

# A TRIP TO THE NORTH.

Columbia to New York and Back.

DIFFICULTIES ON THE ROAD.

NO NIGHT TRAVELLING.

WAGON, RAILROAD, STEAMER.

UNPLEASANT REFLECTIONS.

Alterations and Improvements.

PLACES OF AMUSEMENT, ETC.

THE ROUTE.

Business, which required immediate attention, was the cause of a visit to the North. Leaving Columbia in a light wagon, about 10 o'clock p. m., on a moonlight night, we had a very pleasant ride to Winnsboro. After a short rest, chartered another wagon and went to Concord Church, the then terminus of the Charlotte Railroad. [Since that the Charlotte cars run to Adger's, five miles above Winnsboro, and passengers now go through from that point to Charlotte in one day.] As the trains were running very irregularly, and happened on that day to arrive extra early, we had the pleasure of spending the night in Concord Church.

AN UNPLEASANT NIGHT.

A country church is, no doubt, a delightful place to spend a Sunday in; but to pass a rainy night in the aforesaid building, without a light, is far from pleasant.

TRAVELLING FACILITIES.

To give an idea of the travelling facilities, we will only state that, after remaining at Concord Church, two days and a half, a family succeeded in getting an ox cart to carry them to the Greenville road.

ABOARD THE CARS.

About 4 o'clock we took the cars for Chester, and, after a short ride of fifteen miles, spent the night at the well kept hotel of Mr. Nicholson. Seven o'clock the next morning found us aboard the train again, on the way to Charlotte.

DIVERSIFIED TRAVEL—PONTOON BRIDGE.

The bridge over the Catawba having been burnt by Stoneman, a quarter of a mile from the river, we were compelled to leave the train, go down a steep bank, cross a gully, climb a fence, and wade through a ploughed field to reach a pontoon bridge; crossed the stream, and then an up-hill job to reach the apology for a railroad train on the northern bank—the baggage meanwhile being carried a round-about course of a mile in a wagon, at a cost of fifty cents a trunk—which the passenger is allowed the privilege of paying. The passenger (as it was termed) car was minus cushions, backs, and, in fact, seats. There being a soft spot in one of the wheels, we were treated to a "bump, bump, bump," all the way to Charlotte.

DETENTIONS ON THE ROAD, ETC.

Of course, another night had to be spent at a hotel—the railroad folks deeming it unhealthy to run their cars in the dark. Sunday morning early, we took the train for Greensboro; the cars in no better condition than those on the Charlotte Road. Whether or not there have been an extra number of smash-ups recently on that road, or that the wrecks of the last few years have not been removed, it is impossible for us to say, but there is hardly a mile of the entire road but which is embellished with ruined cars.

Cars are driving omnibuses out in New York; there being very few except the Broadway lines. The numerous railway routes in the adjacent streets have diminished the pressure and crush in Broadway to a great extent. No railroad has as yet been laid in that great thoroughfare below 25th street, although frequent efforts have been made to do so. STREET SWEEPING MACHINES. Broadway and some of the other principal streets are now swept by a machine in the shape of a wagon, with a revolving fan, which takes up the dust and dirt thoroughly. A NEW STYLE OF ADVERTISING. Barnum and his Museum are still "up and doing." Mr. B., always keeping an eye on the dollars and

cents, has converted the drop curtain in the "lecture room" into an immense advertising sheet, where the extraordinary virtues of "Hubbell's Golden Bitters," the magnificent tone of certain pianos, etc., are expatiated upon.

CITY POINT—LIFE AND ANIMATION. At City Point, the ex-Confederate begins to feel that he is in a different atmosphere. Railroad cars running every hour; steamers and vessels arriving and departing; teams passing to and fro; soldiers, black and white, hurry backwards and forwards, and the bustle and confusion incident to what appears to be quite a business place are seen and heard on every hand. Immense warehouses and wharves have been constructed along the bank of the river, which are principally used for Government purposes. Enterprising Yankees have built quite a respectable town on the bluff, which is reached by long flights of stairs. Quite a commodious hotel has been erected, which is occupied almost exclusively by officers, but where a civilian can get a fine meal, a capital julep and a good night's rest.

STEAMBOAT TRAVEL. Two lines of steamers now run from Richmond, via City Point and Fortress Monroe, to Baltimore. The "New Line," as it is called, composed of the steamers City Point and Dictator, for Fortress Monroe, and the George Leary and George T. Brady, are the favorites, and are generally thronged with passengers. The fare and accommodations are excellent. The Leary is regarded as one of the fastest steamers afloat, and makes the trip to Baltimore in two hours less time than either of the others.

IMPROVEMENTS—THE RAILROAD AGAIN.

And now for Baltimore, and thence to Philadelphia and New York. An accommodation train leaves the Monumental City at 8 o'clock, followed by the express at 9 a. m.—the former due in Philadelphia at 1 p. m., the latter in New York at 4 p. m.—quick trip, you may well say. The road has been changed in several places; the change of cars at the Susquehanna, at Havre-de-Grace, has been obviated—the entire train being carried over on an immense boat—and you run through to New York without change of cars. A railroad bridge is being built over the Susquehanna.

CHANGES—THINGS AS THEY ARE NOW.

To one who has been shut up in the Confederacy for five years, numerous changes, trivial, perhaps, in themselves, are apparent—a few of which we mention.

CHANGES AND THINGS IN PHILADELPHIA.

Stages (or omnibuses, as we term them,) have entirely disappeared from the streets of Philadelphia—horse cars having taken their place. All the principal streets have the rails laid through them.

A large park, in imitation of the great New York Central, has been laid out near the Schuylkill Water Works. The New Jersey Central and the Camden and Amboy Railroad Companies have been merged into one concern.

A GOOD IDEA.

Post Office boxes are attached to the lamp posts, where letters can be dropped and they are promptly delivered.

TO YORKVILLE AND HARLEM.

As we made our headquarters with a relative in Harlem, and consequently rode up and down every day, a good opportunity was afforded of observing the improvements and extension of the city. The Third Avenue Railroad Company run cars through to Yorkville and Harlem—a distance of eight miles from the City Hall—for the low price of seven cents. Some idea may be formed of the business done by this horse car institution, when it is known that cars leave the City Hall and the stables in 61st street from daylight until 12 p. m., every three minutes, and from that hour to daylight again, every fifteen minutes, and they are always full.

DUMMIES.

The 1st and 2d avenue railroad have neat and extra wide cars, called dummies, with a small engine in one end, which are run on the route from 61st street out. These cars present a singular appearance at a short distance, as little or no smoke is visible.

HORSE CARS VS. OMNIBUSES.

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GREENWOOD CEMETERY. This "two hundred acres of vanity," as it is irreverently termed, is being rapidly filled up, and another piece of "new ground" will soon have to be added. Miss Canada's handsome "affair," which cost the modest sum of \$25,000, and for years has been considered the principal attraction of the cemetery, has been completely thrown in the shade—in price, at least, \$50,000 and even \$75,000 being no uncommon price for the ornamentation of a grave. Several of this class have lately been erected—a vault somewhat resembling a Turkish mosque is now the "lion" of the place.

Wm. E. Burton, the comedian, generally known as the "imitable Billy," lies interred in Greenwood, with only a wooden head and foot board to mark the spot.

The vault of the "Old Sea Captain" has received its occupant at last—the old man having given up the ghost during the month of October, 1864. On his last voyage across the ocean, he brought with him a skillful artist in stone and a block of marble of his own selection, for the purpose of having a *fac simile* of himself "worked out" to adorn his grave. The work was completed, and since then it is stated that the old captain paid a visit to the place several times a month—amusing himself by keeping the shrubbery, &c., in order.

THE FEELING TOWARD THE SOUTH.

As a general thing, the feeling toward the people of the South is very bitter—a great many persons going so far as to say that the Southerners have not suffered enough—that Sherman should have wiped them out completely. Of course there are exceptions to this rule. This ill feeling is more generally noticed among that class of persons who have never seen a day's service, but have remained at home making money. The Federal soldiers speak far differently of their former foes—they feel inclined to give them a lift and help repair the damage that has been done. That all classes are not so embittered is exhibited in the treatment of the released Confederate prisoners quartered in the Battery barracks. Every day, charitable ladies and gentlemen visit the place, and liberally supply the poor fellows with good things.

FASHIONS FOR THE LADIES.

The fashions for ladies strike one very agreeably. Imagine a nicely fitting colored gaiter, or "Balmora" shoe—laced above the ankle, with a small silk tassel appended; a neat and very pretty "Balmora" skirt—of a grave or gay color, according to the taste of the wearer—extending a little below the top of the gaiter; the skirt of the dress hooked or drawn up by a cord, so as to show three or four inches of the aforesaid Balmora; a broad belt, with a large buckle; a tasteful bonnet, without a crown; an imitation Scotch cap, or a regular boy's cap, with a feather or bunch of feathers on one side; the front hair tucked up in little ridges; the back hair arranged so as to fall gracefully down on the shoulders, in a sort of bell-shaped waterfall—complete, very elegant and attractive toilet.

NEW YORK TALKING UP.

New York is rapidly being built up the entire extent of the island. The improvements made in the last few years are very apparent.

THE CARRIAGES.

The mania for nautical drinking houses is very great; and there is scarcely a block in Broadway but has one or two—somewhat on the order of the German light saloons, but not so moral in character. In fact, the police every now and then make descents on these Broadway affairs and close them up.

THE PICNIC SEASON.

Monster picnics are the order of the day; and nearly every morning cars and boats leave the city, filled to overflowing with live freight. These parties are sectional to a certain extent—Sunday schools, German turners, spiritualists, free-lovers, etc.—taking different days for their frolics.

AMUSEMENTS—THE THEATRES.

The theatres—six or seven in number—besides numerous concerts, etc., are in full blast. W. C. Forbes, the manager of the theatre in this city twenty years ago, is playing secondary characters at Wallack's. With the exception of Wallack, Davenport, Mrs. John Wood and a few others, the theatrical companies are composed of new names. Miss Jean Hosmer, a young American actress, is playing a successful engagement of several weeks at the "Winter Garden." She is of the Charlotte Cushman order—in size, at least; and we have the assurance of

old play-goers that, although somewhat faulty—and who is it that the theatrical public regard as perfect?—Miss Jean bids fair to take her place by the side of the "terrible Charlotte." Of pleasing address, fine form, handsome face, and professional merits of an uncommon order, it is no wonder that this lady has been drawing full houses even during the "heated term."

HIGH PRICES. The prices of all articles, from a mint julep to a silk dress, have advanced to about double the rates previous to the war; and the merchants state that prices are low now to what they were a few months ago, when gold was over 200.

THE CENTRAL PARK. The Central Park draws thousands of visitors daily—in carriages, bretches, phantoms, sofas, solitaires, and half a dozen other styles of vehicles; persons on horseback and on foot. Saturday afternoon is the fashionable time for visitors—there being music on the mall by DeWorth's celebrated band. Miniature lakes, fountains, bridges, delightful drives, cool retreats, shady nooks, a fine collection of wild animals, comprise some of the attractions of this renowned park.

PAINFUL REFLECTIONS.

The contrast between the appearance of things in the Northern cities and those of our own State is painful in the extreme; but it is hoped and believed that, in a few years, they will all be able to rise again, and be once more occupied by a thriving population.

HOMEWARD BOUND—BURIAL AT SEA.

In turning our steps homeward, we were rather undecided whether to take the cheaper but more tiresome route by land, or the expensive but delightful trip by sea to Charleston. At the last minute, we decided on the latter, and took passage on the propeller "Grenada," Capt. Baxter. The boat is in excellent condition, and, with pleasant weather, the best of fare and good company, the time passed very agreeably. During the passage, one of the firemen became overheated, and in the course of a few hours died. At daylight the next morning, the body was sewed up in a blanket, with some weights attached to the feet, and thrown overboard. The passengers expressed regret at the summary burial, and on inquiry we found that the poor fellow was a stranger—having only come aboard the afternoon the steamer sailed. No one even knew his name, or from whence he came.

PORT CHARLES.

In coming into Charleston harbor, we passed close under the walls—no, the debris—of poor old Sumter. Unless the information was given, no one would ever suspect, from its present appearance, that it had once been a formidable work. But its glory has not departed. The old fort, no doubt, will be rebuilt, and again take its place as one of the grandiums of the Queen City.

"THE LAST SCENE OF ALL."

A railroad ride to Orangeburg, and then a wagon ride of forty-three miles, brought us home, where we hope to remain at anchor for a length of time.

Just Received.

KEROSENE LAMPS, KEROSENE LAMP CHIMNEYS, KEROSENE LAMP WICKS, KEROSENE OIL. For sale by MELVIN M. COHEN, Assembly Street, West side, July 21. One door from Pendleton st.

Imported French White Wine Vinegar For sale by MELVIN M. COHEN, Assembly Street, West side, July 31. One door from Pendleton st.

VIOLIN AND GUITAR STRINGS. For sale by MELVIN M. COHEN, Assembly Street, West side, July 31. One door from Pendleton st.

THAMMUS STREET, COMMISSION MERCHANT,

74 EAST BAY, CHARLESTON, S. C.

Will give attention to the forwarding of COTTON to New York and Europe, and will receive and forward goods from abroad consigned to parties in the interior of this State. Advances made on produce consigned to Arthur Leary, Esq., New York. A full stock of GROCERIES always on hand and for sale at the lowest market rates. Day Brothers' SUPERIOR FAMILY SOAP, in quarter, half and whole boxes, can be shipped in any quantity at factory prices. July 31 1865.

LARGE AND RECENT ARRIVALS

OF

LADIES' AND GENTS' SHOES.

The subscriber offers to the public a large and handsome assortment of LADIES' and GENTLEMEN'S SHOES, of the latest styles and qualities, at prices ranging from one dollar and fifty cents per pair upwards. He is determined to dispose of this stock to the satisfaction of all who may favor him with a call. The citizens of Columbia and surrounding country are respectfully solicited to call and examine before purchasing elsewhere. Store in rear of the large College Chapel, Columbia. H. VAN PELT, Suffer 25th Ohio. July 31 4

# NEW AND ATTRACTIVE STOCK.

MELVIN M. COHEN, ASSEMBLY STREET, WEST SIDE.

One Door from Pendleton street.



HAS JUST RECEIVED FROM CHARLESTON a choice supply of articles, which he offers for sale at WHOLESALE and

RETAIL, at LOW PRICES, viz: Goshen Butter, Dutch Leaf Lard, Prime Bacon, Dutch Herrings, No. 1 Mackerel, Sardinia, Brown, C. Clarified and Crushed Sugars, Coffee, Young Hyson Tea, Assorted Crackers, Dates, Raisins and Almonds, Sugar Plums, Gum Drops, Stack Candies, Flavoring Extracts, Gross Matches, Adamantine Candles, Spiced Candies, Lily White, Pink Balls, White Balls, Hair Pomades, Rose Oil, Toilet Soap, Extracts, Perfumes, Shaving Brush, Hair Brushes, Tooth Brushes, Dressing Combs, Ladies' Gaiters, Men's Gaiters, Hose, Head Handkerchiefs, Spool Cotton, Race Ginger, Ground Ginger, Allspice, Mace, Cloves, Nutmegs, Fig Blue, Sweet Oil, English Copperas, Cream of Tartar, Epsom Salts, &c.

ASSORTED LIQUORS, &c.

Such as Heidsieck Champagne, Champagne Cider, French Brandy, Old Bourbon and Monongahela Whisky, Superior Port Wine, St. Julien Claret, Lemon and Raspberry Syrups, Drake's and Boker's Bitters. With a variety of DRUGS.

MEDICINES.

FANCY ARTICLES. Also, Superior SPANISH SEGARS, late import from July 31 1

To Printers and Publishers.

H. L. Pelouze & Co., LAW BUILDING, RICHMOND, VA.

MANUFACTURERS of and dealers in every description of PRINTERS' MATERIAL from a No. 2 Card to an Eight Cylinder Steam Press; various colors Bronzes, Inks, Varnishes, Oils, &c., &c., and in fact every thing pertaining to a first class Book, Job and Newspaper Office. For further particulars apply to

F. H. Lafon,

Who can be found Mrs. J. S. Rawls' boarding house, corner Camden and Marion sts.

He is also authorized Agent to contract for Advertisements and Subscriptions to the RICHMOND DAILY TIMES, having the largest daily circulation of any newspaper in the South, and nearly 15,000 copies. Merchants and others will consult their interest by getting a full July 31 3

A GREAT WANT SUPPLIED!

NEWS FROM ALL QUARTERS!

THE PHOENIX

PUBLISHED

Daily, Tri-Weekly and Weekly,

At the Capital of South Carolina,

COLUMBIA.

1865. 1865.

THE DAILY PHOENIX,

ISSUED every morning except Sunday, is filled with the LATEST NEWS, by telegraph, mails, etc.; EDITORIAL, CORRESPONDENCE, MISCELLANY, POETRY, STORIES, etc. This is the only daily paper in the State outside of the city of Charleston.

The Tri-Weekly Phoenix,

For counter circulation, is published every Tuesday, Thursday and Saturday, and has all the reading matter of interest contained in the daily issues of the week.

WEEKLY CLEANER,

A HOME COMPANION.

As its name indicates, is intended as a FAMILY JOURNAL, and is published every Wednesday. It will contain Eight Pages, of Forty Columns. The cream of the News, Miscellany, Tales, etc., of the Daily and Tri-weekly will be found in its advance.

TERMS—INVARIABLELY IN ADVANCE.

Daily, one year \$10 00

Three months 3 00

Tri-Weekly, one year 7 00

Three months 2 00

Weekly, one year 4 00

Three months 1 25

Advertisements inserted in the Daily or Tri-Weekly at \$1 a square for the first insertion, and 75 cents for each subsequent insertion. Weekly advertisements \$1 a square every insertion.

JOB WORK,

Such as HAND-BILLS, CARDS, CIRCULARS, SEIN-PLACARDS, etc., executed promptly and at reasonable rates.

JULIAN A. OELBY

Publisher and Proprietor.

July 31