Charleston Daily News.

VOL. I....NO. 23. CHARLESTON, S. C., FRIDAY, SEPTEMBER 8, 1865. PRICE FIVE CENTS.

THE
CHARLESTON DAILY NEWS,
CATHCART, McMILLAN & MORTON,
PROPRIETORS,
No. 18 HAYNE-STREET.

TERMS—CASH.

DAILY—ONE YEAR.....$10.00
DAILY—SIX MONTHS.....5.00
DAILY—THREE MONTHS.....3.50

☞ Single Copies FIVE CENTS.
☞ News Dealers supplied at a liberal discount.

ADVERTISING.

One Square, Ten Lines, one insertion, ONE DOLLAR AND FIFTY CENTS.

Each continuation, SEVENTY-FIVE CENTS.

Less than a square, FIFTEEN CENTS PER LINE for first insertion; HALF PRICE for each continuation.

The following are the Agents for this paper:
JOSEPH H. SEARS, "New South," Hilton Head.
H. L. DARR, Sumter, S. C.
J. T. HERSHMAN, "Journal office," Camden, S. C.
J. W. BROWN, "Southerner office," Darlington, S. C.
G. L. PRATT, Columbia.
M. M. QUINN & BRO., Augusta, Ga.
H. ESTELL, Savannah, Ga.
Mr. AUG. BRENTANO, NO. 708 Broadway, New York, has always the latest dates of the DAILY NEWS, as he does of all the other principal journals of the country.

A PLAN TO PROMOTE IMMIGRATION.

The Richmond *Whig*, of the 2d, publishes the following interesting letter on the subject of the above heading, with these remarks:

The subjoined paper was prepared with reference to a single State, but the plan proposed (which we think has valuable features and suggestions) may be applied to any part of the South. As an aid to those who are considering the vitally important subject discussed, we lay the plan of Mr. Marshall before the public. His name will ensure the perusal of his communication, and command respect for his suggestions:

To the Editor of the Whig:

SIR—The following outline contains some of the leading features of a plan for the encouragement of the immigration of population into the State of Mississippi and the sale and bestowment of land for that object. In compliance with my promise I send you the notes, etc.:

1. Let the landholders of any county unite and subscribe their lands so as to obtain a sufficient extent of good tillable soil on which a colony could be easily induced to settle. Emigrants always want to settle in colonies for the sake of language, religion, schools and social relations. Several thousand families should be gotten into a colony.

2. Let commissioners be elected by the company to estimate the value of each separate tract of land, and let each subscriber receive certificates of the number of shares the value of his lands entitle him to. The company, and all similar ones, to be incorporated, of course.

3. Survey the entire body of land, and lay it off into lots of all desirable sizes, to suit all sorts of comers, with roads and lanes running through and rendering acceptable the entire property so laid off. Furnish water privileges for mills, sites for villages, lots for churches, and eligible ground for institutions of learning, and farms ranging from ten to three hundred acres.

4. Lithograph the plats and publish a pamphlet describing the advantages of climate, soil, products, and their market values, together with all the necessary information, in various languages, for Europeans who may desire to remove to this favored clime.

5. Send agents to Europe; open offices there; charter your steamers, and send forward the people. Have agents on this side of the ocean ready to receive them and send them to their new homes. The Legislature ought to advance the means for the purchase of two or three steamers, if necessary, to facilitate the object of the companies.

6. Houses, cabins, or comfortable quarters should be furnished on the lands for immediate occupation. These the emigrant would pay for at once, or as might be agreed on with the company. These would be of a very cheap style, to serve till the occupant could build to his taste.

7. Sell the alternate lots and farms at a low figure, on condition of remaining on and cultivating the grounds for five years, paying the taxes and the interest on the purchase price, etc., etc.

In many cases it will be the interest of the company to give away lots and small farms to settlers. Indeed, it were better, and would pay immensely, if one-half of all the stock-land were donated to tillers of the soil, who remained for five years on it, rather than that the enterprise should fail or be long delayed.

Besides, on fair and reasonable terms, the resident landholders could continue to cultivate their lands for one, two or more years, till required by an emigrant or needed by a purchaser.

8. Make the stock transferable. Capitalists would invest largely, and at once, as soon as a great body of superb plantations and rich lands belonged to the Company, and it could show a solid basis for energetic and business-like operations.

Lands for raising hops in the Mohawk Valley, New York, are worth $300, $400, $500 and $600 per acre. The same quality of land on which the hops, the castor bean, cotton, sorghum, rice, tobacco, corn, wheat, barley, potatoes, peaches, apples, pears, plums, and numerous other things grow to perfection, can now be purchased in Mississippi at $10 and $12 per acre.

But, with such emigrant organizations and land companies, those lands, in ten years, ought to be worth hundreds of dollars per acre, and compensate all the financial losses of this transition state. Have we the energy, unwavering purpose, patience and faith for the performance of this work? It must be done; and if we fail, somebody will do it, and reap the compensation.

A few Mississippians are solicitous to promote the public good, and deem this the great lever with which to raise the fallen fortunes of our State. We believe in a few years the population of the State may be swelled from 400,000 whites to several millions. Emigration and cheap homes will do the work. I am asked, do you want

THE NORTHMAN?

Why not? He fought against you. Yes, and so did many Southmen—not in the open field—not in the manly measurement of swords—but in the cowardly and money-making offices of spies, informers, extortioners, croakers, deserters and detractors.

I take the Northman, who fought me as a brave man, a thousand times sooner than the base South born pretender and parasite; and yet the latter class are here, and here they will live and die and rot in Southern soil. No braver men defended the flag of the Confederacy than thousands born outside of its boundaries. Yes; come from the four winds of heaven—people these beautiful valleys, and make the desert blossom as the rose. No true man breathes the Southern air, kneels to pray on Southern soil, or consents to harmonize with Southern society for ten years, who does not feel indissolubly wedded to the fortunes of the South, and his heart's daily psalm is, "Thy people shall be my people, and thy God my God." Then open the gates of Europe and let them come from over the seas—our forefathers came over the seas. Yes, let the Northman come also.

CAN WHITE MEN MAKE COTTON?

They always have made it. What is the reason that cotton cannot be made by white men now, after having done it for near a hundred years? In all the less fertile and less affluent districts of the cotton regions, the whites make nineteen-twentieths of all the cotton that is made. I have known Germans, Italians, Irishmen, Yankees, to make crops without negro labor at all. Thousands are doing it to-day, and will continue to do it. If Sambo, Cæsar and Pompey refuse to make cotton, George, William and Thomas will do it.

WHAT IS TO BECOME OF THE NEGROES?

If they perish in ten years to come in anything like the ratio, or within many degrees of it, as they are perishing now in the hands of their friends, no one need be troubled to find a place for the remnant of the race.

As soon as Congress meets they must appropriate three or five hundred million of dollars to help take care of the freedmen. But that aside.

The old master and old citizen must not cease to regard, honor, esteem and encourage the colored people. Their good deportment during four years of dreadful war will always command the admiration and gratitude of all good people among us. We must be his best friends now, as always heretofore. We know his nature and capabilities; have educated him out of barbarism up to what the Northman graciously regards as his equal; taught him to eat bread, cook his food, to wear clothes, speak the English and French tongues better than they are spoken by the laboring classes of either France or England, and thereby paid him the largest compensation that was ever paid a laboring peasantry for the work he has performed. Now, if we are true to ourselves, the country, and the freedmen, we shall never allow a stranger to come in and alienate the colored race from their old friends. Northern journals tell us, "the freedman prefers to work for the Yankee rather than his old master." Doubtless in some cases that is true, for some of those old masters abused the relationship formerly existing almost as much as hundreds of thousands of the people North abuse the marriage relation.

Besides, the new-comer brings money, eats at the same table, and oftens remains to breakfast, and the negro is, for awhile, dazzled with the new state of things. But the rule holds good, he loves best his old friends. This is a matter of great moment. The most malignant agencies are now at work in the South to fill the negro mind with doubt, jealousy, suspicion and hatred of his former friends. Now, we must furnish farm labor for the negro—get the emigrant to hire him—cheer him up—stand by him—treat him as heretofore, gently and generously. He did not change the former relation. New fields will open to him, and we can help him reap them. Governor Cummings, just appointed Governor of Colorado, will need one million of them to dig the lately discovered masses of gold and silver in that Territory. I see ten and twelve dollars per day is offered for labor. Here is a marvellous field for him. I mentioned the matter to that distinguished gentleman, and he means to encourage the plan. So, with cherishing and encouraging the colored race on the one hand, and the emigration of white people on the other, why should we not prosper and grow as rich as it is safe to be, and find, in a higher and stronger future, the defences of God's dark providence of to-day, and a recompense for all our losses and wrongs.

Respectfully, C. K. MARSHALL.

Richmond, August 29, 1865.

THE LATE RAILWAY SMASH-UPS IN THE NORTH.

The following summary of the late railway accidents in the North, and the comments upon them, is from the N. Y. *Evening Post* of the 21st ult.:

On the 29th of October, 1864, nearly a year ago, we narrated a conversation which an accomplished engineer once had with us, predicting the terrible era of railroad massacres which seems at last to have arrived. Let us give again what he said to us:

"Within ten years," said the engineer, "you will hear of frequent and fatal accidents on our American railways. They will increase to an extent which will be absolutely appalling. The wood and iron on which the wheels of the trains runs can last but a certain time. At present they are mostly new, and the danger of which I speak does not exist; but they will continue to look sound to the eye until their texture has been changed by the constant hammering of the heavily loaded wheels, and then they will suddenly give way. The first warning which the companies have of their unsoundness, with the exception of the length of time that they have been in use, will be some accident to the trains that pass over them. But the time which has elapsed since they were laid will not be regarded. The desire of profit will induce the railway companies to leave them on the track as long as the superintendent finds no defect in them apparent to the eye, and thus the disaster and the discovery of their defective condition will occur at the same moment."

How true this forecast of the future was, we know from the dreadful record of the past year. During the two months of October and November, in 1864, we gathered from our own columns alone the following register of "accidents," as they are facetiously called:

OCTOBER 10.—New Haven cars thrown from the track and broken when running on the track of the Harlem Railroad, at Seventy-seventh-street, in this city. Many passengers injured; one died.

OCTOBER 12.—Hudson River Railroad train ran into a mass of rock and earth on the track, at One Hundred and Fifty-ninth-street, in this city. The engine and three cars thrown off; engineer and firemnn bruised. Passengers escaped.

OCTOBER 15.—Shore Line (New York and Boston) Railroad train, having on board two hundred and seventy-five sick and wounded soldiers, was thrown from the track. Nine soldiers and two brakemen instantly killed. Other soldiers seriously injured.

OCTOBER 24.—Two trains came into collision on the Baltimore and Ohio Railroad. The engineer, fireman and one soldier were instantly killed; fifteen persons wounded.

OCTOBER 29.—Collision on the Chattanooga and Atlanta Railroad. Five soldiers were killed and fifteen wounded.

NOVEMBER 1.—Collision between a passenger train and a live-stock train on the Lafayette and Indianapolis Railroad. Twenty-eight dead bodies were taken out of the wreck of the passenger train; from twenty to thirty persons wounded; some of them died.

NOVEMBER 6.—Erie Railroad train ran off the track at Calicoon—some of the cars going into the Delaware river. Four persons killed; many wounded.

NOVEMBER 8.—Casualty on the Baltimore and Philadelphia Railroad. Two engines and seven cars hurled into the Susquehanna river. No lives lost; one person injured.

NOVEMBER 8.—The Washington express train from New York thrown from the track of the Baltimore and Philadelphia Railroad. Six cars demolished; three persons killed and several seriously injured.

In the months of January and February of this year—1865—there were the following:

JANUARY 5.—Morris and Essex Railroad—collision in Bergen Tunnel; one killed and several severely injured.

JANUARY 9.—Morris and Essex Railroad—passenger train ran off at Summit.

JANUARY 13.—Cleveland and Toledo Railroad—passenger train ran off near Norwalk.

JANUARY 19.—Hudson River Railroad—passenger train thrown into the river near Yonkers.

JANUARY 2.—New Jersey Railroad—passenger train thrown off by a broken rail near New Brunswick.

JANUARY 30.—Galena Railroad—five passenger cars thrown down an embankment; several persons injured.

JANUARY 30.—Pennsylvania Railroad—collision near Conemaugh, caused by a disconnected engine; one man severely injured.

JANUARY 31.—Hudson River Railroad—five passenger cars thrown off near New Hamburg: a brakeman injured.

FEBRUARY 4.—Marietta and Cincinnati Railroad—passenger train fell through a bridge at Deer Creek; several persons burned to death by cars taking fire.

FEBRUARY 4.—Central Ohio Railroad—passenger train thrown down an embankment at Newark.

FEBRUARY 4.—Pennsylvania Railroad—passenger train thrown off; several persons injured.

FEBRUARY 15.—New Haven Railroad—three passenger cars thrown off by a broken rail near Westport.

How many there have been since, we have not to-day the leisure to compute, but in casually running our eyes over our files since July last, we note the subjoined:

JULY 4.—Northern Central Railroad—misplaced switch. President's car ran off into side track at Bulton; hit a freight train standing there, injuring several. Among them were Senor Bewuze, Chilian Minister, Colonel Halpin, Colonel Simpson, F. R. Milton, and L. L. Crounse.

JULY 11.—An accident to the Troy and Saratoga Railroad. Baggage car destroyed; no one injured.

JULY 20.—Mississippi and Ohio Railroad—Bridge swept away near Dillsborough, thirty miles from Cincinnati. Engine ran into the gap and engineer killed.

JULY 21.—Central Ohio Railroad—Wheel of the engine broke, throwing passenger cars off the track. Eight soldiers and two civilians killed; twenty-two badly injured.

JULY 31.—Mississippi and Tennessee Railroad—Bridge over Hickahally river, two miles from Senatobia, gave way, and train fell sixty feet into the river. Fireman killed; conductor and engineer badly hurt.

AUGUST 9.—The "Norwich Line Steamboat Train" for Boston ran off seven miles north of New London. Four cars precipitated into the river. Cause—broken rail. Three passengers killed, twelve badly injured, and fifteen slightly hurt. Great pains taken to suppress information.

AUGUST 15.—Housatonic Railroad—Passenger train run into by locomotive—ten killed and fourteen badly injured.

AUGUST 23.—Old Colony Railroad—Collision with a hand-car—Excursion train thrown down an embankment. Several passengers hurt; cars shattered.

AUGUST 24.—Oil Creek Railroad, near Titusville, Penn. Passenger train ran into a freight train. Nine killed and twelve badly hurt.

AUGUST 25.—Tennessee and Alabama Railroad passenger train ran off at Richland Creek, near Reynolds' Station, into the water; twenty-seven bodies already recovered; ten more missing; from fifty to sixty wounded.

AUGUST 26.—Weldon Railroad train ran off the track near Petersburg, Virginia; two killed.

AUGUST 29.—Long Island Railroad—Collision of two passenger trains near Jamaica, Queens county; four killed; three badly hurt; about twenty more injured.

With the exception of the arrest of the officers of the Housatonic Road, not a single step has been taken by the authorities or the public to punish the guilty authors of all this suffering and death. They are allowed to go in utter impunity. Sometimes a small pecuniary compensation is made to the family of a victim or to one of the wounded, but that is no punishment. The railroad corporations a re rich, no individual feels the loss, and no one is made more prudent or careful by its infliction. Presidents, directors, engineers, conductors go on just as recklessly and just as defiantly as before. It used to be considered a safe time to travel just after one of these terrible disasters, but it is not so any longer; we have got case-hardened to calamity, and the occurrence of one accident is no safeguard against the speedy occurrence of another.

The Jacobins and their Journal of Civilization.

The Harpers are very respectable printers, four of them in a row, and all very pious—so p ous that when they go in at the gate of heaven Mary Magdalene will fall down and worship them. They have money, and can buy an indifferent kind of art and a species of milk and watery intellect, and these they use in the publication of a "journal of civilization." By this they mean nigger civilization. That they propose to uphold and develop at any and every expense to the country. Pretending to care for the national credit, they would double the national debt rather than not give every nigger a vote; ridiculing the notion that they are Jacobins, they would carry the country to any extreme of political anarchy rather than give up their little idea. That is, they care not a pin for white civilization, for the tranquility or political welfare of the country, whenever the national tranquility and welfare are put in comparison with the all-important topic of nigger suffrage.

This journal of civilization declares that there are no fixed rules of political right and justice that we are bound to observe except those that apply to the nigger. Nigger suffrage is definite; everything else "depends upon circumstances." It says that the President has no policy, and that, therefore, there is no party opposed to his policy and no Jacobinism; and in the next breath it indicates that it holds the very policy that we have denounced as Jacobinism, and intends to resist the settlement and pacification of the country by every factious means if that settlement does not crush the Southern white man out of existence and put the nigger in his place. We have not waged war to put down rebellion and re-establish peace in the Southern States, but to put down the white man and set up the nigger; not to abolish slavery, but to abolish the slaveholder; not to wipe out the political errors of a people, but to wipe out the whole vast society that held those errors, unless that society will go down on its knees and humble itself before the radicals in general and these four pious printers in particular.

These are the views of the Journal of Civilizatiyn. It is curious to observe the accompaniments that this kind of civilization has on the other pages. One of the illustrations of this same issue includes a view in a Broadway concert saloon, and another in an elegant brothel, in which the women rival one another in the display of their charms—the very class of pictures that is most demoralizing in the yellow covered literature—the very prints that, in their yellow covers, might move the lofty indignation of the four pious printers all in a row. Since such civilization has such accompaniments, we do not wonder at the preference of the public for Bonner's Ledger, which sells to three times the extent of all the Harper publications together.—*N. Y. Herald.*

Personal Appearance of Wirz.

No description of WIRZ, the jailor, has yet appeared more graphic than this from the Chicago *Republican* correspondence:

Wirz is a man apparently about forty-two or forty-three years of age, five feet nine inches in height, and weighing not far from one hundred and thirty-five pounds. He is somewhat round-shouldered and never walks or stands in an erect posture, so that he appears scarcely taller than men who measure but five feet six or seven inches. There is no elasticity or springiness in his step, but he shuffles along as if shunning observation; and he sometimes looks out from under the brim of his old silk hat as if he feared the crowd through which he passes to and from the place of confinement.

He wears a cheap black cloth coat, which is always buttoned, an old dark vest, and reddish brown pants of some ribbed or barred stuff. His shoes are such as are called here office slippers. Slovenliness and general untidiness seem natural to him, though he is not specially repulsive on that score. His hands are long, bony and fleshless. He is much given to using the right with the first two fingers extended, and the last two and the thumb shut into the palm—giving him a sort of prim and precise air that no other manifestation of character he has yet made seems to justify.

The general angularity of the man may be due to confinement without exercise, or may be his natural condition; but the brown and leathery character of his skin its clearly enough its normal condition, and makes his face noticeable on this account if for no other. He wears a full whisker and moustache, cut to about half an inch in length, and so trained as to conceal the contour of his mouth. His hair is of dark brown color. His head is long and narrow—high over the ears, wanting in the upper forehead, noticeably deficient behind, and full about the outstanding ears. He begins to be bald in front. His face is thin, angular and fleshless—high and narrow in the forehead, full over the eyes and hollow in the cheeks, with uplifted eyebrows, small and sharp nose, and keen brown foreign eyes.

The man attracts in spite of himself. Meeting him carelessly on the streets, one would set him down as a tinker of watches and clocks—a man without mental capacity but of mechanical skill. Moreover I can take you into the rooms of the Coast Survey, and match you his air and manner and some of his peculiarities of action, among the engravers employed there. Seeing his peculiar eye at a moment when he would naturally be stirred by some feeling, and you would say he worshipped the violin and was in the orchestra of a theatre, where he played with passionate self-absorption.

He looks like a man without conscience and untroubled with remorse. I doubt not he was ambitious of the good will and the fellowship of the Winders—father, son and newphew, who were his superiors at the post. They are of the class called "Southern gentlemen." He had no special love for the so-called Confederacy. There is nothing about him to show that he loved murder as some men have. He was simply the ready, supple tool of slavery.

THE TURPENTINE CROP IN NORTH CAROLINA.—From a conversation with a gentleman who has had long experience in the manufacture of turpentine, we learn that a very small yield is looked for this year. He informs us that the time for cutting new boxes is past, this being done in the first of the year, and that the old boxes are of very little, if any, account, and the amount made depends entirely upon the boxes opened within the last two years. What will be made will be gotten to market with a great deal of difficulty for the want of railroad transportation, very little coming here by the river. Pretty much all the stills used in its manufacture were taken by the rebel authorities to make articles by which to carry on the war, or at least such was the case hereabouts. Under such circumstances as these, we cannot hope for much. Many persons, however, are making preparations, hoping to be ready for the season after the next.—*Wilmington Herald.*

During her recent tour, the Princess of Wales was habited in a simple and becoming yacht dress, with a straw hat and blue ribbon—the only ornaments visible about her being an exceedingly pretty pair of crystal ear-rings in the form of bells. In Cornwall, the royal party explored a mine, a really formidable pit, 180 fathoms deep, and extending more than 300 fathoms under the bed of the Atlantic, into which, in some parts, the old miners have actually worked, so that the holes through the rock have to be plugged. Says a correspondent: "Fancy Wales and wife—the first in a suit of cricketer-like white flannel, a stiff billy-cock and a candle stuck in front of it; the latter in a long, white flannel cloak, daintily trimmed with blue, and a jaunty little hat, fashioned somewhat on the miner's model—deep down in the bowels of the earth, listening to the thunderous swash of the rolling waves and the grinding and crashing of the stones and boulders overhead."

Seven revengeful bullets finished the guerrilla Jim Smith, near Nashville, a few days since.

J. M. EASON,
COMMISSION AGENT,
No. 9 EXCHANGE-STREET,
CHARLESTON, S. C.
September 8 1mo

GRAESER & SMITH,
COTTON FACTORS,
Commission and Forwarding Merchants,
(OFFICE FOR THE PRESENT AT No. 86 EAST BAY.)
THE UNDERSIGNED HAVE RESUMED THEIR BUSINESS connection, as above indicated, and will sell or purchase on Commission COTTON, NAVAL STORES, AND PRODUCE GENERALLY.
Orders for Goods executed at lowest prices. Advances made on consignments for sale in this or foreign markets.
C. A. GRAESER.....A. SYDNEY SMITH.
REFERENCES.
Messrs. G. W. WILLIAMS & CO.; Messrs. JOHN FRASER & CO. 12* September 8

T. A. JEFFORDS.....HENRY KIRCK.
T. A. JEFFORDS & CO.,
Commission and Forwarding Merchants,
Cor. Main-street and the Railroad,
ORANGEBURG, S. C.
T. A. JEFFORDS, for many years connected with the house of JEFFORDS & Co., would solicit from his friends in the City and Country, part of the Forwarding business. He promises to give all business entrusted to his care his personal attention; and, having a large Storehouse within three yards of the depot, can always (when wagons are not present) store the goods at small expense to the owners. wfm 26 September 6

DAVID BARROW,
Wholesale Commission Merchant
AND
FACTOR,
No. 153 East Bay,
CHARLESTON, S. C.
☞ COSIGNMENTS SOLICITED. ☜
August 14 mwf 1mo

W. T. BURGE & CO.,
WHOLESALE DEALERS IN
Staple and Fancy Dry Goods,
YANKEE NOTIONS,
No. 41 Hayne-street,
ARE NOW RECEIVING THEIR FALL AND WINTER STOCK, to which they invite the attention of Dealers. 1mo September 7

R. M. MARSHALL,
BROKER, AUCTIONEER,
AND
GENERAL COMMISSION AGENT,
HAS RESUMED BUSINESS AT HIS OLD STAND, No. 33 Broad-street. Attends to the BUYING AND SELLING OF REAL ESTATE, FURNITURE, &c., &c. Also to the RENTING of HOUSES. September 6

JEFFERS & CO.,
FORMERLY COTHRAN, JEFFERS & CO.,
GENERAL
Commission, Receiving & Forwarding Agents,
ORANGEBURG, S. C.
Special attention given to Receiving and Forwarding Cotton and Merchandise.
September 6 12*

JAS. B. CAHILL,
GENERAL
COMMISSION MERCHANT,
AND DEALER IN
Groceries, Provisions, Wines & Liquors,
No. 171 Broad-street,
AUGUSTA, GEORGIA.
CONSIGNMENTS SOLICITED.
September 1 3mos

L. W. SPRATT,
ATTORNEY AT LAW,
OFFICE OVER M'KAY & CAMPBELL, HASEL-STREET,
NEXT DOOR TO POST-OFFICE.
He will act as Agent in procuring PARDONS and adjusting CLAIMS on Treasury Department.
August 16

STYLES & CARTER,
SHIPPING AND
COMMISSION MERCHANTS,
AGENTS FOR
Orleans Line of Southern Packets,
NO. 19 Vanderhorst Wharf,
L. C. STYLES, I. P. CARTER. CHARLESTON, S. C.
WM. H. ROBSON & CO., AGENTS IN NEW YORK.
Advances made on consignments.
September 4 1mo

P. H. KEGLER,
WHOLESALE DEALER IN
BRANDIES, WINES & WHISKIES,
AND
GENERAL AGENT
FOR
PHILADELPHIA STOCK ALES.
173 East Bay.
September 4

WILLIS & CHISOLM,
FACTORS, COMMISSION MERCHANTS,
AND
SHIPPING AGENTS,
OFFICE, MILLS HOUSE,
CHARLESTON, S. C.
E. WILLIS.....A. R. CHISOLM.
WILL ATTEND TO THE PURCHASE, SALE AND SHIPMENT (to Foreign and Domestic Ports) of COTTON, RICE, LUMBER, NAVAL STORES; to the Collection of Drafts, Purchase and Sale of all Securities. Consignments of vessels solicited.
REFERS TO:
Messrs. JOHN FRASER & CO., Charleston, S. C.
Messrs. GEO. W. WILLIAMS & CO., Charleston, S. C.
Messrs. PENDERGAST, BROS. & CO., New York.
GEO. SCHLEY, Esq., Augusta, Ga.
T. S. METCALF, Esq., Augusta, Ga.
Messrs. CLARK, DODGE & CO., New York.
Messrs. MURRAY & NEPHEW, New York.
Messrs. E. W. CLARK & CO., Philadelphia, Penn.
Messrs. PENDERGAST, FENWICK & CO., Baltimore, Md.
Messrs. SAM'L HARRIS & SONS, Baltimore, Md.
☞ The Columbia Phœnix will publish every other day for one month, and other South Carolina papers weekly for the same period of time, and send bills to this office. August 14

BOWERS & SILCOX,
Brokers, Auctioneers,
AND
GENERAL COMMISSION MERCHANTS,
☞ WILL ATTEND TO THE PURCHASE AND SALE OF COTTON, RICE, DRY GOODS AND GROCERIES.
Also, their attention will be given to SALES OF FURNITURE, REAL ESTATE, &c.
Office for the present, at No. 238 KING-STREET.
August 30 1mo

HERIOT BROTHERS,
General Commission Merchants,
CHARLESTON, S. C.,
Will give their attention to the purchase and sale of Merchandise and Produce of every description.
CONSIGNMENTS OF COTTON SOLICITED.
J. R. HERIOT, JR.....B. M. HERIOT
REFERENCES:
WM. B. HERIOT & CO., Charleston, S. C.
HARMOND HULL & CO., New York.
DEMEREST & WYGANT, New York.
JNO. SLEIGHT, Poughkeepsie, N. Y.
September 1 1mo

C. E. CHICHESTER,
REAL ESTATE BROKER,
No. 18 BROAD-STREET,
CHARLESTON, S. C.
AGENT FOR THE PURCHASE AND SALE OF REAL ESTATE in any of the Southern States. ALSO AGENT FOR THE SALE, RENTING, REPAIRING, &c., OF CITY PROPERTY. August 22

ARCHIBALD GETTY & CO.,
SHIP & STEAMBOAT AGENTS,
AND
COMMISSION MERCHANTS,
Nos. 126 AND 128 MEETING-STREET,
Charleston, S. C.
EDMUND A. SOUDER & CO., Philadelphia, Penn.
LIVINGSTON, FOX & CO., Agents, New York.
F. A. WILCOXSON, Agent, Orangeburg, S. C.
LIBERAL ADVANCES MADE ON CONSIGNMENTS.
August 15

HOWE, DOUCIN & CO.,
Commission Merchants
Ship Chandlers and Grocers,
No. 151 EAST BAY, CHARLESTON, S. C.
C. HOWE, JR.....P. M. DOUCIN.....E. C. HOWE.

C. & E. HOWE,
Commission Merchants,
No. 71 BROADWAY, NEW YORK.
C. HOWE, JR.....E. C. HOWE.
Consignments solicited. Prompt attention given to sales of Merchandise. Produce purchased on Commission, and liberal advances made.
Refer by permission to Messrs. HENRY SWIFT & CO., No. 115 Broadway; JNO. M. SMITH'S SON & CO., No. 122 Broad-st.; KEMP, DAY & CO., No. 116 Wall-st.; THOMAS & BENHAM, No. 108 Broad-st., N. Y. 6mo* August 24

A. C. SCHAEFER, GEO. Y. BARKER, New York. } JAS E. BROWN & CO., No. 33 S. Front Street, Philadelphia.
A. C. SCHAEFER, JR., CORNER LIGHT AND PRATT STREETS, Baltimore.
Adolphus C. Schaefer & Co.,
(FORMERLY OF BALTIMORE,)
General Shipping & Commission
MERCHANTS,
NO. 111 WATER-ST., NEW YORK.
☞ EVERY FACILITY OFFERED FOR CONSIGNMENTS and execution of orders in New York, Philadelphia, or Baltimore, by either house.
August 14 6mo*

RICHARD ALLISON,
COMMISSION MERCHANT,
No. 96 BEEKMAN-STREET,
NEW YORK.
COTTON AND OTHER PRODUCE SOLD ON COMMISSION. General Merchandise purchased and forwarded to order. 1mo* August 16

W. BROOKBANKS,
PRACTICAL GAS FITTER & PLUMBER,
No. 238 King-street,
NEXT DOOR TO PORTER'S OLD STAND
August 14