# The Port Royal Commercial

THURSDAY, NOVEMBER 6, 1873.

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## WARM SPRINGS CONVENTION.

The proceedings of the railroad convention held at Warm Springs, will be found in another column. We will premise what we have to say in reference to the doings of the convention, by remarking that it was called mainly for the purpose of consultation and producing concert of action among the friends of the Great Northern and Southern Narrow Gauge railroad. In this view, the meeting was a complete success. Delegates were in attendance from the various states along the line, and all manifested an earnestness and zeal in the enterprise, which indicates complete success. From Lake Erie to Portsmouth on the Ohio river, the route of the contemplated road passes centrally across the great state of Ohio, from north to south, traversing the Scioto valley, the richest agricultural domain in the state, and comparatively destitute of railroad facilities. Crossing the Ohio river at Portsmouth, the route from that point to the Pound Gap in the Cumberland range of mountains, a distance of over one hundred and fifty miles, penetrates the richest mineral and coal deposits to be found anywhere in the United States. That portion of the line has been accurately surveyed, and the coal beds along the route are supposed to be almost inexhaustible. These rich mineral and coal deposits, lie undeveloped to-day for the lack of railroad facilities, which this projected railroad will supply. The traffic in coal alone is becoming more and more important every year. Sometimes a hundred or more cars are seen in one train, passing over the western roads loaded with coal. It is believed that five thousand acres of these rich coal deposits, thoroughly worked would yield a profit of ten millions of dollars, a sum nearly sufficient to build and equip the Narrow Guage railway. Passing through the Cumberland range of mountains, the road then winds along through the rich agricultural valleys and mineral regions of East Tennessee and Western North Carolina, traversing a mountainous region of country, and almost wholly destitute of railroad facilities. This portion of the road will pass near the Cranberry mines in Mitchell county, N. C., which are now being worked and are said to be the richest in iron ores of any in the United States. After reaching the valley of the French Broad, the road will pass along the banks of that beautiful river to its head branches, crossing the Blue Ridge at the Sassafras Gap, thence through Pickens, Anderson, Abbeville, Edgefield, Aiken, Barnwell and Beaufort, to Port Royal, S. C. Along this portion of the line we have direct and easy connection with Columbia, Charleston, Savannah and Augusta. The valley of the French Broad is one of the most delightful and inviting regions to be found anywhere, especially the upper portion of it—rich in her broad and fertile valleys, rich in her lime and mineral beds, rich in her salubrious climate and unsurpassed water power, rich in her valuable forest growth of timber, rich in her adaptation to the culture of fruits and vegetables, she needs but the magic touch of the rail road to make the picture complete. Just across the ridge, on the Atlantic slope, lies the county of Pickens, but little behind her North Carolina friends in her beautiful valleys, and mineral ores, but greatly superior in posessing a climate and soil alike adapted to the cultivation of the sunny staple and grains and grasses. Her mountain scenery is unsurpassed. Thence to the Atlantic the road passes through the best portions of the old Palmetto state, embracing every variety of soil and productions, until it lays its weary head on the bosom of the broad Atlantic at the magnificent harbor of Port Royal. Then will the north and south be pinioned together, not by bayonets, but by bonds of commercial intercourse, building up a social fabric of communion and intercommunion which may never be broken.

But can the road be built? Why may it not be built? If a broad gauge road running to Chicago, crossing the mountains at gaps perhaps less practicable than this, and having plenty of competition, can be successfully accomplished, much more a narrow gauge road, costing only half the money, operated at a third less expense, penetrating a rich and undeveloped section of country, with a carrying capacity equal to the average transportation of any of the broad guage roads now in use, and absolutely without a rival. Steps will be taken this winter to procure charters in South and North Carolina, the only gaps to be filled up. Subscriptions to the road may be made in money, labor or lands—the western men are deeply in earnest—and if the counties in this state interested, come up manfully to the work the road will be built.

The panic has not, as many might suppose, completely paralyzed the great railroad projects. It is reported upon good authority that Col. Tom Scott has just succeeded in negotiating $45,000,000 of the bonds of the Texas Pacific railroad, which will also be a great help to the country in having so large a sum used in the constructing of a railroad. The web of important roads now projected, and in progress of construction, are the veins through which the life of commerce courses; to Port Royal their completion is of the greatest importance, as no harbor of the continent offers epual facilities for receiving the vast amount of products that will sustain them.

It is generally conceded that the banking institutions of the country are gaining in strength, but the prospect of resuming cash payments is remote. Many members of congress have expressed themselves in favor of the passage of a law authorizing the issue of convertible, long time bonds, at a low rate of interest, which may be deposited with the treasury as collateral for currency. Western members particularly, are anxious that such measnres be adopted.

The Irish Catholic Benevolent union which at met St. Louis last week, gave utterance to a number of sentiments that savor but little of benevolence. An attack upon the public schools of this country should certainly be made with caution; to pronounce them a curse is more than intemperate; it is outrageous, and a few of the nobler souls had the courage to object.

The American Woman Suffrage Association held a very successful Anniversary and Annual Meeting in New York and Brooklyn, Oct. 13 and 14. The Convention was large. The proceedings were spirited and harmonious. Great enthusiasm prevailed. Col. T. Wentworth Higginson presided and made the opening address. Letters endorsing the movement, were read from Hon. George W. Curtis, Wm. Loyd Garrison, Lydia Maria Child, Elizabeth Stuart Phelps, Louisa M. Alcott and others. Eighty-six delegates were present, representing organized societies in fourteen States and Territories. The Annual Report shows that Woman Suffrage is established and works well in Wyoming and Utah, that it was under discussion last winter, in 21 State Legislatures, and received a majority vote in those of Main, Iowa and Michigan. Written reports were read from 17 States. Julia Ward Howe was elected President for the ensuing year; Lucy Stone, Chairman Executive Committee. Among the Vice Presidents at Large are Vice President Henry Wilson, Hon. George W. Curtis, Senator Sarr geant, Wm. Loyd Garrison and Col. Higginson. The Resolutions adopted are as follows: resolutions.

*Resolved*, That the primary aim of the American Woman Suffrage Association is to secure the ballot for woman; while it includes, in its general aim, the establishment of her equality of rights in all directions.

*Resolved*, That one-half of the adult population of the United States who are legally entitled to hold property, who are assessed for taxes and punishable for crime, and whose interest in the Commonwealth is in no respect less than that of other half, should not be deprived of an equal voice in the government.

*Resolved*, That a government of the people must be a government composed equally of men and women, inasmuch as the equal co-operation of the sexes is essential alike to a happy home, a refined society, a Christian church and a Republican State.

*Resolved*, That our present political system is not fairly representative, even of men, being largely controlled in the primary meetings by rings of trading politicians intent on private gain; that political reform must enlist a more general interest on the part of the people in the management of public business; and that this would be greatly promoted by combining the social sympathy and co-operation of women in the primary meetings, at the polls, and in the halls of legislation.

*Resolved*, That we advise the friends of Woman Suffrage in every locality to promote the Movement morally and politically, by organizing local societies, for circulating tracts and newspapers, for holding public meetings, and especially for helping to elect the friends of Suffrage and to defeat its enemies.

*Resolved*, That the Woman Suffrage Movement, like every other reform of the Age, laments the loss and honors the memory of its most powerful advocate, John Stuart Mill.

### A New Atlantic Seaport.

Port Royal, South Carolina, situated at nearly equal distances between Charleston and Savannah, was almost unknown on this side of the Atlantic till its name became familiar in connections with the naval events of the American war. Then its spacious harbour, with safe and easy access from the ocean, good shelter, and deep water, so impressed some enterprising capitalists that they proceeded to build a railroad of 110 miles in length, to connect Port Royal, at Augusta, with the great railway system of the South and west, thus bringing Port Royal into communication with St. Louis, Memphis, Vicksburg, Louisville, Atlanta, Montgomery, Macon, and other populous centres, and affording the shortest route to the Mississippi. Port Royal is also connected with Charleston and Savannah by lines branching from the Augusta Railroad at Yemassee, the distance to either being 75 miles. Port Royal now comes forward as the rival of both these ports, and claims to be superior to them in having water alongside the railway wharf deep enough to float the steamship Great Eastern, and further, in making imports and exports free of wharfage or dues. It claims to be superior to Norfolk as a coaling depot for steamers to and from the Gulf of Mexico. A moderate tariff has been established on the various connecting lines of railway both for goods and immigrants. It is expected that, owing to the fine weather on the Southern route, Port Royal will become a favourite port of debarkation for passengers. The great South, with all its abundant luxury of vegetation, and inviting climate, waits an influx of immigrants, and offers a fertile field of enterprise for those possessed of capital, as well as for those whose capital is willing and steady industry. The proprietors of Port Royal City and railroads have offered to the Mississippi and Dominion Steamship Company special advantages to induce them to make Port Royal a place of call on the way to and from New Orleans, which the directors have agreed to accept and the first departure for Port Royal will be the steamship Mississippi on the 5th of November.—*Liverpool Shipping Telegraph.*

## EDITORIAL CORRESPONDENCE.

**The Scriptural tangle, not in accordance with the Scripture—Some very funny transactions, and random guessing—Like Father like Son—Loss of Bonds and Coupons, and how it is said they went—University changes—The proposition regarding the public debt.**

COLUMBIA, S. C., Oct. 30.

Perhaps the most noteworthy event of the week, has been the sudden arrival and as sudden departure of the "cherubic Kimpton, who it is understood, claims still to be the financial agent of the state, on the ground that the state has never made any settlement with him. It evidently became too warm for him in the lower house, yesterday, upon the floor of which he was, and the temper of the members of which he could not have possibly understood. A resolution came up, which was debated at length by the heavier logicians, to instruct the attorney-general, to proceed against Mr. Kimpton, for the purpose of ascertaining, what he had done with the bonds that were purchased with the proceeds of the sale of the land scrip, donated by congress to the state, on condition that the revenue arising therefrom, should be applied to the support of an agricultural college. Mr. Hurley became very much in earnest, apparently, while endeavoring to track the crooked course of this very crooked transaction, and made the assertion that if the legislature empowered him he would cause the arrest of the cherubic before nine o'clock that night. The cherubic, who sat in the southeast corner of the hall, showed no outward signs of fear, and looked bland as is his wont; but last night he vanished, whether or not through intimidation and fear is only surmised. To-day the senate entered with a general discussion of the concurrent resolution, during which there were many funny things said; the senate very properly killed it, on the ground it may be said, that it was not only a blank cartridge, but was aimed in the wrong direction. In fact, regarding this transaction, the majority of the members appear to be pretty much in the fog. Of one thing, there can be no question even now that the bonds and scrip have passed beyond the reach of the state—or more properly beyond the reach of the trustees of the agricultural college; that is, that the state having solemnly pledged itself to congress, to apply the annual revenue of what the donation produced to the object named, it has got to pay the interest on $192,000 of its bonds in which the proceeds of the sale were invested. To do this, it will be necessary to make an additional appropriation every year. There is no getting away from this. What the legislature desires, however, is to find out who is to blame. Some blame the financial board, who Kimpton says, ordered him to hypothecate the bonds, and thus they passed "beyond his control," but the board deny that they give him any such instructions, and some of the members assert that when a settlement between the board and the agent was being sought, the latter tried to charge up as indebtedness against the state the very bonds he bought with the land scrip money, and which it had been asserted the trustees could not procure from him, because they had passed beyond his control; in view of the agents report to the comptroller-general for that year, this statement look very strange, as he counts the larger portion of these bonds as "on hand." Regarding the coupons of the bonds in question, which, it was agreed had been cut off, the way they were lost were explained by the reading of a letter from the ex-treasurer in which it was stated that the coupons had been forwarded by the agent among a lot of others, and were cancelled with them, there being no distinguishing feature about them to show that they were cut from the bonds that were to support the agricultural college, and in fact, no knowledge that such was the fact, until a letter was received, dated Nov. 1, and mailed November 25, (after the treasurer had destroyed them) in which it was mildly stated that they were the supporting coupons. This is the way they are said to have passed into eternity,—or the clutches of the cherubic. During the debate, Mr. Whittemore made the remarkable statement, if anything can be considered remarkable these days, that the high joint committee in their investigating report, had not given all the information they obtained, and that he had affidavits that would show up many bad transactions, among these statements was one that the agent had stated, he sold the scrip for seventy-two cents per acre, when there was proof that he received seventy-six per acre. Again it is held by some of the senators, and of course by some of the old financial board, that the trustees are the proper parties to bring to account, because they did not secure the proceeds of the scrip—the state bonds—when they could have done so. It is more than probable that this tangled matter will be ferretted to the bottom, and that a joint resolution will be the result, which will cover the whole matter. At present it is a perfect shooting at random, but evident that one of the shots struck pretty near, from the fact of Kimpton's little hurry out of town.

The house has used several hours daily in committee of the whole, discussing the financial condition of the state. No results were arrived at, and there appeared to be little of plan suggested; more of a kind of regretting what had occurred, than taking any definite steps towards relief. Quite a number of bills have been introduced but of no general importance, save a joint resolution to provide for the payment of the expenses of the session. The committees are trying to think up some means of relief. It is more than possible that a large part of the floating debt will be disposed of by scaling and payment out of the first taxes. The state finance committee have discussed the bonded debt question thoroughly, and concluded that definite action upon the same was peremptorily demanded. To get at the shortest way, and the most effective, a sub-committee was appointed from among the members of the finance committee, and instructed to frame bills, to deal with each class of bands separately; the argument used for the purpose of scaling all alike, was thrown overboard immediately as being impracticable. The committee will most probably report a bill shortly, which will refuse the payment of the six million of conversion bonds, now commonly spoken of as having been fraudulently issued.

The contested senatorial case from Orangeburg county, is attracting but little attention, although such an array of counsel was never seen engaged in this state in any such case. The claim of Byas to the seat in which Judge Andrews has been put on *prima facie* evidence is considered to be rather flimsy.

Hon. J. L. Neagle and Senator Patterson returned from their northern trip last evening. Senator Smalls and Swails, two of the workers in the senate, have been called away upon important matters in their respective counties.

The vacancies in the professors chairs are being filled; Dr. Vampill of Marion, has been elected to fill that of professor Faber. Mr. Richard Theodore Greener, was elected to fill the chair of mental and moral philosophy, made vacant by the resignation of Professor LaBorde.

Mr. Greener is the first colored graduate of Harvard University. Cambridge, Mass. Possessed of talent of no common order, fine exterior and polished address, he is imminently fitted for the post of duty assigned him. Mr. E. W. Everson was elected librarian in place of Dr. Walker, resigned.

TYBEE.

## FROM LAKE ERIE TO PORT ROYAL.

**The Great Northern and Southern Narrow Gauge Rail Road Convention at Warm Springs N. C.**

A respectable number of delegates met in the hall of the Hotel at Warm Spings on the 30th Sept. The Convention was organized by calling Hon. H. A. Towne, of Portsmouth. Ohio, to the Chair, and appointing Thos. H. Russell, of Pickens, S. C., and John E. Helms, of Morristown, Tenn., to act as Secretaries.

The Chair briefly stated the object of the meeting to be to consider the practicability and advantages of a Narrow Gauge Railway from Lake Erie to Port Royal, S. C.

On motion, a Committee was appointed, consisting of Maj. W. Wr Rollins, Capt. C. G. Dandrige, and Maj. O. G. Vanderhoof to report business for the meeting.

After a short absence, the above Committee reported the following preamble and resolutions for the consideration of the meeting:

"Whereas, it is believed by this Convention that a line of Railway connecting the north-western region bordering upon the great Lakes, with the seaports of North and South Carolina, traversing the great agricultural regions north of the Ohio river, and the mineral regions of Kentucky, Virginia, Tennessee and North Carolina, as well as the cotton and rice fields of South Carolina, would be of incalculable benefit to the sections traversed, and the country at large, besides constituting a direct and important line for furnishing freights for European shipments; and affording to an extensive inland section, which consumes largely of transatlantic products, a convenient entrepot for the same. Be it there Resolved:

1. That Maj. O. G. Vanderhoof, Knoxville, Tenn., Maj. T. H. Russell, Pickens, S. C. Dr. W. C. Brown and J. E. Breazeale, Anderson., Hon. T. C. Perrin, Abbeville, Winborn Lawton and J. M. Eason, Charleston, W. W. Rollins Marshall, N. C., Gen Robert Vance, Ashville, N. C., T. L. Gash, Brevard, N. C., R. M. McKee, Greenville, Tenn., R. R. Henry, Wise co., Va., Judge Kilgore, Wise co. Va., C. G. Dandridge Va., Hon. John Davis, Prestonsburg, Ks., J. S. Spaulding, N. York, Dr. J. W. Fulton and Hon. H. A. Towne, Portsmouth, Ohio, be and are hereby appointed a Committee to prepare and publish an address, setting forth the merits and advantages of a Great North and South Line of Narrow Gauge Railway from Port Royal, S. C., to Lake Erie, passing, by the best and most direct route, through the wertern parts of the States of South Carolina, North Carolina and Virginia, and eastern parts of Tennessee and Kentucky, crossing the Ohio river at or near Portsmouth, Ohio, thence up the Scioto Valley to Columbus, and thence to Toledo, or such other port on Lake Erie as may hereafter be determined upon.

2. That Dr. J. W. Fulton, L. C. Damorin, Esq. Judge H. A. Towne, and Col. Wm. R. Bolles, of Ohio, Robert McLee, Greenville, Tenn., O. G. Vanderhoof, Knoxville, Tenn., Major Rollins and H. A. Gadger, N. C., John L. Thornly, Pickens, S. C., and Winborn Lawton, Charleston, S. C., be appointed a Committee to arrange for a Convention to be held in Portsmouth, O., in furtherance of this enterprise, at such time as the Committee may think best.

3. That Capt. O. G. Vanderhoof and Capt. C. G. Dandridge, Civil Engineers, report especially upon the advantages of a Narrow Gauge Railway for the contemplated route.

The report and resolutions were unanimously adopted.

On motion, all newspapers friendly to the enterprise were requested to publish the proceedings.

After the adjournment, the Committee appointed to prepare the address, met, and organized by appointing Capt. O. G. Vanderhoof Chairman, to whom all communications in reference to the address must be refered.

## GOVERNMENT EXPEDIENTS.

**The proposed post-Office savings banks—The money-order department.**

Gen. La Rue Harrison, special agent of the money order department of the post office, has been making a tour of inspection throughout the west. Referring to the effect of the panic upon the money order system, he said that the orders paid in St. Louis rose to the amount of $21,000 in one day during the panic, and they now average $15,000 a day, while formerly the average was only about $10,000. In Cincinnati $10,000 a day is the average, against $6,000 formerly. In Chicago the number of orders rose from about 1,000 a day, amounting to from $14,000 to $18,000, to 2,000 a day, amounting to about $34,000. A similar increase had taken place throughout the rest of the country.

With respect to the projected post-office savings bank, which President Grant said that he would recommend in his next annual message, Gen. Harrison said that during the panic a large number of offices held back their surplus funds, instead of sending them to this city, from fear that the orders next day would exhaust their funds, the receipts not being equal to the emergency. At times, therefore, the New York post office had a very small balance, but all demands had always been met. The confidence created by this promptness and safety of exchange through the post office, under circumstances the most adverse, has caused great interest in the proposition of postmaster-general Creswell for a postal savings bank. Gen. Harrison visited Canada last month to examine the workings of the similar institution in the Dominion, which is modelled after the English system. The postmasters at Montreal and Toronto, who are virtually assistant postmaster-generals, assured him that during a long series of years the system had proved highly satisfactory. The plan of the postmaster-general is for Congress to establish a national savings institution, of which all first and second class money order offices shall be branches. In these offices money can be deposited in sums of $5 and upwards, the depositors having the amount regularly recorded in bank books, and the government paying a stipulated rate of interest—four per cent. for instance—for the use of the money. This money will be transmitted to the nearest assistant treasurer for deposit, to be used by the treasury department in the payment of the public debt and current expenses. In this way the poor man like the bondholder, can become a creditor of the government. The immense amount of money now hoarded in the country by persons who are afraid to deposit in savings banks, but would trust the government, would then, it is said, be put into circulation; and it is also suggested that the treasury would, like certain savings banks, eventually accumulate a large reserve fund from unclaimed deposits. The chief advantages which would accrue to the government from the plan, as urged by its promoters, would be the circulation of money now idle, and the retention in this country of money which would otherwise be sent abroad. The bonds now held largely in Europe, on which the government is paying six and seven per cent interest, would under this plan be called in as soon as legally possible. The cost of maintaining the system, with the necessary increase of clerks and other extra expenses, is estimated at three-fourths of one per cent. on the deposits, the present cost of the money order system being about nine-sixteenths of one per cent.


Prospectus for 1874.—Seventh Year.

# THE ALDINE.

**An Illustrated Monthly Journal, universally admitted to be the handsomest Periodical in the world**
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*THE ALDINE*, while issued with all the regularity, has none of the temporary or timely interest characteristic of ordinary periodicals. It is an elegant miscellany of pure, light and graceful literature; and a collection of pictures, the rarest specimens of artistic skill, in black and white. Although each succeding number affords a fresh pleasure to its friends, the real value and beauty of *THE ALDINE* will be most appreciated after it has been bound up at the close of the year. While other publications may claim superior cheapness, as compared with rivals of a similar class, *THE ALDINE* is a unique and original conception—alone and unapproached—absolutely without competition in price and character. The possessor of a complete volume cannot duplicate the quantity of fine paper and engravings in any other shape or number of volumes for ten times its cost; and then, there are the chromos, besides.

**ART DEPARTMENT, 1874.**

The illustrations of *THE ALDINE* have won a world-wide reputation, and in the art centres of Europe it is an admitted fact that its wood cuts are examples of the highest perfection ever attained. The common prejudice in favor of "steel plates," is rapidly yielding to a more educated and discriminating taste which recognizes the advantages of superior artistic quality with greater facility of production. The wood cuts of *THE ALDINE* possess all the delicacy and elaborate finish of the most costly steel plate, while they afford a better rendering of the artist's original.

The Christmas for 1874 will contain special designs appropriate to the season, by our best artists, and will surpass in attractions any of its predecessors.

**PREMIUM FOR 1874.**

Every subscriber to *THE ALDINE* for the year 1874 will receive a pair of chromos. The original pictures were painted in oil for the publishers of *THE ALDINE* by Thos. Moran, whose great Colorado picture was purchased by Congress for ten thousand dollars. The subjects were chosen to represent "The East" and "The West." One is a view in The White Mountains, New Hampshire; the other gives The Cliffs of Green River, Wyoming Territory. The difference in the nature of the scenes themselves is a pleasing contrast, and afford a good display of the artist's scope and coloring. The chromos are each worked from thirty distinct plates, and are in size (12 x 16) and appearance exact fac-similes of the originals.

These chromos are in every sense American. They are by an original American process, with material of American manufacture, from designs of American scenery by an American painter, and presented to subscribers to the first successful American Art Journal. If no better because of all this, they will certainly possess an interest no foreign production can inspire, and neither are they any the worse if by reason of peculiar facilities of production they cost the publishers only a trifle, while equal in every respect to other chromos that are sold singly for double the subscription price of *THE ALDINE*. Persons of taste will prize these pictures for themselves—not for the price they did or did not cost, and will appreciate the enterprise that renders their distribution possible.

If any subscriber should indicate a preference for a figure subject the publishers will send "Thoughts of Home," a new and beautiful chromo, 14x20 inches representing a little Italian exile whose speaking eyes betray the longings of his heart.

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**$5 a year, in advance, Oil Chromos free.**

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*This extent of its usefulness* is another great feature of this remarkable medicine. It is not only the best thing ever known, as everybody will confess, for bruises, cuts, burns, &c., but for dysentery or cholera, or any sort of bowel complaint, it is a remedy unsurpassed for efficiency and rapidity of action. In the great cities of British India and the West India Islands and other hot climates, it has become the *standard medicine* for all such complaints, as well as dyspepsia, liver complaints, and other kindred disorders. For coughs and colds, canker, asthma and rheumatic difficulties it has been proved by the most abundant and convincing trials and testimony, to be an invaluable medicine. The proprietors are in possession of letters from persons of the highest character and responsibility, testifying in unequivocal terms to the cures effected and the satisfactory results produced, in an endless variety of cases by the use of this great medicine. That the Pain-Killer is deserving of all its proprietors claim for it is amply proved by the unparalleled popularity it has attained. It is a *sure* and *effective* remedy. It is sold in almost every country in the world, and is becoming more and more popular every year. Its healing properties have been fully tested, all over the world and it need only to be known to be prized.

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The Largest Loaf OF

# BREAD.

WM. HARRISON IS NOW BAKING the largest loaves of the best bread in the town of Beaufort. See what a committee of council says.

sept.25-3mos.

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**Beaufort, S. C.**

Will practice in Circuit Courts of the 2d Circuit, and Trial Justice Courts on the Port Royal Railroad.

sept.18-1y.

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FOR

**BEAUFORT COUNTY,**
**J. G. THOMPSON,**
**Beaufort, S. C.**

## WANTED

TWENTY-FIVE Head FAT BEEVES and SHEEP. Will take them at Port Royal Ferry.

dec.19-1y. JAMES JENKINS.

**TO THE WEST! TO THE WEST!**

Before making arrangements to follow the advice of the "thousands who have already gone," it would be well to consider what has been done to make the journey to your "Homes in the west" as pleasant and as free from danger as human skill and foresight can accomplish.

By consolidation and construction a road has been put in operation on the shortest possible line from Nashville, Tenn., to St. Louis, "the future great City of the world." This line, the

**ST. LOUIS & SOUTHEASTERN RAILWAY**

has during the past year, earned an enviable reputation by its smooth track, prompt time, sure connections, and the magnificence of its passenger equipment. Its trains are made up of new and commodious day cars, provided with the celebrated Miller coupler and platform, and the Westinghouse air-brake.

*It is positively the only line running Pullman Palace Drawing-Room Sleeping Cars through without any change from Nashville to St. Louis.* No other line pretends to offer such advantages, either in distance time or equipment. Why, then journey by circuitous routes? Do not be induced to purchase tickets to St. Louis or the West by any other line, remembering that

**The "St. Louis & Southeastern"**

is the *shortest, cheapest, quickest, best and only* line under one management from Nashville to St. Louis and is from 60 to 200 miles the shortest to St. Louis, Kansas City, Omaha, Denver, California, Texas, and all western points. It is also the "Chicago Shortest Line," via Evansville.

You can secure the cheapest rates for yourselves and your movables on application, in person or by letter, to CHAS. MCCARE, Southern Passenger Agent near College street depot, Nashville, Tenn., or to the undersigned.

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jan.1-74.

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JOHN GIBSON'S OLD BOURBON,
HOLLAND GIN,
FRENCH BRANDY,
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