

TERMS OF THE NEWS.

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The Charleston News.

TUESDAY, MARCH 4, 1873

THE CHARLESTON DAILY NEWS "is designed as the newspaper for the publication of all legal notices, and official advertisements, for the County of Charleston, under the act of February 22, 1870, entitled an act to regulate the publication of all legal and public notices."

NEWS OF THE DAY.

The Miss Rothchild who was married the other day has only \$10,000,000. Beauty and booty.

A dispatch from Key West, Florida, states that there is an unknown steamer ashore near Carey's Fort lights. Assistance has been sent.

Fifteen German immigrants passed through Lynchburg, Virginia, on Monday, by the Orange Road, en route for Rome, Georgia, in which locality they expect to engage in farming operations.

Bodies of three of the working girls and of three firemen crushed by the fall of the walls of the fire in Boston Thursday, have been taken from the ruins. The bodies of one other girl and several other firemen are yet in the ruins.

The two Angurs, Distrals—"I always wonder, brother, how we chief augurs can meet on the opening day without laughing. Gladstones—"I have never felt any temptation to the hasty you suggest, brother; and the remark savors of flippancy."—Punch.

Dr. J. S. Barnwell, of Beaufort, S. C., is now visiting the Northern cities for the purpose of bringing the facts of the advantages of sericulture before the manufacturers interested in silk, with a view of establishing a silk worm nursery at Beaufort. In colonial times this was a business of great profit in South Carolina.

General Colston, formerly of the Confederate army and at present in charge of a military school in Wilmington, has been offered by the Khedive of Egypt charge of the Military Academy at Cairo, and, besides, a place on the staff of General Stone, an old Federal soldier who is serving in that country, the two positions being worth about four thousand dollars in gold.

The Fall Mail Gazette recently contained a queer advertisement of an auction sale which is soon to take place in the vicinity of London. It announces that the church living, known as the Parish of Falmouth, will be knocked down to the highest bidder when the auctioneer takes the stand. The venerable divine who now exercises authority over the souls of the parish, is said to be seventy-one years of age, and it is therefore obvious that his claim is but short-lived at best, and that the purchaser will have to wait but a brief period before inheriting all the emoluments of the living. Eight thousand seven hundred and fifty dollars is stated as last year's income of the rectory, and the rewards of pastoral fidelity are rapidly increasing by the combination of statute law and commercial growth. Certain acts of Parliament in the reign of Charles II, still in force, endow this rectory with a rate of sixteen pence in the pound on the property of the town, whose rapid growth thus swells the receipts of the pastor. Besides this general rate, the living is entitled to two shillings and six pence for every foreign vessel and two shillings for every coaster entering Falmouth port, from which source alone the yearly revenue is more than twenty-five hundred dollars, and the number of arrivals is increasing nearly ten per cent. per annum.

Whatever may have been the result of the recent Haster expedition, in which Professor Agassiz embarked in scientific search of unknown denizens of the "vast deep," it is yet certain that, from this voyage and others, contributions have flowed in from every source, and have given Harvard College the finest and most complete museum of comparative zoology in the world, in the specialty for which Professor Agassiz is famous. The collection of fishes is greater than that in the Jardin des Plantes, at Paris, and that in the British Museum put together. Professor Agassiz has devoted to it his life, and it will be his monument after death. The museum is rich, however, in other departments besides that of ichthyology. It now wants aid from the State of Massachusetts to the extent of a million of dollars for a larger building, wherein may be displayed to advantage the two leading ideas of Professor Agassiz to illustrate the history of creation from the earliest times, and to exhibit all the animals peculiar to the different parts of the world in such a manner as to impress the observer with their actual association in nature, so that the student of natural history shall be able to make himself familiar, in one part of the building, with the latest result of scientific research in working out the system of thoughts which bind together the whole animal kingdom as a unit; while in the other part of the building the geographical distribution of animals upon the whole surface of the earth, and their various combinations and associations in different continents, will be made apparent.

The ship Pegasus, 1120 tons register, of Matland, N. S., which sailed from Boston a few weeks ago with a cargo of fish for Hong Kong, has proved to be a very profitable vessel. She was launched in 1867. Her first

voyage was from St. John to Liverpool, with deals, then from Liverpool to Boston, with general cargo, then from St. John to Liverpool, again with deals. Up to this time she had made nothing; in fact, she was behind-hand \$900. A quarter of her was owned in England, and the owner there had managed her. Mr. Lawrence now bought the English owner out, and assumed the control of the Pegasus. Her first voyage under Mr. Lawrence's management was from Cardiff, with a cargo of coal to Yokohama. Her gross freight on the Chinese islands in ballast, and sailed from the Chinese islands with a cargo of guano for Antwerp, gross freight \$6200, gross freight on the round trip \$10,575, and clearing about \$7000. From Antwerp she went to Cardiff in ballast, and loaded with coal for Montevideo, gross freight about \$2616. She sailed from Montevideo to the Guanaes (near the Chinese islands) in ballast, and took in a cargo of guano there for Hamburg; gross freight \$6000, gross freight on the round \$2616, cleared \$4500. She sailed from Hamburg to Cardiff in ballast, took in a cargo of coal and sailed for Hong Kong, gross freight \$3500. She sailed from Hong Kong in ballast to Iloilo, one of the Philippine islands and took in a cargo of sugar for Boston, gross freight \$5000, gross freight on the round \$2600, cleared about \$2500 or \$2870 Canadian currency. The Pegasus sailed from Cardiff on the first of the voyages above referred to in September, 1868, and arrived on her last voyage in Boston on the 18th of December last. She cost about \$46,800, so during four years and three months she has cleared the very handsome sum of \$82,716, paying for herself nearly twice over, in fact, leaving the very comfortable surplus over her cost of \$35,916. During all her voyages she has never damaged a pound of her cargo, which speaks volumes for the staunchness of her build.

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As to the proposition that no one should be allowed to leave the seaports without a special consent to emigrate, it was hinted by the government that this would involve an alteration of the existing laws, and there was a great difference of opinion in Prussia as to whether a prohibition of emigration could be justified by a general law, although the government is now considering the issue of some regulations touching the inducements held out by immigration agents to persons to go across the Atlantic. The government, however, it would appear, has decided that something must be done to arrest the emigration by introducing laws and regulations which should make Germany more attractive to the persons intending to emigrate. Trade and industry must be promoted; the building of railroads proceeded with, in order to develop the resources of the land; in short, the internal, especially the agricultural, condition of the rural districts improved by the populations most interested in the prevention of emigration. The government could only promise its assistance when proper measures were proposed, but could not take the initiative. From the Minister's remarks it will be seen that the Prussian government is made aware of the danger of restrictive measures against emigration, and is growing conscious of the fact that the "emigration disease" can only be checked by wise legislation and the elevation of the oppressed classes.

The Wretched Conclusion.

The Philadelphia Ledger, usually cautious in the expression of an opinion, thus concludes an able article on "the wretched conclusion" reached by the House of Representatives in the case of the Credit Mobilier victims:

"Then came their mean, tricky, false denials, shifts, evasions, and fast following explanations of their explanations, every change in which showed more and more their own sense of their own culpability. There never was an instance in which men holding a public trust were more thoroughly covered with proof of malfeasance in office. The guilty knowledge of all these men was as visible as the plunder of the government money was stupendous. And Congress punishes all this by passing its partial resolutions of censure, letting the guilty go free upon the false promise of having no jurisdiction. This is so transparent a sham that it will command the belief of no one possessing the commonest intelligence. The majority of the House of Representatives, evading their plain duty in trying to wipe away the stain from their dishonored fellow-members, have fixed that stain upon the House itself, without removing it from the guilty they have tried to shield."

The Pacific Mail Steamship Company of New York is one of the concerns now under investigation for corrupting Congress to obtain a subsidy out of the National Treasury. At the same time the stock of that company in football among the New York "operators," its chief manipulators have been for a long time putting it up and down among the "bulls" and "bears" of Wall Street. Among these are the president of the company, who is described as one of the "heaviest operators" on the street. He is now reported to have lost millions in his operations. The question now arises whether the money of the people of the United States are well placed when handed over to a company whose chief officer is a habitual speculator in its securities? Yet there is not one of these modern "subsidies," whether to a railway or steamship scheme, or any other scheme which is made the recipient of public money, lobbied through Congress, that cannot be traced almost instantly into the hands of stock speculators and gambling "operators."

An earnest debate in the Prussian House of Deputies, on the question of the excessive emigration from Prussia to the United States, has developed not a few interesting facts concerning the subject. On the 24th of January last Minister Eulenberg, in answer to Von Gottberg of the Conservative party, who had asked the government for statistical information as to emigration, especially from the eastern provinces, and whether the government intended to introduce special measures for the prevention of this emigration en masse, replied in a long speech, showing how the rural districts were being depopulated, and how the government proposes to stop the flow of its subjects across the Atlantic. In supporting his interpellation, however, Deputy Von Gottberg repeated the lamentations to which the government had of late become so accustomed, and referred to the emigration in relation to the military necessities of the State and to agricultural development. The three causes of emigration were, he said, the endeavor of the emigrant to improve his material condition, persuasion on the part of authorized and unauthorized agents, and the persuasion of relatives and friends who have gone to America before him. It was not admitted that the emigrants were dissatisfied with matters at home, that they do not rely living under the feudal system, that the taxes are too high and the military system oppressive.

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