THE DAILY NEWS.

Anonyma.

BY EDMUND CLARENCE STEDMAN.

If I had been a rich man's girl,
With my tawny hair, and this wanton art
Of lifting my eyes in the evening whirl
And looking into another's heart;
Had love been mine at birth, and friends
Caressing and guarding me night and day,
With doctors to watch my finger ends,
And a parson to teach me how to pray;

If I had been reared as others have—
With but a tithe of these looks, which came
From my reckless mother, now in her grave,
And the father who grudged me even his name—
Why, I should have station and tender care,
Should ruin men in the high-bred way,
Passionless, smiling at their despair,
And marrying where my vantage lay.

As it is, I must have love and dress,
Jeweled trinkets, and costly food,
For I was born for plenteousness.
Music and flowers, and all things good;
To that same father I owe some thanks,
Seeing, at least, that blood will tell,
And keep me ever above the ranks
Of those who wallow where they fell.

True, there are weary, weary days
In the great hotel where I make my lair,
Where I meet the men with their brutal praise
Or answer the women, stare by stare,
'Tis an even fight, and I'll carry it through—
Pit them against me, great and small—
I grant no quarter, nor would I sue
For grace to the sweetest of them all!

I cannot remember half the men
Whose sin has tangled them in my toils—
All are alike before me then,
Part of my easily conquered spoils;
Tall or short, and dark or fair,
Rich or famous, haughty or fond,
There are few, I find, who will not forswear
The lover's oath and the wedding bond.

Fools! what is it that drives them on
With their perjured lips on poison fed;
Vain of themselves, and cruel as stone,
How should they be so cheaply led?
Surely they know me as I am—
Only a cuckoo, at the best,
Watching, careless of hate and shame,
To crouch myself in another's nest.

But the women—how they flutter and flout,
The stupid, terribly virtuous wives,
If I but chance to move about
Or enter within their bustling hives!
Buz! buz! in the scandalous gatherings,
When a strange queen lights amid their throng,
And their tongues have a thousand angry stings
To send her travelling, right or wrong.

Well, the earth is wide and open to all,
And money and men are everywhere,
And, as I roam, 'twill ill befall
If I do not gain my lawful share;
One drops off—but another will come
With as light a head and heavy a purse;
So long as I have the world for a home
I'll take my fortune, better or worse!

NORTHEASTERN R. R. COMPANY.

Annual Meeting of the Stockholders.

REPORT OF THE PRESIDENT.

The annual meeting of the stockholders of the Northeastern Railroad Company was held at the hall of the Planters' and Mechanics' Bank, on Wednesday, 7th April, 1869.

A majority of the stock being respresented, the meeting was organized by calling the Hon. G. W. Clark, Mayor, to the chair, and appointing C. Williman secretary.

The reports of the President and Superintendent were then read.

PRESIDENT'S REPORT.

To the Stockholders of the Northeastern Railroad Company:

GENTLEMEN—We respectfully submit the following report of the company's operations for the fiscal year ending 28th February, 1869:

The gross earnings have been	$254,164 39
The operating expenses have been	145,439 09
Balance	$108,725 30

Comparing these results with those of the preceding year, we find as:

	In 1867-'68.	In 1868-'69.	Decrease.	Increase.
Receipts from Freights	$172,648 32	$151,644 89	$20,803 43	
Receipts from Passengers	92,088 76	84,203 72	7,885 04	
Receipts from mails & other sources	14,495 67	18,115 78	.....	$3,620 11
	$279,232 75	$254,164 39	$26,688 47	$3,620 11
Operating expenses	173,655 82	145,439 09		
	$105,576 93	$108,725 30		
Excess of net income in 1868-69			$3,148 39	

The deficiency which will be observed in our freights was partially anticipated and explained at your last meeting as a probable consequence of the extreme depression which was then characterizing the agricultural interests of the country through which our road passes. It is also to be accounted for, in some measure, by the reductions of our tariffs, which were made during the year, in the hope of extending and increasing our business. Their failure to do this can only be ascribed to the absence of other elements equally necessary to the recuperation of these interests, which it was neither in our power or province to supply, and hence the very limited requirements for the facilities we were prepared to extend. In a word, the country both contiguous to, and remote from, our line has not afforded us a business proportionate to our capacities. The evidence of this appears in the fact that during the past year we should have transported but 18,988 bales of cotton, as against 26,691 bales the previous year, and 58,401 bales in 1860. We are not, however, to suppose that this state of things is to become permanent, or that the improvement which is perceptible in other sections of the State is not, eventually, to be realized in those of which our road is the natural outlet. It may be gradual and even slower than elsewhere, but already we are seeing some gratifying evidences of a change for the better. So far as the local and through travel are concerned, we have given ample accommodations to both, without deriving adequate returns from either. In view of the general prostration above alluded to, our local population could not be expected to move with the frequency, and in the numbers which it formerly did. Experience shows that these depend less upon the single item of *fare* than upon an expansion of its wants with the means of satisfying them, and meeting the incidental expenses connected with a departure from home. Until, therefore, our people become wealthier, these movements will necessarily be restricted to the more pressing demands of business. With this view, however, of encouraging them as far as possible, we have adopted the practice of issuing commutation tickets to all our way stations, entitling their purchaser to a specific amount of transportation at one-half our regular rates. That our through travel should not have increased will occasion no surprise, in consequence of the delayed reconstruction of the Savannah and Charleston Road. The break which it has presented in the otherwise continuous Atantic Coast Line of roads, extending from St. Marks, Fla., to Portland, Me., has, unquestionably, turned from us, and from our city, a large proportion of the travel constantly passing between these extremities.

Our operating expenses have been brought to that point beyond which they could not be further reduced, without detriment to the company's interest, and the serious deterioration of its property. A rigid economy should, of course, be observed, but if carried to that extreme which provokes accident and loss of property, it would become unwise and even criminal. A certain expenditure is unavoidable—the roadway and rolling stock, iron, bridges, culverts, &c., must all receive the same attention and repair, whether or not our trains carry their full complement of freight, or one instead of one hundred passengers. It is true a more extended service would somewhat swell our expenses, but the ratio of our profits therefrom would be greatly increased. From the foregoing review of our receipts and expenditures, the inference would seem correct, that they have touched their lowest level, and if, since the close of the war, they have yielded a net income equal to the annual interest of the company, on its various classes of indebtedness, amounting to some $90,000, there is a reasonable certainty of their doing so in future. The prospect of a dividend is still remote, and so entirely dependent upon the general improvement of the country, and especially the construction of new lines or feeders to extend the sphere of our operations, that any anticipations we might express upon this point would be too problematical to have any value. At present we can only deal with the facts and probabilities looking to that result. By the recent action of our Legislature, all the obstacles to the reconstruction of the Savannah Road have been removed, and we are now assured of the determination of the company in charge of it to restore, at the earliest possible date, the valuable connections which it formerly afforded. To us these are of vital importance; indeed, that road may be regarded as an extension of this. We have, also, the pleasure of stating to you the revival of the charter of the South Carolina Central Railroad, mainly by the citizens of Sumter and Clarendon, and under which they propose to construct a road about forty-five miles long, from Sumter, via Manning, to Gourdin's Station on this road. This will place Sumter *within ninty-five miles of Charleston*, as now against one hundred and thirty miles via Kingville, and one hundred and forty-one miles via Florence. As it will bring her nearer to Charleston than to Wilmington *by fifty-one miles*, we may safely assume that nearly all of the business of that interior thriving town and its surrounding country will then seek our market over this as "the shortest, quickest and cheapest route." Its course through Clarendon will open to the producers of naval stores and lumber an extended and profitable field of labor, and be the means of bringing into active cultivation many valuable, but now neglected plantations. Our present financial condition is not, perhaps, one to warrant our assisting this enterprise to the extent which it deserves, but we should certainly afford it all the aid and encouragement in our power. In passing, we would warmly commend it to the attention of our merchants. We have also to notice an increasing interest in the construction of the Cheraw and Salisbury Road, especially among influential parties in North Carolina, which, it is hoped, will result in some active measures for its construction.

The statements of the treasurer, herewith submitted, will show that there remained at the credit of

Profit and loss account at the close of the past year	$10,409 14
Since which it has been further credited with proceeds of transportation for 1868 and 1869	108,725 30
	$119,134 44
And charged with interest on bonded debt and current interest	$93,665 78
Loss of stock in Society Hill and Marlboro' Bridge Company	2,337 55
Right of way, previously unsettled	1,011 00—97,014 33
Leaving a balance at credit of profit and loss	$22,120 11

The following will appear as the indebtedness on the 28th of February, 1869:

1400 first mortgage bonds, of $500 each, due September 1, 1869	$700,000 00
290 second mortgage bonds, of $500 each, due September 1, 1868	145,000 00
3100 shares preferred stock, $50	155,000 00
Certificates of indebtedness (for interest prior to March 1st, 1867)	107,765 14
Outstanding interest to 1st March, 1867	111,622 31
Outstanding interest, due in cash	5 983 30
Real estate bonds	28,000 00
Bills payable	23,566 66
Profit and loss	22,120 11
Stockholders	898,950 00
	$2,198,007 52
To meet this indebtedness, we have the road (102 miles long), with its sidings, equipments, &c., at a cost of	$2,148,130 65
And assets	49,876 87
Total	$2,198,007 52

The amount of second mortgage bonds, originally issued, was $300,000—of which $145,000 were sold—the remaining $155,000 were subsequently pledged and deposited with trustees, as a security for a corresponding amount of preferred stock, say $155,000. This preferred stock is then, virtually, a *substitute* for that amount of second mortgage bonds.

As stated above, the company's first mortgage bonds, amounting to $700,000, mature on the 1st of September, 1869, while the second mortgage bonds for $300,000 are past due, having matured on the 1st September, 1868. Of the coupons representing the interest on the first, and unpaid up to March 1st, 1867, there are still outstanding about $92,000, and of those representing the interest on the second, and in the same position, there remain about $22,000. These, with our past due bonds, are now held by comparatively few parties, who have submitted to a delay in their settlement, until they could be embraced in the general plan of the company for the readjustment of their entire debt, to take effect in September next. We are also indebted in a balance of $28,000 on certain bonds for real estate in the city, purchased in 1853, and duly secured by a mortgage thereon. The liquidation of this balance, within a reasonable period, was confidently expected, but the financial condition of the company at that time did not permit it, and hence the mortgage upon this small moiety of their property remains, and is, of course, antecedent to those executed in 1855 and 1857 for the security respectively of their First and Second Mortgage Bonds. In the readjustment of our debt it would therefore be inexpedient and proper to consider these real estate bonds as among our first mortgage bonds, and to be absorbed by them, that the special mortgage thereon may be duly cancelled. We would, then, propose to you to consolidate and renew this whole indebtedness by the issue of 1640 bonds, of $500 each, amounting to $820,000, to be dated 1st September, 1869, and payable 1st September, 1899, bearing 7 per cent. interest, payable semi-annually, by coupons attached, to be styled "First Preferred Bonds," and by another issue of 644 bonds, of the same date, tenor and amount each, as the first, for $322,000, to be styled "Second Preferred Bonds," *both* to be secured by one General Mortgage upon the entire property, rights, franchises, &c., of the company, duly expressing the order, and defining the conditions of these preferences, and their relations to each other. The First Preferred Bonds should then be offered in renewal of, or exchange for, our old.

First mortgage bonds for	$700,000
Outstanding interest and interest thereon	92,000
Real estate bonds	28,000
	$820,000
And the second preferred bonds should be applied to our old second mortgage bonds for	$300,000
Outstanding coupons and interest thereon	22,000
	$322,000
Making our bonded debt	$1,142,000

The plan we have here indicated is, substantially, the one which has been adopted by other companies under similar circumstances, and to which, as we conceive, when the extinguishment of the debt is an admitted impossibility, no just exception can be taken. A recourse to legal measures of a coercive character would result in no actual benefit, especially while the administration of the road is, practically, for the benefit of the bondholder. If it be conceded that all the income is being derived from the property which it is capable of producing, and that no part thereof is being appropriated by the stockholder, but on the contrary, is being faithfully applied to his obligations to the bondholder, then a reasonable regard on the part of the latter for the interests of the former, should suggest a prompt acquiescence in the plan we have here indicated. Its details have had our careful attention, and as these have also been approved by eminent legal counsel, it is now submitted for your consideration in the belief that it will fully meet all the objects in view, and prove acceptable to our creditors.

It affords us pleasure to state to you the generally good condition of the road and its structures. During the past year considerable attention has been given to the widening of cuts and embankments, and the improved drainage of the roadbed. The iron is in very fair condition, indeed, we may say that there are few if any bars in the track sufficiently worn or laminated to require removal. The motive power, consisting of twelve locomotives, is all (with the exception of one) in running order. We have 67 box and 43 platform cars, 12 first and second-class passenger cars 3 baggage and 2 mail and express cars. Though much of this rolling stock is of an advanced age, such attention has been given to it that we think it will answer our purposes another year, without further expenditure than are ordinarily classed under "current repairs." For further information and details as to the general operations of the road and its machinery, you are respectfully referred to the accompanying report of the Superintendent. They certainly exhibit a regularity of service and an exemption from accident which indicate a commendable attention and watchfulness on the part of our subordinate officers and employees.

In conclusion, it becomes our melancholy duty to report to you two vacancies in the Board of Directors, occasioned by the death of Colonel D. L. McKay, on the 13th January last, and that of Colonel Allan Macfarlan, on the 21st ultimo. At different periods in the earlier history of the company, each of these gentlemen had been its presiding officer, and although relinquishing this position for other pursuits more congenial to their tastes, still their interest in the final success of the company was unabated, and in their removal we are conscious of the loss of friends and associates, than whom none could have been more sincere and earnest in their efforts to promote the general welfare of the company.

All of which is respectfully submitted.

A. F. RAVENEL, President.

On motion made, it was

Resolved, That the reports of the President and Superintendent be received as information, and that the requisite number of copies of the same be printed for distribution among the stockholders.

On motion made, it was

Resolved, That so much of the President's report as relates to the readjustment of the company's debt be referred back to the board, with power and authority to carry out the plan therein indicated, with such modifications as they may deem proper.

The following committee, to open the polls, verify proxies, and hold the election between the hours of 12 o'clock M. and half-past 1 o'clock P. M., was appointed: James Macbeth, Richard Yeadon, C. R. Brewster.

On motion made, it was

Resolved, That we regard with much interest the efforts which are now being made to build a road from Sumter to Gourdin's Station via Manning; that recognizing its importance to this road, to the city, and to those sections of the State through which it will pass, we hereby authorize the board to encourage the formation of the company as early as possible, and, if necessary, to subscribe towards its capital stock such an amount and on such terms and conditions as they may deem proper, providing that such subscription shall be subject to the ratification of the stockholders at their next meeting.

The hour for closing the polls having arrived, the managers made the following report of the result of the election:

A. F. RAVENEL, President.

DIRECTORS.

Hon. C. MACBETH.	L. D. MOWRY.
DANIEL RAVENEL.	J. M. CARSON.
J. R. DUKES.	Z. B. OAKES.

On motion made, it was

Resolved, That the thanks of this meeting be tendered to his Honor the Mayor for his courteous discharge of the duties as chairman, and also to the officers of the Planters' and Mechanics' Bank for the use of their hall on this occasion.

Adjourned. C. WILLIMAN, Secretary.

Commercial.

Charleston Cotton and Rice Market.

OFFICE OF THE CHARLESTON DAILY NEWS, CHARLESTON, Wednesday Evening, April 7.

COTTON.—Prices having become slightly easier, with a better disposition on the part of factors to meet the views of purchasers, a steady and well-sustained demand prevailed during most of the day, the operations amounting to about 700 bales, viz: 7 at 26; 43 at 26¼; 93 at 26½; 67 at 26¾; 113 at 27; 33 at 27¼; 175 at 27½; 8 at 27¾; 25 at 28, and 120 on private terms. We quote:

LIVERPOOL CLASSIFICATION.

Ordinary to good ordinary	26 @26¾
Low middling	27 @27¾
Middling	27½@—
Strict middling	28 @—

By New York classification we quote:

Low middling	27¼@—
Middling	28 @—

RICE.—The demand for this article was light, but prices were unchanged. Sales about 50 tierces of clean Carolina, say 18 tierces at 8¼, and 30 at 8¾. We quote common to fair clean Carolina at 7¾@8¼; good 8 5-16@8⅝.

Markets by Telegraph.

FOREIGN MARKETS.

LONDON, April 7—Noon.—Consols, 93⅛. Bonds, 83⅝.

LIVERPOOL, April 7—Noon.—Cotton opened quiet; uplands, 12½a12¼d; Orleans, 12¾a12⅝d; sales 8000 bales.

Two P M.—Sales will reach 10,000 bales. Breadstuffs dull. Lard, 72s 6d.

Evening.—Cotton steady; uplands, 12½a12¼; Orleans, 12¾a12½; sales 10,000 bales.

HAVRE, April 7.—Cotton on the spot 1f 46½c.

DOMESTIC MARKETS.

NEW YORK, April 7—Noon.—Market irregular. Money active at 7 per cent, with commission of 1-16 a¼ per cent. Exchange 108¼. Gold 31¾. Cotton steady—middling uplands 28½. Turpentine more steady at 50½a51. Strained rosin steady at $2 44½a $2 54.

Evening.—Cotton firm; sales 2500 bales at 28½. Flour dull—superfine State $5 55a5 90; common to fair extra Southern $6 35a7. Wheat heavy. Corn unchanged. Pork lower at $30⅞. Lard a shade firmer. Whiskey declining, 92a92½. Rice quiet. Sugar dull. Naval stores firm. Freights heavy. Money slightly easier at 7. Gold steady at 31¾. '62's 19¼. Southerns quiet.

CINCINNATI, April 7.—Whiskey 87. Pork $31 50. Bacon nominally unchanged. Lard dull at 18.

LOUISVILLE, April 7.—Mess $31 50. Lard 18½. Shoulders 13¾; clear sides 17¼. Whiskey 88.

WILMINGTON, March 7.—Spirits turpentine weak at 45¼. Rosin steady at $1 85 to 1 88½. Crude turpentine steady at $1 65 to $5. Tar a shade lower at $2 55. Cotton quiet at 26 cents.

AUGUSTA, March 7.—Cotton market a shade firmer; sales 300 bales; receipts 120. Middlings 26¾ cents.

SAVANNAH, April 7.—Cotton quiet but steady; sales 300 bales; middlings 27½; receipts 536; exports coastwise 82.

MOBILE, April 7.—Cotton quiet; sales 250 bales; low middling, 26½c; receipts 448 bales; exports 2366 bales.

NEW ORLEANS, April 7.—Cotton irregular but without quotable change; middling, 28½c; sales 2700 bales; receipts 879 bales; exports 924 bales. Gold, 31¾. Sugar dull; common, 11; prime, 13½. Molasses quiet; prime, 70c.

Wilmington Market.

WILMINGTON, April 6.—TURPENTINE.—Prices unchanged. Sales of 900 bbls at $2 80 for soft, and $1 65 for hard, per 280 pounds.

SPIRITS TURPENTINE—Is lower. Sales of 100 bbls at 45c, and 35 do. (New York packages) at 46½c per gallon.

ROSIN.—Market steady. Sales of 1119 bbls at $1 87½al 90 for strained, $3 25a3 50 for No. 1, and $5 25 for extra No. 1, and 21 bbls at $8 for window glass.

TAR.—225 bbls received and sold at $2 60 per bbl.

COTTON.—42 bales changed hands at 26a26½c for mixed grades.

Nashville Market.

NASHVILLE, April 3.—COTTON.—The Liverpool and New York markets were slightly firmer to-day. Here the market was quiet and steady, with fair demand. We quote: Ordinary 21a23; good ordinary 24½; low middling 25.

COTTON STATEMENT.

Stock on hand September 1, 1868		60
Received to-day	56	
Received previously	45,246	—45,302
Total		45,362
Shipped to-day	114	
Shipped previously	38,935	—39,049
Stock on hand		6,313

CORN.—The receipts to-day only amounted to about 2000 bushels, with shipments South of upwards of 4000 bushels. The market continues stationary at 60 cents buying, and 75 cents sacked and delivered in depot.

Montgomery Market.

MONTGOMERY, April 3.—Cotton holders ask an advance, but buyers operate with caution—held at 28½ for uplands.

We append regular weekly cotton statement for Montgomery:

Stock on hand September 1st, 1868		638
Received past week	189	
Received previously	37,113	—37,302
Total		37,940
Shipped past week	1052	
Shipped previously	31,486	—32,538
Stock on hand April 3, 1869		5,402

Havana Market.

HAVANA April 4.—The following are the closing prices of merchandise for the week ending April 3: Sugar steady; Nos 10 to 12 D S, 8¼a8¾ reals per arroba; Nos 15 to 20 D S, 9½a11 reals per arroba. Stock in warehouses in Havana and Matanzas, 211,000 boxes, 12,000 hhds; exported during the week from Havana and Matanzas to foreign countries, 52,000 boxes; to the United States, 27 000 boxes; to foreign countries, 3500 hhds molasses. Sugar active at 6¾a7¾ reals; Muscovadoes, fair to good refining quiet; sales at 7½a8½ reals. Molasses firm; clayed 5¾ reals per keg; Muscovado or common 7½ reals per keg. Lumber—Yellow pine steady at $18 per thousand feet; white pine in demand; quoted at $22 per thousand. Shooks—Box—The market is supplied; quoted at 5¾a6¾ reals; hogsheads dull at $2. Empty hogsheads dull at $2. Freights declining on account of a surplus of tonnage in port; per box of sugar to Northern and Southern ports, $1 50a$1 75; per hhd of sugar $6a$8; per hhd molasses $4 50a$5; per ton to Falmouth and orders, 40s a47s 6d. Exchange on London 11¾a12¼ per cent. premium; on Paris, par; on United States, sixty days, in currency, 24a28 per cent. discount; in gold, ¼al per cent. premium.

Consignees per South Carolina Railroad April 7.

460 bales Cotton, 51 bales Domestics, 195 casks Clay, 59 bbls Naval Stores, 3 cars Wood, 2 cars Lumber and 4 cars Stock. To Railroad Agent, W Roach & Co, J & W H Armstrong, Frost & Adger, W W Smith, J A Quackenbush, G H Hoppock, Pelzer, Rodgers & Co, G H Walter & Co, Kinsman & Howell, Dowling & Co, Reeder & Davis, W K Ryan, G W Williams & Co, W B Williams, J B E Sloan, J N Robson, A B Mulligan, Mowry & Co, G W Steffens, J Adger & Co and Cleghorn, Herring & Co.

Passengers.

Per steamer City Point, from Palatka, via Jacksonville, Fernandina and Savannah—Mr Hammond and lady, Miss Hammond, J Vanderpool and lady, W Rice, J Brice, Geo Wells, Mrs Grumley and son, Mr Boardman and lady, Boardman, Jr, R M Foust, General Foust, J H Hopkinson, W W Sadler, M Strong, H B Baker, Dr J Lane, C Metz, C K Bingham and lady, John Milnor, N S Easton, J Barber, C Dyer, A Richardson, W T Crane and lady, Miss Lanneau, Miss Holmes, F A Townsend, Mrs Wright and daughter, W J Walker, L Clark, Miss Clark, G A Bradon, R F Tupper, J A Hale and lady, Mr and Mrs J Z Gardner, G A Gardner, Louis Manigault and daughter, S C Thompson, McGregor, F E Huger, Sidney Coxetter, Willy Aiken, Juan Canet, W Lucas, 8 Simons and 5 on deck.

Per steamer Pilot Boy, from Savannah via Beaufort and Hilton Head—Major Alden and wife, J K Heath, G F Borle and wife, Mr Halleck, wife and son, D H Heyward, S Huckley, W P Balch, B Cowles and wife, Miss Van Arman, Miss Toby, J E Lyon, H Fripp, E Baker, Rev Dr Hardenwell and wife, Miss Gibbes, H E Brown, L O Millett, Rev Mr Walker and 19 on deck.

Marine News.

Port of Charleston, April 8.

PORT CALENDAR.

PHASES OF THE MOON.

Last Quarter, 3d, 3 hours, 28 minutes, evening.
New Moon, 11th, 8 hours, 27 minutes, evening.
First Quarter, 19th, 9 hours, 46 minutes, morning.
Full Moon, 27th, 1 hour, 1 minute, morning.

DAYS.	APRIL	SUN RISES.	SUN SETS.	MOON RISES.	HIGH WATER.
5	Monday	5..44	6..22	2..13	3..3
6	Tuesday	5..42	6..23	2..53	3..57
7	Wednesday	5..41	6..23	3..30	4..50
8	Thursday	5..40	6..24	4..5	5..36
9	Friday	5..39	6..25	4..37	6..15
10	Saturday	5..37	6..25	5..9	6..53
11	Sunday	5..36	6..26	5..41	7..31

Arrived Yesterday.

Schr Frank & Emily, Colley, Cardenas, 8 days. Sugar and Molasses. To J A Enslow & Co.

British schr Mary & Susan, Cleave, Eleuthera, Bahamas, 8 days. Fruit. To A Canale.

Schr N W Smith, Tooker, New York, 5 days. Mdse. To Wm Roach & Co, Railroad Agents, J E Adger & Co, Adams, Damon & Co, A Bischoff, H Bischoff & Co, Bollmann Brothers, W M Bird & Co, G H Brown, R & A P Caldwell, Cameron & Barkley, McDuff Cohen, E R Cowperthwait, Dowie & Moise, J B Duval & Son, Douglass & Miller, B Feldmann & Co, M Gannon, E H Gardner, H Gerdts & Co, C Graveley, G H Gruber, Hart & Co, J K Heath, J Heeseman & Brother, J Hurkamp & Co, Jennings, Thomlinson & Co, Jeffords & Co, King & Gibbon, Knobeloch & Small, Kinsman & Howell, H Klatte & Co, C Lilienthal & Co, G Logerman, M Luhrs, J Marshall, Jr, Mercantile Co-operative Association, Mantoue & Co, W McLean, Olney & Co, B O'Neill, J C Ogeman, Ostendorff & Co, Order, C F Panknin, Pelzer, Rodgers & Co, Ravenel & Holmes, D H Silcox, Seymour & Silcox, P C Schroder, G W Steffens, John Thomson & Co, J H Vollers, D A Walker & Co, Wagner & Monsees, W L Webb, G W Williams & Co, E B & R D White, Robt White, W G Whilden & Co, J N M Woltmann, Wando Manufacturing Co, J C Bruce, E R White, W P Russell & Co and T M Cater.

Schr Wm Slater, Smalley, Rockport, Me, 18 days. Ice. To the Master and A Gage & Co.

Schr A S Deas, from West Point Mill. 52 tierces Rice. To Thurston & Holmes.

Steamer City Point, McMillan, Palatka via Jacksonville, Fernandina, Savannah, &c. Mdse. To J D Aiken & Co, M A Wilder, Major J C Alden, J F Taylor & Co, R Birnie, A H Abrahams & Son, W C Bee & Co, Quartermaster and Jas R Pringle.

Steamer Pilot Boy, Peck, Savannah via Beaufort and Hilton Head. 70 bags Peanuts, 26 bags Cotton Seed and Sundries. To John Ferguson, G H Hoppock, Fraser & Dill and B S Johnson.

Cleared Yesterday.

Schr Emma, Wright, Georgetown, S C—Risley & Creighton.

Sailed Yesterday.

British bark W G Putnam, Rickard, Liverpool.

Schr Robert Caldwell, McCormack, Guantanamo, Cuba.

Schr Ranger, Gooding, New York.

Cleared for this Port.

Schr Ida Richardson, Bedell, at New York, April 5.

Memoranda.

The schr Chiloe, Hatch, from Georgetown, S C, arrived at New York, April 4.

Shipnews by Telegraph.

NEW YORK, April 7—Arrived, steamship Quaker City from Havana.

SAVANNAH, April 7—Cleared, steamship America for Baltimore; ship Kate Troup for Darien; schrs Richard Bullwinkle for Baltimore; the Donna Anna for Cuba.

Arrived, schrs Wappela, New York; Sophia, Barracoa.

WILMINGTON, April 7—Arrived, Pioneer, Philadelphia; Empire, New York.

Cleared, Mary Sandford, New York.

LIST OF VESSELS

UP, CLEARED AND SAILED FOR THIS PORT.

FOREIGN

LIVERPOOL.

Ship R C Winthrop, Stewart, cleared	March 8
The Royal Charlie, Anderson, sailed	March 8
The Chiton, ——, up	March 16
Bark Helen Sands, Otis, sailed	March 18

MAYAGUEZ, P R.

Schr Ellen, Carr, up to sail	March 25

MATANZAS.

British schr Lion, McLellan, up	March 5

DOMESTIC

BOSTON.

Brig Wm Robertson, Reed, up	March 4
Schr Sarah A Hammond, Wiley, cleared	March 30
Schr P M Bonney, Small, cleared	March 22
Schr James A Crocker, Currier, up	March 30

PORTLAND, ME.

Schr Martha Maria, Dean, cleared	March 27

NEW YORK.

Schr Argus Eye, Thompson, up	April 2
Schr Ida Richardson, Bedell, cleared	April 5
Schr E F Cabada, Swain, cleared	April 1
Schr Col Cook, Bearse, cleared	March 18
Schr Jessie S Clark, ——, up	March 17
Schr Mary Stow, Rankin, up	March 31

PHILADELPHIA.

Schr Watauga, Lawrence, up	March 01

FOUTZ'S

CELEBRATED

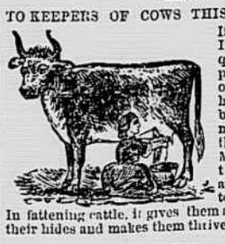
Horse and Cattle Powders.

This preparation, long and favorably known, will thoroughly reinvigorate broken down and low-spirited horses, by strengthening and cleansing the stomach and intestines.

It is a sure preventive of all diseases incident to this animal, such as LUNG FEVER, GLANDERS, YELLOW WATER, HEAVES, Coughs, Distemper, Fevers, Founder, Loss of Appetite and Vital Energy, &c.

Its use improves the Wind, increases the Appetite—gives a Smooth and Glossy Skin—and transforms the miserable Skeletons into a fine looking and spirited Horse.

TO KEEPERS OF COWS THIS PREPARATION



IS INVALUABLE It increases the quantity and improves the quality of the MILK. It has been proven by actual experiment to increase the quantity of Milk and Cream twenty per cent., and make the Butter firm and sweet.

In fattening cattle, it gives them an appetite, opens their hides and makes them thrive much faster.

IN ALL DISEASES OF SWINE, SUCH AS COUGHS, ULCERS IN THE LUNGS, LIVER, &c., this article acts as a specific. By putting from one-half to a paper in a barrel of swill the above diseases will be eradicated or entirely prevented.

If given in time, a certain preventive and cure for the Hog Cholera.

PREPARED BY

DAVID E. FOUTZ,

WHOLESALE DRUG AND MEDICINE DEPOT,

No. 116 Franklin-street, Baltimore, Md.

FOR SALE BY

DOWIE & MOISE,

WHOLESALE DRUG HOUSE,

No. 151 MEETING-STREET,

OPPOSITE CHARLESTON HOTEL,

March 31 45

CHARLESTON AGRICULTURAL

WAREHOUSE AND SEED STORE.

AGRICULTURAL IMPLEMENTS, GARDEN SEEDS, &c.

GEO. E. PINGREE.

No. 140 Meeting-street, Charleston.

March 24 6mo

Railroads.

SUMMER TIME TABLE.

SUPERINTENDENT'S OFFICE,
SAVANNAH AND CHARLESTON RAILROAD COMPANY,
MILL-STREET DEPOT, CHARLESTON, April 6, 1869.

ON AND AFTER MONDAY 12TH APRIL, THE TRI-WEEKLY TRAIN will leave Charleston on MONDAYS, WEDNESDAYS and FRIDAYS, at 6:00 A. M. Arriving at Coosawhatchie..... at 12:00 M.

RETURNING:

Leave Coosawhatchie on same days, at 12:30 P. M. Arriving in Charleston..... at 6:00 P. M.

Connections by Hacks with Walterboro' and Beaufort.

Freights received up to 2 o'clock, P. M, on TUESDAYS, THURSDAYS and SATURDAYS, forwarded by next Train.

C. S. GADSDEN,
April 6 6 Superintendent.

SOUTH CAROLINA RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE,
CHARLESTON, S. C., February 13, 1869.

ON AND AFTER SUNDAY, FEBRUARY 14TH, the PASSENGER TRAINS of the South Carolina Railroad will run as follows:

FOR AUGUSTA.

Leave Charleston.....8.30 A. M.
Arrive at Augusta.....5.10 P. M.

Connecting with trains for Montgomery, Memphis, Nashville and New Orleans, via Montgomery and Grand Junction.

FOR COLUMBIA.

Leave Charleston.....8.30 A. M.
Arrive at Columbia.....5.45 P. M.

Connecting with Wilmington and Manchester Railroad, and Camden train.

FOR CHARLESTON.

Leave Augusta.....8.00 A. M.
Arrive at Charleston.....5.00 P. M
Leave Columbia.....7.45 A. M.
Arrive at Charleston.....5.00 P. M

AUGUSTA NIGHT EXPRESS
(SUNDAYS EXCEPTED.)

Leave Charleston.....7.30 P. M.
Arrive at Augusta.....6.30 A. M.

Connecting with trains for Memphis, Nashville and New Orleans, via Grand Junction.

Leave Augusta.....4.10 P. M
Arrive at Charleston.....4.00 A. M.

COLUMBIA NIGHT EXPRESS.
(SUNDAYS EXCEPTED.)

Leave Charleston.....6.05 P. M.
Arrive at Columbia.....4.45 A. M.

Connecting (Sundays excepted) with Greenville and Columbia Railroad.

Leave Columbia.....5.30 P. M.
Arrive at Charleston.....5.30 A. M.

SUMMERVILLE TRAIN.

Leave Charleston.....3.00 P. M.
Arrive at Summerville.....4.20 P. M.
Leave Summerville.....7.10 A. M.
Arrive at Charleston.....9.25 A. M

CAMDEN BRANCH.

On Mondays, Wednesdays and Saturdays.

Leave Kingville.....4.20 P. M.
Arrive at Camden.....7.00 P. M.
Leave Camden.....6.35 A. M.
Arrive at Kingville.....9.20 A. M.

Signed H. T. PEAKE,
February 15 General Superintendent.

Safes.

MARVIN'S

PATENT

Alum & Dry Plaster

FIRE PROOF

SAFES

Are most desirable for quality, finish and price.

MARVIN'S

SPHERICAL BURGLAR

SAFES

Cannot be Sledged!
Cannot be Wedged!
Cannot be Drilled!

BANK VAULTS,
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COMBINATION LOCKS

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And for sale by our agents in the principal cities throughout the United States.

FOR SALE BY

WM. M. BIRD & CO.,

No. 203 EAST BAY,

CHARLESTON.

December 29 1yr

Stoves.

M. L. FILLEY'S

Celebrated Cooking Stoves,

"PHILANTHROPIST" AND "CIVILIAN,"

Manufactured at Troy, N. Y., and for sale by

D. L. FULLERTON,

AUGUSTA, GA.

THESE STOVES STAND UNRIVALLED FOR capacity, durability, convenience; and the general purposes to which Cooking Stoves are used. The PHILANTHROPIST is extra heavy plated, and has Ash Drawer; can be made into a six boiler hole stove; has cast iron Water Tank galvanized, or enamel lined. A strictly first-class Stove. The CIVILIAN is of a neat design, and has a fine large Oven. This Stove can be had with the extension back, six holes, and reservoir when desired.

For further information apply to

D. L.