The Charleston Daily News

VOLUME X.---NUMBER 2253. CHARLESTON, THURSDAY MORNING, APRIL 3, 1873. EIGHT DOLLARS A YEAR.

LOST IN SIGHT OF LAND.

THE APPALLING WRECK OF THE STEAMSHIP ATLANTIC.

A Detailed Account of the Disaster—The Names of the Lost and Saved—Explanatory Statements of the Agents—The Excitement in New York and London—A Determination to Ferret Out the Offender.

NEW YORK, April 2.

The wreck of the White Star Line steamship Atlantic is the sole topic of conversation this morning, and in London the excitement is equally great. A full investigation is demanded, in order that the responsibility may be fixed upon the proper person. No trustworthy details of the disaster have been received, but the loss of life is quite as great as at first reported.

A special to the New York Times, from Halifax, regarding the wreck of the White Star steamship Atlantic, says: "It is understood that over seven hundred unfortunate passengers out of one thousand on board—all women and children—were drowned. The first intimation received of the wreck was a rumor that an ocean steamer had gone ashore down the coast, and that several lives had been lost. It was next ascertained that the Atlantic had attempted to make the port of Halifax harbor on her way from Liverpool to New York in consequence of shortness of coal. A heavy gale prevailed at the time, so that she neared the coast in hope of sighting the light on Lamb's Island. The vessel was resistlessly carried before the wind, by the strong current that always prevails in that locality, right on to the shore, causing her to become a total wreck. Late last evening further and fresher details were obtained, and it appears there were about fifty cabin passengers aboard, together with over nine hundred steerage passengers; so that with the crew, the total number of souls aboard was over one thousand. During the passage across, the steamer had encountered very heavy weather, but all was well till yesterday about twelve o'clock. On Monday night the captain and officers believed they were making straight for Lamb's Light, but two hours later the vessel struck. The scene that moment was terrible beyond description. The steamer bumped upon the rocks two or three times as the heavy waves lifted her, showing her doom to be sealed. Scarcely had the first shock been felt when the passengers rushed from their berths in the cabin and steerage, on the main deck, when attempts were made to cut away the boats, and they were soon filled with men and women. It was too late, however, for the steamer suddenly careened to leeward, falling over on her beam ends and almost immediately sinking. The boats are mentioned as being swamped and going down with her. So close to the shore was the steamer when she struck that several sailors succeeded in swimming ashore with a line, after they found themselves thrown into the sea. Fortunately the fishermen living on the coast were on the lookout, and they assisted the third officer and his companions in hauling in a rope by means of the halyards they had so bravely carried ashore. By means of this line, some two hundred and fifty men succeeded in getting safely to land."

The friends of the passengers of the ill-fated ship throng the offices of the agents of the company, but no consolation can be given them.

Two more agents of the White Star Line have been sent to the assistance of the survivors.

The officers of the company think that the disaster was caused by mistaking the lights, and they attach no blame to the captain or officers. Williams, the captain, had been in the Transatlantic trade for about twelve years, and was connected with the Williams & Guion line before the White Star Line was organized.

The agent of the company believes that the Atlantic's hull is not broken, as none of the cargo is known to have floated.

The report that Russell Sturgis, of Boston, and Franklin W. Smith were aboard of the Atlantic is untrue.

Arrival of Some of the Passengers at Halifax—The Harrowing Details—Three Hundred Saved out of One Thousand and Thirty-Eight.

HALIFAX, April 2.

Only three or four of the cabin passengers were saved from the wreck of the Atlantic; one Englishman and two or three Frenchmen. Only one lady passenger attempted to save herself. She was frozen to death in the rigging and fell into the water. The purser is among the lost. Some of the passengers arrived in this city to-day, and gave harrowing details of the calamity. The names of the officers or passengers saved are not known as yet. The relief steamers are expected up at two o'clock.

The Atlantic had eight hundred and fifty steerage passengers and thirty in the saloon. There had been two births during the voyage. The crew numbered a hundred and forty-two, and there were fourteen stowaways discovered.

Three hundred persons in all were saved out of a total number of one thousand and thirty-eight.

The Names of the Saloon Passengers—Who and what they Are.

LONDON, April 2.

The following list of the names of the cabin passengers of the steamship Atlantic has been obtained from the agents of the White Star Line:

Mr. N. Brandt, Mr. John Price.
Mr. H. Kruger, Mr. S. W. Vick.
Mr. Albert Sumner, Mr. J. Hewitt.
Mr. Spencer Jones, Mr. H. Wellington.
Mr. W. Gardener, Mr. James Brown.
Mr. R. Comack, Mr. J. Markwald.
Mr. H. Hlerch, Mr. B. Richmonds.
Mr. W. Merritt, Mr. W. Sheat.
Mr. H. Sheat, Mr. Charles Allen.
Mr. A. Jugla, Mr. John Brindley.
Mr. L. Leamson, Mrs. Davidson.
Mrs. Merritt, Mrs. Sheat.
Miss Davison, Miss Randon.
Miss Brodie, Miss Barker.
Mrs. Merritt, Miss Sheat.
The Misses Rose.

Mr. McDermott and two children were among the passengers of the Atlantic. Mrs. McDermott is the matron of the Fifth avenue Hotel. It is also stated that John H. Price, a lawyer of this city, with two ladies in his charge, and also Peter Brindley, the agent of a Barclay street firm in this city, were passengers.

The Sad Story of a Saved Passenger—Names of the Saloon Passengers who were Lost, and of the Steerage Passengers who were Saved.

HALIFAX, April 2.

A steerage passenger makes the following statement:

I turned into my berth about eleven o'clock on Monday night. The night was dark but starlight, and the weather fine. I knew the ship was going into Halifax for coal. The last thing I remembered was that two bells (one o'clock) struck. I then went to sleep, and I woke up with a shock, and remarked to my mate there goes the anchor. I thought, of course, we were safe in Halifax harbor; but, as soon as she made a second plunge, I said, "Good God! she's ashore." With that we got up and dressed. The companion-way was thronged with the lower steerage passengers. Seeing that the sea was commencing to break over the ship, and lower down the companion-way, I got as many as possible to take to the bunks and hold by the iron stanchions. There we remained until after daylight. The ship had fallen over, and the steerage was full of water, one side only being out of it. Our only chance of escape was through the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through the port, and held fast to the side of the ship for about two hours, and then went to the shore by the life line. When I left the ship, there were still a great many persons in the rigging."

The names of the cabin passengers lost are as follows:

Cyrus M. Fisher, counsellor of law, of Vermont, and his wife; Miss Brodie and Miss Barker, both of Chicago; J. H. Price, of No. 151 Broadway, New York; Mr. Kruger, of No. 54 Exchange Place, New York; Albert Sumner, of San Francisco; Henry T. Hewitt, of W. J. Best & Co., No. 448 Broome street, New York; Mr. Merritt and wife, of New York; Miss Serymser and Miss Merritt, of New York; Mrs. Davidson and daughter, of London; W. B. Wellington, of Boston; Mr. Streat wife, son and daughter, of Nevada.

The following are the officers who are saved:

Jas. A. Williams, captain; J. W. Firth, chief officer; Cornelius Brady, third officer; John Brown, fourth officer; Cuppaign, surgeon. Second officer Henry Metcalf is among the lost; also Ambrose Worthington, purser, and Hugh Christie, chief steward.

Probably one-half of the crew were lost. The names of the steerage passengers saved are:

Robert Wood, Edmund Tye, Thomas Cenly, M. Greener, James Bateman, Edmund Egan, Henry Jones, Joseph Carroll, P. Kelly, Benj. Burns, P. Carroll, P. Dunn, John McNamara, Wm. Kelly, E Cornwell, Wm Malone, Alfred Brenan, Thomas Sinclair, Peter McAdam, R. Howlett, Patrick Baglan, Otto Anderson, P. M Hanson, John Sviensk, R. R. Peterson, O. P. Hanson, O. R. Anderson, E. M. Neilson, William Cunningham, C. M. H. Clanson, E. B. Lawson, R. Sveinson, L. P. Tomson, A Hansen, J. M. Johnson, C. Caseing, J. H. Johnson, J Richards, J. Stanelland, J. Lucas, Geo. Parker, Allierte G. Cowail, M. Schwartz, Jacob Schmidt, Chas. Johnson, Dubler Zinck, G. E. Steverman, John Fungo, John Dinotol, Edward Mills, James Lucas, James Doran, Frederick Potter, Clause Closchicht, John Smith, Wm. Booth, Thos. Krid, Patrick Sampson, W. H. Hayman, Chas. McCabe, Wm. Hayman, Emile Ellinger, Victor Meyer, Robt Thomas, Tuos. Beerling, Wm. Smith, Richard Taylor, George Smith, M. Anderson, Wm. Kelly, Richard Reynolds, Patrick Sutcliff, Patrick Cosgrove, Wm. Mood, Simon Finn, James Dohle, Edmund Doherty, J. A. Peters, John Burkman, Johannes Deer, James Ryan, Tim J. O'Sullivan, Chris. M. Penkerson, Chas. Haverly, M. Sullivan, Patrick O'Connor, Patrick Moore, Patrick Reilly, T. Pratt, O. Gumderson, Jacob Smidt, Michael Collins, Thos. Wilson, Daniel Walsch, Henry H. Shimevay, R. E. Pritcher, Michael Kelly, Andrew Schwartz Wm. Shaw, Neil Sulsen, Richard George, John McGrath, Peter Anderson, August Brigalsen, Hugh Hughes, William Hay, Patrick Hannon, Michael Carmody, Thomas Booth, James McAllister, Mr. Christeaum, Mr. Folk, August Efrieke, Joseph Felloff, Alfred Vollske, Thos. Jarvis, Frederick Drumbuski, A. Gustave, John Hessel, Frederick Wayleton, William Gandfield, Charles Morris, William Hawk, John Wren, Thomas Murphy, Hampton Seadon, Hugh O'Niell, Peter Tussey, Peter Leveret, Mitchell Simoner, Joseph McLathy, Thos. Manning, Alexander Cameron, John Williamson, Thomas Moffat, Patrick Sullivan, Henry Parsons, Patrick McGrath, Andrew Stolberson, J. A. Johransen, Harris Hanson, Charles Groom, John Wakerman, John Carlson, B. Lungren, Theodore Cutsen, Edmund Gaynor, C. Huff, Hans Beruden, Patrick Gracelod, Peter Reilly, Ralph Smith, John C. Elly, Fred. Roby, O. J. Nelson, K. Thompson, C. Cornelius, Henry Jacobs, William Worthington, James McGrath, John Handley, Thomas Cunningham, Benjamin Peck, Thomas Connelly, Patrick Connelly, Peter Rogers, John Schwartz, William Shult, R. Lisdall, —— Audson, Wm. Wallam, Michael Schwartz, Michael Burns, Daniel Bleddy, Charles Crinnererft, Thomas McCuppen, Marcus Erizon, Nell Neilson, John Mung, Thomas Medcall, Cornelius Driscoll, Torrence McCarthy, Peter Mormon, James Henry, John Splanzer, Fred. W. Kohn, John Fram, Michael Sullivan, Wm. Parker, Robert Carter, Alfred Bishop, Cornelius Scanlon, C. Anderson, James Foley, G. Keski, Michael Shower, J. Waeckenburg, A. Parish, John Quinn, John Swanki, J. Leamer, Wm. Valentine, A. Bier, Cornelius Sullivan, Peter Ryland, Christopher Anderson, N. E. Johnson, Owen Connelly, John Mander, Michael Haney, John Donnelly, John Larner, John McMann, Wm. Dandler, Jno. Patterson, Jno. R. Jones, Martin Coyle, Jno. Wadley, Wm. Roland, Jno Lowe, Patrick Slattery, Thos. Farrell, John Doyle, Jeremiah Nell, Peter McKay, Andrew Huxley, Jas. Walsh, John Daltan, Jas. Flannagan, John Taylor, John Murphy, Thos. Redway, John P. Tapman, Geo. Russell, Joseph Kelley, M. Sullivan, Jno. D. Jackson, Francis Williams, Jno. Holland, Jas. Pratt, Dan'l Moore, Richard Nesbitt, Arthur Devlin, Wm. Coughlin, Stephen Hammell, Jno. Anderson, Dan. Schelley, Edward Figgins, Thos. Trevereaux, Wm. Barron, Edward Doyle, Wm. Kalfou, Michael Cunningham, Thos. Chaplain, Jno. Owen, total 336; besides 77 coming up in the steamer Lady Head.

About one-half of the steerage passengers were lost. All the books were lost, and their names could not be obtained. The following cabin passengers were saved:

Freeman D. Marchwald, of Thompson, Langdon & Co., No. 391 Broadway, New York; S. W. Vick, of Vick & Mebane, Wilmington, N. C.; J. Spencer Jones, of New Ross, Ireland; Lewis Levinson, of London; W. Gardner, of London; Chas. W. Allan, of London; Henry Hirzee, of Switzerland; Simeon Camachis, of New York; B. B. Richmond, of Detroit; Adolphus Jugla, glove dealer, of No. 757 Broadway, New York; Wm. Jno. Brindley, of Bursley, England; Daniel Kinane, of Springfield, Ohio; James Brown, of Manchester; Nicholas Brandt, of New York.

The Captain's Statement of the Cause and Manner of the Disaster—Noble Conduct of an Old Fisherman—Caring for the Survivors.

NEW YORK, April 2—10 P. M.

The following is the captain's statement: We sailed from Liverpool on March 20th. During the first part of the passage we had favorable weather and easterly winds. On the 24th, 25th and 26th we experienced heavy southwest and westerly gales, which brought the ship down to one hundred and eighteen miles a day. On the 31st of March the engineer's report showed but about one hundred and twenty-seven tons of coal on board. We were then 460 miles east of Sandy Hook, with the wind southwest and a high westerly swell and falling barometer; ship steaming only eight knots per hour. I considered the risk too great to push on, as we might find ourselves, in the event of a gale, shut out from any port of supply, and so decided to bear up for Halifax. At 1 P. M. on the 31st, Sambro Island was distant one hundred and seventy miles, the ship's speed varying from eight to twelve knots per hour; wind south, with rain, which veered to westward at 8 P. M., with clear weather. At midnight I judged the ship to have made one hundred and twenty-two miles, which would place her forty-eight miles south of Sambro, and I then left the deck and went into the chart-room, leaving orders about the lookout, and to let me know if they saw anything, and to call me at three A. M., intending then to put the ship's head to the southward and await daylight. My first intimation of the catastrophe was the striking of the ship on Marr's Island, and remaining there fast; the sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the weather boats. Rockets were fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship keeled heavily to port, rendering the starboard boats useless. Seeing no help could be got from the boats, I got the passengers into the rigging and outside rails, and encouraged them to go forward, where the ship was highest and less exposed to the water. The third officer, Mr. Brady, and Quartermasters Owens and Sparkman, by this time having established communication with the outlying rocks, about forty yards distant, by means of a line, got four other lines to the rock, along which about two hundred people passed. Between the rock and the shore was a passage one hundred yards wide. The rope was successfully passed across this, by which means about fifty got to land, though many were drowned in the attempt. At 5 A. M., the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. Brady the islanders were aroused, and by 6 A. M. three larger boats came to our assistance. By their efforts, all that remained on the side of the ship and on the rock were landed in safety, and cared for by a poor fisherman named Clancy and his daughter. During the day the survivors, to the number of four hundred and twenty-nine, were drafted off to various houses scattered about; Resident Magistrate E. Ryan rendering valuable assistance. The chief officer having got up the mizzen rigging the sea cut off his retreat. He stood for six hours by a woman who had been placed in the rigging. The sea was too high to attempt his rescue. At three P. M. a clergyman, the Rev. Mr. Ancient, succeeded in getting him a line and getting him off. Many of the passengers (saloon and steerage) died in the rigging from the cold. Among the number was the purser of the ship. Before the boats went out I placed two ladies in the lifeboat, but finding the boat useless, I carried them to the main rigging, where I left them, and went aft to encourage others to go forward on the side of the ship. At this juncture the boilers exploded, and the boat rolled over to leeward. The ship at this time being on her beam ends, and finding myself useless there, I went to take the ladies forward, but found them gone; nor did I see them afterwards. Many passengers at this time could not be stimulated to any effort to save themselves, but lay in the rigging and died from fright and exposure. I remained on the side encouraging, helping and directing until about fifteen were landed, when, finding that my hands and legs were becoming useless, I left the ship, two other boats being close to aid and embark the remainder. On reaching the shore I dispatched Mr. Brady, the third officer, off to Halifax, across the country to telegraph the news of the disaster and to obtain assistance. Mr. Morrow, the Cunard line agent, promptly responded and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for and forwarded to New York on the first opportunity, in charge of the first and fourth officers, the third officer and four men being left at the island to care for the dead as they come ashore. Captain S. Hendon Dever has received provisional authority as to salvagor of cargo and materials. The second officer was lost with No. 30 life-boat.

Value of the Atlantic and Cargo—The Wreckers to go to Work.

Dispatches have been sent to the officers of the wrecking company at Halifax, instructing them to send their vessels at once to the scene of the Atlantic disaster, for the purpose of saving anything belonging to the Atlantic that can be found. The Atlantic, together with her cargo, is valued at eight hundred and fifty thousand dollars. The loss will be partly covered by insurance.

THE SQUEEZE IN MONEY.

Half Per Cent. a Day for Call Loans—Anguish of the Borrowing Public.

NEW YORK, March 2.

The financial situation is not quite so distressing to borrowers as on yesterday, but, nevertheless, is stringent enough. At the opening call loans were made at ¼@½ per diem; soon afterwards ½ per cent. was paid, and at ¾ to half per cent. a very heavy business was transacted during the morning hours. During the afternoon there was a temporary let up in the market, and the rate declined to ½ per cent. with some few loans at 1-16 even to 7 per cent. gold, but late in the day the demand for money increased once more. Long after 3 o'clock there were street dealings at ¼@½. Exchange was dull and heavy early in the day, owing to the continued stringency in money, but at the close the market was firmer in tone. Prime bankers sold 7¼@7⅞. Gold opened at 17¼, and declined to 16⅞, and advanced to 17⅛, and closed at 17⅛@17⅛. Loans were from 5 to 3-64 for carrying. Governments were dull and prices were slightly better than at the close last night. State bonds very quiet, with little change in prices. There were no offers of bonds to-day, and none are to be bought. Freights firmer.

BURSTING A BOILER.

Three Persons Killed and Two Severely Injured

WILMINGTON, N. C., April 2.

A boiler at the steam saw mill of Colville & Co. exploded twenty minutes to six o'clock this morning. Two men and one woman were killed, and one man and one woman severely injured. All of the killed and wounded are negroes. One of the boilers was carried over one hundred yards, to Front street, killing a woman in its course. Another one was hurled nearly half way across Cape Fear River. The cause of the explosion is not definitely known, though it is generally supposed to have been caused by the low water in the boilers.

THE WEATHER THIS DAY.

WASHINGTON, April 2.

Probabilities: Areas of low barometer will advance during Thursday, eastward over the lower Missouri Valley, and also over Oregon. For the latter State, cloudy and rainy weather will continue. In the Western Gulf States, increasing southerly winds and threatening weather. In the Eastern Gulf and the South Atlantic States, rising barometer, light winds, and generally clear weather. Over the Middle and Eastern States, rising barometer, westerly winds, partly cloudy and clear weather will prevail, except possibly in Maine, where northeast winds, backing to northwest with cloudy weather, is more probable. For the lower lakes, diminishing westerly winds, with generally cloudy weather. For Lake Michigan, southerly winds, backing to southeast and partly cloudy weather. For Lake Superior, light easterly winds. Cautionary signals will continue at Boston, Portland, Maine, Eastport, Oswego, Rochester, Buffalo, Cleveland, Toledo and Detroit.

THE NORTHEASTERN R. R.

ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS.

A Quarterly Exhibit of the Condition and Prospects of the Company.

The annual meeting of the stockholders of the Northeastern Railroad Company was called yesterday at the hall of the Planters' and Mechanics' Bank, but no quorum being present, the same was adjourned to meet on Wednesday, the second of July, 1873, or at such time as the direction may appoint upon giving the usual notice as prescribed in the by-laws.

Annexed will be found the report of the president, which would have been submitted on the above occasion:

Report of the President.

PRESIDENT'S OFFICE,
NORTHEASTERN RAILROAD COMPANY,
CHARLESTON, S. C., April 1, 1873.

To the Stockholders of the Northeastern Railroad Company:

GENTLEMEN—The following report of the company's operations for the fiscal year, ending February 28th, 1873, is respectfully submitted:

Gross earnings have been.....		$395,463 02
Operating expenses.	$ 197,662 46	
Additions to road equipment.....	38,032 70	235,695 16
Balance.....		$159,767 86

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

	In 1871-'72.	In 1870-'73.	Increase.
Receipts from freights...	$190,067 44	$255,348 01	65,280 57
Receipts from passengers...	97,659 85	121,684 73	24,024 88
Receipts from mails and minor sources....	17,725 15	18,430 28	705 13
	$305,452 44	$395,463 02	90,010 58
Operating expenses and additions to equipm't...	203,799 00	235,695 16	31,896 16
	$101,653 44	159,767 86	58,114 42

Ratio of operating expenses to receipts, 50 per cent.

Reviewing the above, you will notice the large and gratifying increase of $90,010 58, (or nearly thirty per cent.) in the aggregate earnings of this over the past year. The accompanying tabular statements of the superintendent will show that we have transported this season 82,719 passengers, 39,349 bales cotton, 112,445 barrels naval stores, and 4,692,000 feet of lumber; against the previous one, 65,415 passengers, 29,793 bales cotton, 82,770 barrels naval stores, 3,612,000 feet lumber—with an increase of $35,814 27 in our miscellaneous upward freights—as a consequence of the generally improved condition of the agricultural, and other interests, directly contributing to our business.

The expenses of the road have been $235,695 16, including an amount of $38,032 72, expended for two new locomotives, one passenger, one mail and eleven freight cars.

The financial condition of the company will appear from the accompanying statements of the treasurer, as follows:

At credit of profit and loss, from proceeds of transportation for 1872-'73.....		$ 159,767 86
Charged, during that period, with interest on bonded and other obligations..	$ 91,213 62	
Current interest....	3,648 57	
At debit of profit and loss, 28th February, 1872, (with $146 11 since added).....	3,526 86	$ 106,388 95
At credit of profit and loss, February 28, 1873.....		53,378 71

The indebtedness of the company is as follows:

17,987 shares capital stock, $50..	$ 899,350 00
1,640 first mortgage 8 per cent. bonds, each for $500, payable 1st September, 1899.....	820,000 00
17 old first mortgage bonds, still outstanding (and to be redeemed).....	8,500 00
644 second mortgage bonds, each for $500, payable 1st September, 1899, for.....	322,000 00
Less 161 deposited with trustees for security of preferred stock, (as stated below).....	80,500 00
	241,500 00
7 old second mortgage bonds, each for $500, still outstanding, (and to be redeemed).....	3,500 00
1,610 shares 8 per cent. preferred stock, of $50, (secured by 161 second mortgage bonds).....	80,500 00
Real estate bonds.....	28,000 00
Bills payable.....	25,949 14
Certificates of indebtedness.....	109,028 23
Outstanding interest.....	4,508 50
Profit and loss.....	53,378 91
Total.....	$2,274,214 78
To meet this, we have the road, 102 miles long, with its sidelings, equipments, &c., at a cost of.....$2,148,130 65	
With assets, as shown by the treasurer, amounting to...$ 126,084 13	$2,274,214 78

The entire issues of our new first and second mortgage bonds are, respectively, for $840,000 and $322,000—but there are still out and awaiting redemption $8500 of the old first mortgage and $3500 of the old second mortgage bonds, or a total of $12,000—to redeem which, when presented, we have on hand a corresponding amount in new bonds. Having placed the former among our obligations, the latter are necessarily included among our assets. We have also placed among our assets $12,000 of new first mortgage bonds, to be specially applied, towards the payment of the company's real estate bonds for $28,000, when same is required. We should further explain that, when the company determined, in 1858, to issue their preferred stock, it was resolved to secure it by the deposit of a corresponding amount of their second mortgage bonds in the hands of trustees for its security; hence, it is not a distinct liability—but rather *a substitute for, or representative of, an equal amount of second mortgage bonds.* As both bear the same rate of interest, the conversion of one into the other has been consented to at the option of their respective holders—some desiring the preferred stock, because of its being registered and transferable only on the company's books; while others prefer the bonds, for the greater convenience which they afford, in the collection of interest, facilities of transfer, &c. The amounts of either may thus be varied, but the aggregate of both will always be represented by the sum of $322,000.

The road, generally, is in good condition. Such of its rails as require renewal are now being taken out and heavier substituted, with improved fish-plate fastenings, a process which will be continued as the necessity for it arises.

Our motive power, consisting of 14 locomotives, is all in running order, with the exception of one now in our shops undergoing a thorough repair. During the year, one of light capacity, after a lengthened service, was condemned as not worth that cost, while two others from the Rhode Island Works have been added to our supply.

Our rolling stock consists of 14 first and second-class passenger coaches, 5 mail and baggage cars, 73 box, and 54 platform and 15 gravel cars—all of which, under the usual current repair, are in serviceable order. The whole equipment of the road should be increased to meet the demands upon it, not only for our increasing local business, but also for that opened to us at Columbia and points on the Charlotte Road, through the Wilmington, Columbia and Augusta Road.

For further information on these points, you are respectfully referred to the accompanying report of the superintendent.

The fact of having passed through the year without any accident, or casualty of a serious nature, entitles the subordinate officers and employees of the company to this acknowledgment of their zeal and careful attention in the discharge of their respective duties.

In conclusion, we regret having to inform you that two important suits, involving the liability of the company to taxation by the State and city authorities, have recently been decided adversely to it by the Supreme Court of the United States.

The company claimed its exemption from taxation under a special act of the Legislature to that effect, passed in the year 1855; but it was contended that this exemption was only held by us, subject to a right of repeal, by any subsequent Legislature, in conformity with the provisions of an act passed in the year 1841, and which right the Legislature exercised in the year 1868. We have the above information by telegraph, the decrees of the court having only been delivered on the 31st ultimo.

All of which is respectfully submitted.

A. F. RAVENEL, President.

THE FRENCH CONGRESS.

A Scene of Confusion and Suspension of the Session.

PARIS, April 2.

The Legislative Assembly has been debating for two days the Lyons municipality bill. The discussion closed to-day with a remarkable scene. Lerayer, a Radical, described the committee's report which accompanied the bill as being mere trumpery. The Marquis de Grammont accused the deputy of impertinence, whereupon President Grevy called the Marquis to order. This the latter resented, refusing to retract his words. The members of the Right, exasperated at the call to order, threatened to quit the Chamber. The president arose, and, in a dignified manner, resigned his office, and declared the sitting ended; and then, descending, he broke up the sitting amid intense excitement. Deputies from all the parties will wait on the president to-night, begging him to become pleased and resume his office, but his resignation is expected to be handed in to morrow.

LATER.—The election for president of the French Assembly took place to-day; Grevy being re-elected to office by a decided majority.

BEYOND THE BRINE.

The Troubles in Spain—Khiva and the Czar—An Advance in the Bank Rate of Discount.

MADRID, April 2.

Santa Cruz was suprised and had a narrow escape. Several of his men were captured. The excitement in Barcelona is subsiding.

FLORENCE, April 2.

Salvini, the great Italian tragedian, goes to America in August.

FRANKFORT, April 2.

The Bank of Frankfort, to-day, in view of the stringency in the money market, has raised its rate of discount to five per cent. This action has caused considerable excitement on the Bourse.

ST. PETERSBURG, April 2.

The Imperial Government is in receipt of a communication from the Khan of Khiva proffering the release of the Russian captives taken during the late raid on the southwestern frontier of Russia by the Khivans, on the basis of a peace footing between the two empires. The Russian Government has refused to accept the terms offered, and has demanded the unconditional surrender of all Russian subjects.

NOTES FROM THE CAPITAL.

The Mexican Claims Commission—Pardon of a Ku-Klux.

WASHINGTON, April 2.

The rumor that Senor Aspeiros is to be the Mexican commissioner is unfavorably commented on, as he was counsel for Mexico and would have to decide cases in which he is professionally interested.

Walter P. Antony, a boy of eighteen, who was convicted of Ku-Kluxism in South Carolina, and sentenced to eight years in jail, is pardoned by the President.

The amount of legal tenders outstanding to-night is $358,639,724, an increase of $130,274. The internal revenue receipts to-day were over half a million.

SPARKS FROM THE WIRES.

—White, Democrat, has been elected in St. Louis by over three thousand majority.

—The Abyssinia, which sailed from New York yesterday, took out $240,450 in specie.

—Daniel Miller, the first boat of the season, has reached Poughkeepsie.

—A generals trike of the house-painters for three dollars per day is apprehended in the vicinity of Springfield, Mass.

—The Democrats have elected a mayor and the entire Democratic county ticket in Milwaukee.

—The painters, carpenters and masons of Boston contemplate striking, and leaving off work in the "burnt district" of the "Hub."

—The annual session of the New York East Conference of the M. E. Church convened in that city yesterday.

—The funeral of Charles M. Barris, the actor and author of the "Black Crook," takes place to-day in New York.

—Several coal barges and tow boats became unmanageable on Tuesday last off Staten Island, New York, and one of the former sank with a man and woman on board.

—The Governor of New Jersey has signed the general railroad law. Flags are displayed at Trenton to commemorate the release of the State from railroad monopoly.

—The Indians who murdered the surveying party southwest of Arkansas city are the Whirlwinds, a marauding band of Cheyennes. A party has been organized to rescue the surveyors.

—The Massachusetts Supreme Court has overruled the exceptions in the case of Standish vs. the Narragansett Steamship Company, in which the plaintiff recovered damages from the company for assault, in not allowing him to disembark at New York, from one of their steamers, for not having paid his passage.

A BRILLIANT RECEPTION.

SOUTHERN HOSPITALITIES TO NORTHERN VISITORS.

A Welcome to Ex-Governor Seymour and William Cullen Bryant, at the Lather's Mansion.

One of the most notable social events of the Charleston season was the brilliant party given last evening at the mansion of Colonel Richard Lathers, on the South Battery, in honor of the Hon. Horatio Seymour, ex-Governor of New York, and the Hon. William Cullen Bryant, the venerable editor of the New York Evening Post, but better known and more endeared to the people of America as their loved "Poet of the Woods." The cards of invitation to this "At Home" of Colonel and Mrs. Lathers had been issued for some days, and the party assembled in response was a most select and fashionable assemblage, including the most prominent gentlemen of the city, with their ladies, as well as a number of military guests from the garrison at the Citadel.

The earlier hours of the evening were occupied with a delightful *conversazione* in the elegant drawing-room of the mansion, and at about eleven o'clock an invitation from the host summoned the party to the parlors, where supper had been prepared. After this repast, Colonel Lathers introduced Mr. S. Y. Tupper, president of the Chamber of Commerce, who gracefully extended a formal welcome to the principal guests of the evening, and expressed the obligations of the whole Southern people to the venerated poet who had embalmed in the amber of poetry the daring deeds of "Marion's Men," a song which had been sung in many a Southern bivouac, and had warmed the hearts of soldiers at many a Confederate campfire. He concluded with the sentiment which would be echoed by every guest and by every true heart of the American people, that the noble author of Thanatopsis might, "when his summons came to join the innumerable caravan" of pilgrims from this world to the world of spirits, depart "like one who wraps the drapery of his couch about him, and lies down to pleasant dreams."

Mr. Bryant responded in a brief but beautiful and touching address. He modestly waived the compliments that had been addressed to him, and thanked the preceding speaker, and, through him, the assembled guests, for the kind and cordial welcome extended to him. Turning from that subject, however, he said that in his walks through Charleston he had not failed to note how, by the silent processes of Nature, the wrecks and devastations of the war were being covered and effaced by growths of the fresh spring time, and he could not help hoping and believing that in the same way and by similar inscrutable and divine evolutions of the will of Providence, the moral wounds of the war would be healed and greened over with new, healthy-giving growths of moral sentiments and impulses, which would make the picture fairer even than it was before the rude shocks of war had marred its beauty. He trusted and believed that the chivalrous, knightly, generous race which had made Southern society what it was in happier days before the war, preserved even in its overthrow the vitality which would produce from the fallen trunk new shoots of life and vigor, which would restore, in more than pristine beauty, the fair fabric of the Southern Commonwealths.

The host next called upon the Hon. J. B. Campbell for a sentiment, and he responded in a graceful past-cenital address, proposing the health of the Hon. Horatio Seymour, whose public services he enumerated, and whose presence in Charleston he warmly welcomed.

Governor Seymour responded to the applause of this sentiment by thanking the ladies and gentlemen for their kind welcome, and he made a graceful, appropriate and eloquent address, in which he alluded to the evident signs of returning material prosperity observed throughout the Southern States, and nowhere in a more marked degree than in Charleston, and gratefully mentioned the warm welcome and kindly expressions of esteem which had been given not only to himself, but to the hundreds of Northern people who had been sojourners in the South during the past few years. The South, he said, had now passed through, and was rapidly emerging from, the difficulties and embarrassments which had followed in the wake of war, and her future promised to be bright and glorious, and it remained to be seen whether the South had not, in the long run, come better out of the conflict than the North. There, there had been less of material disaster immediately following the war, but its events had enkindled a spirit of gigantic speculations, unsafe ventures and a perversion of business principles to the spirit of gambling on a tremendous scale, so that it was painful to contemplate the possible result in the next few years. On the whole, he heartily congratulated the gentlemen of the South, and especially those of the City by the Sea, upon the energy which they had displayed, under the most disadvantageous circumstances, and the evidences of their returning material prosperity, which were everywhere apparent.

Colonel Lathers next proposed the health of ex-Governor W. D. Porter, who responded in an elegant and finished address, full of dignity and reverence for the traditions and memories of the past and hopeful auguries for the future of the State.

The remainder of the evening was pleasantly spent by the guests in the interchange of social courtesies, and the party repaired to their carriages and their homes at a late hour, charmed with the elegant hospitality of their host and hostess, and retaining pleasant reciprocal recollections of the Northern guests and Southern entertainers.

A ROW IN ORANGEBURG.

A gentleman from Orangeburg Courthouse informs the Columbia Herald that a serious fracas occurred there on Saturday last. From his account of the affray the following is condensed: It appears that on sales-day a man named Coleman, from Edgefield County, while passing along the sidewalk, met a man named Charles H. Green, a colored citizen, and undertook to jostle him one side, and finally abused him by threats and indecent expressions. Green replied that he had as good a right as any one to the walks, and should maintain his right. The parties, however, separated without any serious damage being done. Coleman visited Orangeburg again on Saturday, and the quarrel was renewed in the store of Mr. Meroney, resulting in Coleman's shooting Green, the ball striking the cap of the knee and passing down the leg, inflicting a painful wound, and also cut him from the ear to the chin with a knife. At this outrage the colored citizens became incensed, secured the perpetrator of it, and took him before a trial justice, who bound him over to appear at the next term of the General Sessions, to answer the charges of assault and battery, and assault with intent to kill.

CALENDAR OF CRIME.

A Burglar Shot—Later Developments of the Brooklyn Murder—The Nixon Trial.

NEW YORK, April 2.

A party of burglars broke into the house of Mrs. Cowan, in Twenty-ninth street, this morning. A Mr. Vac Duren discovered them and they fired at him, when he returned the fire wounding one of the band.

It is stated that the Goodrich murder will prove to be the most romantic crime ever committed. It is now said that neither Roscoe nor Mrs. Meyers had anything to do with the murder, and that Goodrich was killed on the morning that his body was found.

The jury in the Nixon trial for the murder of Pfeifer, have returned a verdict of murder in the first degree. The prisoner will be sentenced at ten o'clock to-morrow morning.

THE NATIONAL BANKS.

WASHINGTON, April 2.

The secretary of the treasury will soon take steps to carry out Section 6 of the act of July 12, 1870, providing for the withdrawal of $25,000,000 of the national currency from the banks having an excess of circulation. This excess is principally in the New England States, Massachusetts having the largest. The South, which was not able, on account of the war, to avail itself of the national banking acts, will derive the principal benefits from this $25,000,000.

THE ATLANTIC AND GREAT WESTERN CANAL.

ATLANTA, April 2.

Governor Smith is issuing an invitation to the mayors of the cities in Georgia, to meet with the governors and principal citizens of Western and Southern States, who meet in in Atlanta on May the 20th, to consider and forward the Atlantic and Great Western Canal. Delegations of citizens, from each county in the State, are expected to be present at that time. Extensive preparations will be made to receive and entertain the guests.

SALE OF THE BLUE RIDGE RAILROAD.

KNOXVILLE, April 2.

The Knoxville and Charleston Railroad, one of the delinquent railroads in the State of Tennessee, was offered for sale at public auction to-day, and bought in by State, for one hundred thousand dollars, there being no other bidder.

Receipts per Railroad April 2.

SOUTH CAROLINA RAILROAD.

443 bales cotton, 97 bales goods, 224 bbls flour, 2 cars stock. To Railroad Agent, Pelzer, Rodgers & co, A B Mulligan, A S Smith, W C Bee & co, G H Walter & co, W W Smith, Counts & Wroton, Kinsman & Howell, Geo W Williams & co, W B Williams & Son, Sloan & Siegnious, T P Smith, A J Sannas, E H Frost & co, W B Smith & co, Wise & co, Campsen & co, Trenholm & Son, H Klatte & co, Baumeister & Z