAPERS in my possession can get them by personal application or their application being certified to by a notary public, who should state that from the evidence before him he believes the applicant to be the person he represents himself to be. Agents application must be accompanied by power of Attorney from claimant. JAMES H. TONKING.

Notice. APPLICATION WILL BE MADE AT THE EN-SUING legislature for incorporation of the Town of Brunson, on the Port Royal Railroad, August 1st, 1873. aug. 14-2mo.

WANTED, TWENTY-FIVE HEAD FAT BEEVES and SHEEP. Will take them at Port Royal Ferry. dec. 19-17. JAMES JENKINS.

TO THE WEST! TO THE WEST! Before making arrangements to follow the advice of the "thousands who have already gone," it would be well to consider what has been done to make the journey to your "Homes in the West" as pleasant and as free from danger as human skill and foresight can accomplish.

By consolidation and construction a road has been put in operation on the shortest possible line from Nashville, Tenn., to St. Louis, "the future great City of the world." This line, the ST. LOUIS & SOUTHEASTERN RAILWAY has during the past year, earned an enviable reputation by its smooth track, prompt time, safe connections, and the magnificence of its passenger equipment. Its trains are made up of new and commodious day cars, provided with the celebrated Miller coupler and platform, and the Westinghouse Air Brake.

It is positively the only line running Pullman Palace Drawing-Room Sleeping Cars, through without any change from Nashville to St. Louis. No other line pretends to offer such advantages, either in distance or equipment. Why, then, journey by circuitous routes? Do not be induced to purchase tickets to St. Louis or the West by any other line, unless bearing that

The "St. Louis & Southeastern" is the shortest, cheapest, quickest, best and only line under one management from Nashville to St. Louis and is from 50 to 200 miles the shortest to St. Louis, Kansas City, Omaha, Denver, California, Texas, and all western points. It is also the "Chicago Shortest Line," via Evansville.

You can secure the cheapest rates for yourselves and your families on application, in person or by letter, to CHAS. McCLURG, Southern Passenger Agent, near College street depot, Nashville, Tenn., or to the undersigned.

W. R. DAVENPORT, Gen. Ticket Agt., St. Louis. No trouble to answer questions. Jan. 1-74.

WM. KRESSEL HAS THE FINEST STOCK OF Liquors, Segars & Tobacco BEAUFORT, S. C.

LANG & BERNHEIM'S WHISKIES, HENRY W. LAMAR & CO'S OLD RYE, JOHN GIBSON'S OLD POTBEAN, FRENCH BRANDY, BEST SCOTCH WHISKY, CHAMPAGNE, OLD SHERRY & PORT, FINE BRANDS RHINE WINE, ALES IN BOTTLES AND ON DRAUGHT, SEGARS AT ALL PRICES, SMOKING AND CHEWING TOBACCO, MIXES OF VARIOUS STYLES.

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