BY TELEGRAPH.

THE MEMPHIS COMMERCIAL CON-

MEMPHIS, May 21 .- The Committee on Direct rade with Europe reported yesterday in favor f the formation of lines from Southern ports, hich should be supported by subscription. he committee approved of the scheme inaurated by the Norfolk Convention for a line tween Norfolk and Liverpool.

istinguished persons, regretting their abhe following dispatch was received in regard the Southern Pacific Railroad:

New York, May 21 1869.—Our most cordial hanks to yourself and friends for the action of the convention. Our bonds are quoted at the Paris Exchange at 79 in gold.

J. C. Frlmont, for Directors.

The Committee on Levees have made an overnment aid. The Banking Committee reonvention favors the reduction of the interest on the national debt by means consistent with a faithful discharge of the country's duties to its creditors. A resolution recommending all States to repeal the usury laws was adopted. The Committee on Commerce. Manufacturing and Mining reported in favor nvested in work developing the resources of he country. Speeches were made in favor of mprovement in the matter of transportation s beyond the reach of the machinations of he bulls and bears.

NEWS FROM WASHINGTON

Washington, May 21.—The President has railroad. appointed Felix Coste the surveyor of customs at St. Louis. Alfred Sanford supervising inpector of steamboats in the Fourth District. . M. Sheibly, postmaster at Rome, Georgia. W. H. Howard declines the Chinese mission, and takes a position on the Wisconsin Rail-

and takes a position on the disconsistence road.

The day for the Mississiopi elections will not be named until after the Virginia elections, although both will probably take place in August. L. C. Norvell is the Republican candidate for Governor. Judge Lewis Dent, brother-in-law of the President, will assist Norvell in the campaign.

The following assignments as superintendents of Southern Indians have been made: Choctaws and Chickasaws, Major J. M. Craig; Creeke, Captain G. S. Olmsted; Cherokees, Captain Warren.

There was a full Cabinet meeting to-day.

Two negroes have been appointed to clerkships in the Revenue Department, and the Police Commissioners have appointed negro police. Judge Bassett, the negro minister to Hayti, visited the Secretary of State, and will receive his instructions in a few days.

Douglass, the negro printer employed by Clapp, applied to Simon Welf, the Register of Deeds, for a clerkship, saying that, in consequence of the combinations entered into by the Printers' Unions throughout the country, he is unable to obtain employment. Simon Wolf has given a favorable answer, and says that he is particularly happy at having the opportunity.

Dublin, May 21.—The Grand Lodge of Orangemen have petitioned the Queen against the disestablishment of the Irish Church.

Paris, May 21.—The French elections continue more or less disorderly. Since the 12th, one hundred and forty-nine arrests have been made for creating political disturbances—only seventeen of whom have been discharged. At Nismes the people sang the Marsellaise. The prison at Bourges was forced, and blood shed in the department of Aube.

SPARKS FROM THE WIRES.

The steamship Australia is in port at Key West, repairing her boiler.

At the Old School Assembly of Presbyterians held at New York, yesterday, a committee of ten was appointed to confer with a similar New School committee on the subject of reunion. Dr. Fowler, a warm advocate of reunion, was phosen Moderator by a vote of 122 to 93.

The English Sermon Trade.—The trade in sermons (manuscript sermons sold to dergymen for use in the pulpit) is an English institution, as nowhere else do we see them so freely advertised. This trade, we are told by the English journals, has grown enormously within a few years. The newspapers which circulate more especially among the clergy of the English (stablishments have regularly contained advertisements offering original, striking and orthodox manuscript sermons for sale, and the fact of their extensive advertisement shows that they are extensively used. Upon this subject the Observer of this city truthfully remarks that in this country it would impair, if not destroy, any man's usefulness in the ministry if it were known that he depended upon others in any way for his discourses, and the grossness of the evil seems to be working a cure abroad. Within a few weeks a private circular has informed the elergy in England that a periodical to be made up entirely of sermons is about to be issued, its sale being limited to genthemen in holy orders. This is felt to be pushing the system too far, and the project seems likely to bring about a strong reaction. The Guardian, which has been in the habit of publishing advertisements of this kind, declares that it will do so no more. The Guardian says: "If the laity proc come to the conclusion that preachers are commonly indebted to others for their sernons, lew clergymen will be above suspicion. Duly the very able or very industrious will be ble to defy the suggestion that they, too, have gone into the market for a discourse, and taint of insincerity will attach to hundreds of xcellent clergymen who have done nothing to eserve it. For our own part we liave deter-THE ENGLISH SERMON TRADE.—The trade xeellent clergymen who have done nothing to eserve it. For our own part we have deter-nined not to lend our advertising columns to a ystem which we are unable to defend. We fill at least practice, at a loss to ourselves,

THE FALL OF THE FEMALE BLONDIN .- The ondon Shipping and Mercantile Gazette says: On Tuesday evening an intensely exciting cene was witnessed at Bolton. In connection ith Mr. Pablo Fanque's circus, the "Female londin" had been announced for an outin the rore was witnessed as Botton. In connection this branch across, the "female and the first arrange of your grain fields and green pasturated of the connection of the third story of the Old Connation Mills to the top of the circus, the eight of the rope being about sixty feet, about fair Coronation Mills which are being pured to construct the control of the connection of the connect

ence and endorsing the work already done. A | the City Council, Chamber of Commerce and ispatch was received from General Beaure- Board of Irade, which took place in Cincinnati ard, tendering a free passage to and from on Saturday last, was the largest that had been ew Orleans to the Commercial Convention. held in connection with the vitally important

There were present Governor Scott, of South Carolina; J. B. Lafitte and S. G. Trott, of Charleston; General W. Harrison, President, Blue Ridge Railroad; Mayor M. D. Bearden, laborate report, showing the necessity of Hon. John H. Crozier and V. H. Sturm, o Knoxville; Colonel C. M. McGhee, of the East ort in favor of a redistribution or an expansion | Tennessee and Georgia Railroad (Knoxville to of the currency, so as to give the West and | Chattanooga;) Colonel Adrian Terry, Engineer outh their due proportion of circulation. The of the Knoxville and Kentucky Railroad; Dr. J. W. F. Parker, Wm. Harvey and Wm. Woodcock, of Someret, Pulaski County, Kentucky; Colonel Gaw, of Chattanooga, representative of the route from Chattanooga northwardly via Emory Gap, Chitwood, &c., besides Mayor Torrence, members of the City Council, prominent railroad men and citizens, who, during of the States freeing from taxation capital the morning session, completely packed the

W. H. Harrison, Esq., chairman of the committee, called the meeting to order at ten o'clock, and announced that they were again assembled to listen to propositions and suggestions from representatives from the South. who were interested in the projected Southern

Colonel John H. Crozier, of Knoxville, was the first speaker in favor of the Knoxville route, and was followed by Colonel Terry, Chief Er gineer of the Knoxville and Kentucky Railroad, who urged the claims of the Chattanooga

SOUTH CAROLINA AND THE SEABOARD. Colonel John P. Low, Chief Engineer of the Blue Ridge Railroad Company, next addressed

He said there were three main advantages fiered to Cincinnati by a Southern railroad communication: 1. The extension of the area to which she may supply her manufactured articles, the grain and provisions for which she is a great narket, and over which she may distribute

2. A connection with South Atlantic ports through which she may with advantage export and import. 3. A connection with Gulf ports for West In-dia trade.

dia trade.
All considerations of public policy and commercial interest, then, seem to unite in urging you by no means to neglect the Knoxville connection. We are not here to disparage the merits of other routes which are here advocated. If the means were at hand for their construction, all of those proposed could be built with advantages to your city beyond the most extravagant statements which have been made to you; but you can designate but one Wolf has given a favorable answer, and says that he is particularly happy at having the opportunity.

The President has announced that the Eight Hour law involves no reduction in vars.

EUROPE.

BUBLIAND.

DUBLIN, May 21.—The Grand Lodge of Orangemen have petitioned the Queen against the disestablishment of the Irish Church.

Source extravagant statements which have been made to you; but you can designate but one terminus. Knoxville offers advantages which the citer point which the citer point which the subject has been discussed.

It appears that you can secure the most important of the advantages that you seek by a line of 112 miles less in length to build, and \$3,000,000 cheaper than by the line which would abandon Knoxville.

abandon Knoxville.

CHARLESTON - CONDITION, HARBOR AND FUTURE PROSPECTS - EINCINNATI CHIEFLY INTERESTED IN CLOSE CONNECTION-SPEECH OF MR. LA-

J. B. Lafitte, Esq., of Charleston, was next called upon, and said that as those who had preceded him had fully explained the advantages of the Knoxville connection, so far as the distance and comparative cost were concerned, he would confine his remarks to the commercial advantages to be derived from a clear. distance and comparative cost were concerned, he would confine his remarks to the commercial advantages to be derived from a close connection with the port of Charleston. He would, however, venture to express the decided opinion that should Knoxville he selected as the Southern terminus of the Cincinnati Road, the Blue Ridge Railroad would be completed quite as soon as the former road would be built to the Tennessee State line. On the other hand, should Chattanooga be selected as the terminus, the Blue Ridge Road would, he thought, be abandoned. The people of South Carolina had pushed forward the work upon their road with much energy, so long as there was a reasonable prospect that Cincinnati would fulfil her part of the original agreement; and had the road to Knoxville have been completed, the Blue Ridge Road would long since have been finished to that point to meet them. The failure to complete the Blue Ridge Road long since was owing entirely to the apprehension of the people of the State that after completing it they would still be as far from reaching their much desired connection with the great Northwest as they were at present.

He said that since his arrival in this city he

much desired connection with the great North-west as they were at present.

He said that since his arrival in this city he had learned that the great object aimed at by the people of Cincinnati in building the pro-jected road was to command the interior trade-of the States lying south and east and south-west of this city, thereby offering new markets for her manufactures and surplus products, and making Cincinnati the great distributing point for supplying all those sections, which should naturally obtain their supplies from this centre.

this centre.

He recognized the geographical position of Cincinnati as being such as to warrant her merchants in claiming for her the position of the great distributing centre for all the central part of our great country; but to accomplish this they must not only be prepared to supply them with the articles of her own manufacture, and with her surplus products but must be supply and with her surplus products, but must also be prepared to supply them with all other articles they may need, whether of domestic or grein production or manufacture. If you wish to make this city the great central distributing point of the country, you must be prepared to sell to every comer every article he may need; for if you cannot do that, he must, of necessity, go to other markets where he can supply those wants, and in doing so will be apt to make all of his purchases there, to the serious detriment of your trade in articles of your own product and manufacture.

Your own product and manufacture.
Cincinnati, being a port of entry, and already importing a considerable amount of goods from Europe, it is only necessary that she should open a communication with some Southern Atlantic port, through which she could import all her foreign supplies at the lowest possible coat.

room, and other facilities for handling the greater quantity, we as a consequence, have the largest portion of our wharves and store-bouses entirely unoccupied, their value has naturally become very greatly depreciated, and they can now be purchased or leased at a merely nominal price. You, therefore, have the opportunity, if you desire it, of becoming owners of some of this property at the present depressed valuation, or by using our port as the one through which to make vour importations, and to export your surplus products you can still reap the full advantage to be gained by the reduced rates of storage and other charges.

Living in Charleston is very cheap as compared with any other seaport, and the price of the first private capitalists of Cincinnati would at the private capitalists of Cincinnati would at once subscribe a million.

It may be that if you don't make Knoxville your Southern terminus, we shall be discouraged. Cincinnati is worth more than the whole State of South Carolina, and yet our State has expended \$7,500,000 on realways, and has given her credit for \$4,000,000 more.

With such aspirations as the people of Cincinnati have in reference to her future greatness, how can she neglect to extend some material aid from Cincinnati and another million from Louisville be procured. He thought that he could so present the argument that private capitalists of Cincinnati would at once subscribe a million.

It may be that if you don't make Knoxville in fourteen months, could a million from Louisville be procured. He though that he could so present the argument that private capitalists of Cincinnati would at once subscribe a million.

It may be that if you don't make Knoxville in fourteen months, could a million from Louisville in fourteen months, could a million from Louisville in fourteen months, could a million from Louisville in fourteen months.

Living in Charleston is very cheap as com-pared with any other seaport, and the price of labor is, as a natural conscquence, also very low. These are but a few of the local advantages of-These are but a few of the local advantages of-fered by Charleston as a seaport, to be used by you as an entrepot for your exports and im-ports, and by building your road to Knoxville you may be in the full enjoyment of them within less than two years from the day. Something having been said in reference to the necessity of a connection with a Gulf port, in order to command the trade of the West Indies, he would remark that Charleston was

in order to command the trade of the West Indies, he would remark that Charleston was practically nearer to the West Indies than any Gulf port. There was, perhaps, a small difference in the actual distance from some of the West India islands to Mobile and New Orleans, as compared with the distance to Charleston, but we are nearer to you, and whilst the cost of land transportation is increased with every additional mile of distance, the cost of transportation by sea was very slightly affected by such addition. As a matter of fact, however, freights to Charleston from the West Indies were lower than to the Gulf ports, owing to the low rates of expenses, commonly called pert charges, to which your attention has already been called. What has been said of the West Indies is equally applicable to Rio de Janeiro and the other South American ports. The two great distributing points of Rio coffee for the great West are Baltimore and New Orleans. With a short line of railroad communicating to Charlesion, there is no reason why Cincinnati should not compete successfully with both of those points. is no reason why Cincinnati should not com-pete successfully with both of those points in supplying at least a considerable portion of the demand from this and all the adjoining States.

Another important fact should not be over-looked, and that is the difference in the rates of insurance from Charleston, and to and from of insurance from Charleston, and to and from the Gulf ports. Cotton is insured by first-class sailing ships from Charleston to Liverpool at one per cent., with the usual discount; from New Orleans the rate by the same class of ships is two and a half per cent., and from some of the other Gulf ports the charge is even higher. The difference upon other products and merchandise is, of course, in the same proportion. This difference of the rates of insurance also applies to the ships themselves, and is another reason why freights to the Atlantic ports.

the Gulf are, as a rule, much higher than to the Atlantic ports.

We would also call attention to the great advantages offered by the port of Charleston, as a point of debarkation for the great tide of immigration, which has done so much to build up the wealth and power of the great West. Charleston, and he would add Savannah, are situated in a peculiarly favored latitude, being to a great measure exempt from those terrific gales which sweep over the Northern Atlantic for about eight months in the year, and which are particularly severe in the winter season. The sufferings of the immigrants by the Northern route must at times be terrible indeed, and many of them who have long since become valued citzens of your State would bear willing testimony to what I have said. Many of those who have more recently come among you could, no doubt, add to this many truthful relations of the more recently come among you could, no doubt, add to this many truthful relations of the troubles and losses they have encountered before getting away from the cities at which they landed. It is true that special daws have been enacted to protect the honest immigrant from the wiles of the "land sharks" who prey upon him; but in large cities it is impossible to give them the protection that could easily be extended to them in a smaller community. The trip from Charleston to this point could be made at all times at less cost than from a Northern port, and in winter with point could be made at all times at less cost than from a Northern port, and in winter with much less discomfort, not to say suffering. Thus, not only would the immigrant arrive in your midst after less danger and suffering, but with more money in his pocket. He reiterated what he had said in the beginning as to the discouragement that would be produced by the location of the Southern terminus elsewhere than at Knoxville, and repeated that it was his firm belief that such action would defeat the completion of the Blue Ridge Road. They might have another terminus at Chattancoga, and as many other terminus at the pleased, provided one of them was Knoxville, by any route that was direct from this point, or nearly so.

Mr. Lafitte concluded by saying that he was aware he had failed to allude to many important points, but that he would be at the Burnet House for some days, and felt sure that if any person feeling an interest in this matter would call upon him, he could, in a conversational way, explain the peculiar advantages of a direct connection with Charleston much more to heir satisfaction and his own, and it would afford him much pleasure to have any one call, who desired fuller information.

SPEECH OF GENERAL HARRISON. General J. W. Harrison, President of the

Blue Ridge Railroad, was called for. He spoke of the evidences of prosperity that he saw in Ohio. The business, the railroads and shipping of Cincinnati had far exceeded his expectations. He alluded to the early his expectations. He alluded to the early efforts to get a connection between Cincinnati and Charleston. There was then a mutual understanding between nine States on the railroad question. There were inducements that entered into puolic transactions that could not be dieregarded. He could not charge Cincinnati with bad faith, if she falled to make the road to Knoxville, but certainly South Carolina had gone on with her system, upon the supposition that Cincinnati could meet them.

A railroad connection had been made with Columbia, at a cost of \$3,000,000.

The State of South Carolina has built and projected a perfect net work of railways, that will give Cincinnati a direct communication with Charleston and Savannah.

with Charleston and Savannah.

The speaker said that, in attempting to tell Cincinnati what benefits she will reap from the Knoxville connection, he would say something of its benfits to his own people. They had appeted, for a generation, to enjoy the advantages of your grain fields and green pasturage. We have planted cotton and rice, expecting to be fed from other sections. We have been compelled to transport provisions two thousand miles, and have lost more in freights from the immense roundabout distance than

which she expects to draw her resources?

Evening Session.

At half-past two the convention again assembled, and Colonel McGhee made a speech in favor of the Chattanooga connection.

SOUTH CAROLINA-SPEECH OF GOVERNOR SCOTT.

south Carolina—speech of Governor Scott.
Governor Scott, of South Carolina, vas then introduced. In his opening remarks the Governor said it was not he intention or desire to address the committee and gentlemen present on this subject, afer it had been so inly discussed and clearly presented by others. There is no one, he said, who can not comprehend the importance of a connection from the interior of the country which you occupy, with the seaboard, both to you and to the people of South Carolina, uniting, as it will, two regions hitherto separated by the range of the Alleghanies.

The people of the Northwest and the Southern seaboard have long felt that a break through this barrier was of the utmost importance to them in a political, military and social point of view. Even during the administration of President Monroe, his Secretary of War ordered a survey of this region of country, with the design of connecting the head waters of the Tennessee with the waters of the Savannah River by caual. The people of South Carolina and East Tennessee have constantly kept in view the importance of this identical route, through which a road can be constructed with less expense than any other pass through the mountains. The any other pass through the mountains. The commercial and other relations it will open between the great Northwest, rich in every product of the soil, in manufactures and in everything that makes a people prospercus and great, and the Southern country, where the products are all of a different character, where the people have never there the income the country is traction. amony there pass through the mountains. The commercial and other relations it will open be tween the great Northwest, rich in every product of the soil, in manufactures and in every product and the such that the we undertook in 1836. I think there is some contingent that makes a people prosperous and great, and the Southern country, where the products are all of a different character, where the people have never turned their attention to manufactures, will be of inestimable livantiate to woo communicate who are consistent of each other's products. This is a mit or of each other's products. This is a mit or of each other's products. This is a mit or of such vital importance that we have felt to be out duty to use every means in our pole to such vital importance that we have felt to be out duty to use every means in our pole to such vital importance that we have felt in the such that the continues and the such that there is no on a communication with you in the hope that you might extend some of your abundant was to be equally benefit at the such that the continues are the products of the such in the such that the continues are the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where the products are all of a different character, where t

may have left the impression on your minds that the State was not as prosperons in its ag-ricultural productions as formerly, which is, to that the State was not as prosperons in its agricultural productions as formerly, which is, to some extent, true; that is, so far as the failure of the sea island cotton crop has resulted from the ravages of the caterpillar. Formerly, Charleston was a large exporting point, 500, 000 bales of cotton passing through the hands of its merchants annually. It is to be noticed, however, that but about 200,000 bales of this were produced in South Carolina, the remainder coming from States lying to the west. During the first two years after the war the crops of all kinds were necessarily very short, the rice crop particularly so, on account of the great expenditure necessary to repair the injuries to dikes, water gates and machinery necessary to the culture of that cereal, and caused by the accident of war and the dilapidation resulting from abandonment. Partially to compensate for this, however, our people have turned their attention to new branches of industry. One which I will mention is the manufacture of turpentine, which has been very grealy increased above the products before the war, absorbing much of the labor which would otherwise have been employed in the cotton and rice fields. In 1868 the cotton crop was about an average one; from which about twenty millions of dollars have been received by the people of the State; and this not-withstanding the entire destruction of the sea island cotton crop. It is well known that, prior to the war, the credit of South Carolina stood at a point not exceeded by any other State; at no time did she ever fail to meet her obligations; but the war sweptaway her capital, and she is now simply beginning to rise from the ashes but the war sweptaway her capital, and she is now simply beginning to rise from the ashes of her ruins. At the time of the organization of the present State government, the credit of the State was at a very low point, her bonds commanding but 36 cents on the dollar, and they had fallen even as low as to 27 cents. But I am happy to state that to-day they stand in the market at from 73 to 75 cents,

cents. But I am happy to state that to-day they stand in the market at from 73 to 75 cents, and on the payment of the past due interest, which will be made by the 1st of next July, they must take their place among the best State securities in the country. Even now the holders of these bonds evince their confidence in their appreciation by the pertinacity with which they are held. They are aimust exciusively in the hands of the ditizens of South Carolina, who have ever taken a commendable pride in being the holders of the securities of their cwn State. It will thus be seen that the means upon which we rely for the accomplishment of our portion of the enterprise, in the interest of which we are here, are not visionary but substantial realities, and that we are able to perform what we promise. Our public debt is \$6,440,000, and there are in the treasury assets in the shape of stocks and bonds to the amount of about \$3,500,000, leaving the State indebtedness but \$3,000,000 in round numbers.

This direct communication between the Northwest and the South Atlantic slope presents another element of great practical value.

Northwest and the South Atlantic slope presents another element of great practical value. Out of nineteen millions of acres of lands in South Carolina, only about one-fifth has ever been brought under cultivation. These lands have heretofore been held in large bodies by gentlemen of wealth, who are now auxious to dispose of them in small tracts to just such a class as those of your citizens who are constantly seeking homes in the far West. Here they will find a productive soil, a climate more genial and healthy than any on the continent, and a cordial welcome. Here can be grown the products of both the temperate and tropical zones, and the apple and the fig grow side by side. Corn, wheat and cotton may be seen in adjoining fields. By reference to the map you will notice that the upper tier of counties is on the same parallel of latitude with the grape-growing country of Portugal and Spain, and when attention is given to its culture, the vine grows here in equal luxurousness. As a route for tourists this line will offer tourists the same parallel of the country of the co

SOUTH CAROLINA AND THE WEST.
THE IMPORTANT RAILROAD MEETING IN
CINCINNATI.

THE CLAIMS OF CHARLESTON AND SOUTH
CAROLINA.

Specifies by Governor Scott, General
Harrison, J. B. Laffite, E. D.
Mansfield and Others.
Mansfield and Others.
The meeting of the failing off in the value of our strate should not measured by these figures, as the enhanced of the country of the care of th

Dr. Parker followed in favor of Chattanooga and against Knoxville.

WHAT IS DUE TO SOUTH CAROLINA. The Hon. E. D. Mansfield was the next

speaker. He said: I listened with pleasure to the clear statements of the gentleman from South Carolina. When we first proposed to make the road from here to the South, Charleston stood over the great mountains of Central America before us great mountains of Central America before us as the nearest scaport, and Knoxville stood in the intermediate way. There was then no Chattanooga, and many of the interests that have been discussed to-day had no existence then. Perhaps some of these later interests ought to be properly considered in your delib-erations.

erations.

erations.

Of that convention General William Henry Harrison, the namesake of the gentleman from South Carolina who spoke to-day, was President, and I was Secretary. The proposition was made to build a great Southern railroad from the banks of the Ohio River to the Atlantic coast at Charleston. The proposition was met by the citizens of South Carolina and Charleston with a directness and sition was met by the citizens of South Carolina and Charleston with a directness and energy of effort 1 have never seen equalled, and we owe them something for that. South Carolina is a small State, but she pledges almost the entire wealth of Charleston to help make the road. She expected Cincinnati and Ohio and Kentucky to have given corresponding amounts. But they were disappointed; the enterprise for that time failed, but from that day to this, during thirty years of peace the enterprise for that time failed, but from that day to this, during thirty years of peace and of war, of controversy and conflict, South Carolina has always gone as far as she could forward in that work, until, as you heard to-day from the engineer of the road, they have completed much of their portion of the road. I say, then, we owe something to these gentlemen, but we owe more to great geographical facts, for as the gentleman from East Tennessee says, geography never changes. Time leaves the great elements of nature the same, and there is left us the same great work to perform that we undertook in 1836. I think there is some chligation resting upon us; if

compromised without a fight; but this is one case in which you can compromise routes.

As to South Carolina, you can no more ignore Charleston than you could ignore Cleveland and Buffalo. You would not have a Southern railroad that didn't point toward South Caro-

railroad that didn't point toward South Carolina.

Now, make your trunk road, and put your energies in it, and make the line just where al these interests will meet it.

This is about all I wanted to say. But there are other things we ought to think about to encourage us in this enterprise. This is an age of revolutions; the country has just passed through one revolution, and for aught I see will pass through more. Fortunately, as I look at these things, revolutions are generally favorable for progress. What is going to happen? Thirty years ago South Carolina grew tea, and it was demonstrated beyond the possibility of doubt that South Carolina could grow tea as well as China. It has not been done, because it requires small and cheap grow tea as well as China. It has not been done, because it requires small and cheap labor; but it will, sooner or later, be grown in the South in large quantities. They fired a broadside, in Chicago, a few days a zo, on the reception of the first tea received by the Pacific Railroad. It will not by more than a generation before we will fire a broadside in glorification over the first car load of tea received over the Cincinnati Southern Railroad from South Carolina.

received over the Cincinnati Southern Railroad from South Carolina.

I close as I began, by saying that I think this community owes it to the State of South Carolina, which has remained steadfast to her first love for thirty years while a whole generation has passed away, to so locate this road as to afford them and us the freest facilities of intercourse. And I join with them in the hope that our whole Southern country will soon again bloom with the rose, and again be filled with the patriotism that belongs to our beleved country.

THANKS TO VISITORS.

At the conclusion of the discussion the folowing resolution was unanimously adopted: lowing resolution was unanimously adopted:

Resolved, That the thanks of the joint committees of the City Council, the Chamber of Commerce and the Board of Trade of Cincinnatiare due, and are hereby tendered to the delegations from the several Southern cities for the varied intelligence and information relative to the products and resources of the districts and cities which they represent; and we assure them that we, as citizens of Cincinnati, will ever remember their visit with pleasant memories, and trust that the intercourse in the future between Cincinnati and their respective homes will be equally pleasant and profitable to all.

The committee them adjourned subject to

The committee then adjourned, subject to the call of the chairman.

LITTLE IGNORANCES. [From the Spectator.]

[From the Spectator.]

A few boys and girls acquire the art by some process which seems intuitive, and spell perfectly years before they can by possibility have read half the words they are ultimately required to use. Printers all know how very little the spelling, even of the best educated, is to be trusted; and we have reason to believe that if English journalists were weeded by an examination in which etymological accuracy was the sine qua non, the profession would lose some very competent members. One occasional contributor to this journal, a man whose education has been of a singularly perfect kind, and who is a true scholar in his way, never sends in a contribution without half a dozen etymological errors; and there are double-firsts who would rather trust themselves in Greek than English without a pocket dictionary.

It is a curious proof of the accuracy of this view that the commercial schools, which profess to teach, and do teach, spelling, do not turn out spellers half as accurate as the public schools, which profess to teach nothing of the kind and that hundreds of persons learn to spell, or rather begin to spell, well habitually only in manbood—that is, when the attention has at last been aroused. Whether the externe case, that of a man of high culture, who have to read manuscript believe it; and a kin-

absent a hundred years ago—it is the one most resented. The ignorance of many cultivated men of arithmetic is frequently astounding. We feel sure, from our own experience, that hundreds of what are called well-educated men, and thousands of accomplished women, could not do a rule-of-three sum if their fortunes depended upon it; while a number, presumably less but still very large, cannot do aby calculation on paper at all. We venture to say the majority of middle and upper class women are worried by the simplest question about interest, and to a very large proportion the simple adding up of household accounts is a wear-some labor very inaccurately performed, while if the calculation is in foreign money they are hopelessly bewildered. They do not understand compound addition, while as to compound division, or any problem of any sort involving fractions, they frankly decline to make the attempt. We have personally known a lady, mistress not only of four languages, but of their literatures, give up the effort to discover what the fourth of a seventh was as something wholly beyond her capacity, and ten minutes after discuss a foreign budget with keen intelligence, and that is not an extreme case. The most extreme we ever knew was that of an Oxford M. A., head master of a grammar school, and an almost unrivalled master of Greek lyrical poetry, who was honestly unable, and confessed himsell unable, to do the simplest sum in simple addition, who, to get an account right, would put the actual coins on the table, and always called a honestly unable, and confessed himself unable, to do the simplest sum in simple addition, who, to get an account right, would put the actual coins on the table, and always called a boy to verify the weekly statistics of the school. There must have been some odd loathing for figures in him, as well as want of interest, resembling the loathing some lads have for Euclid; but we should like to try the House of Peers with a stiff bit of notation. Not one in six would put down the figures right, and of their wives, not one in sixty; yet they and all those we have mentioned have, at some time or other, learned these things, and are ignorant of them only because their interest has never been excited. It is just the same with geography, of which educated and competent men often do not know the simplest facts, though they have all learned them in a way as one usually learns things of no interest—that is, without learning them. They have to learn them again when they want them, and meanwhile are just as ignorant as medical students are of spelling. We should just his to make the English members in the House of Commons draw each for himself a skele on map of Ireland, and see how many of the maps bore a fair resemblance to the truth. Yet they were taught about Ireland as well as England, and at the same time. No doubt the English method of teaching geo:raphy, even in the very best schools, is ludicrously bad, very few misters ever thinking that distances and areas ought to enter into their teaching, and leaving pupils under a happy belief that they know all about Arabia if they, can draw its outline,

it were absolutely necessary to say A; but you have the perfect right to say A, B, C. I am not in favor of compromises generally. There are few opinions in this world that could be compromised without a fight; but this is one described; but the they usually are machines, and we need intelligent teachers instead. Mere practice will not even enable boys to spell, and it is practice only which is required of them.

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