The Charleston Daily News

VOLUME X.---NUMBER 2255. CHARLESTON, SATURDAY MORNING, APRIL 5, 1873. EIGHT DOLLARS A YEAR.

THE OCEAN TRAGEDY.

FURTHER DETAILS OF THE WRECK OF THE ATLANTIC.

The List of the Lost Cabin Passengers Completed—A Monument to Mark the Graves of the Victims in the Public Cemetery at Halifax.

HALIFAX, N. S., April 4.

A steamer has just arrived from the wreck of the steamer Atlantic. The ship is almost intact, and only a few packages of her cargo have come ashore. The report that Mrs. Fisher's body had been found was not correct, and the story in some of the papers that Albert Sumner committed suicide is also false. One of his friends, who was saved, says that Mr. Sumner held on to the wreck as long as he possibly could, and then was washed off by the sea. The captain says that the stories of the mutilation of the bodies by the crew are false and the reports of robberies largely exaggerated. He says the people at Prospect did all they could for the living and dead; but among the crowds who flocked to the place from the surrounding country, there were some who robbed the bodies whenever they could get a chance. The collector of customs is awaiting instructions from headquarters, and will probably commence an official investigation this evening. The captain can give no explanation of the cause of the disaster, except a miscalculation as to the current and the vessel's speed. Great numbers of people are leaving the city in steamers, going down to the wreck.

No efforts will be spared to recover the bodies of the following named passengers: Mr. C. M. Fisher and wife, Vermont; Mr. W. J. Sheat, wife, son and daughter, Nevada; Henry L. Wellington, Boston; Mrs. Merritt, Miss Scrymser and Mr. Kruger, New York; Miss Brodie and Mrs. Barker, Chicago; Mrs. Brindley, Mrs. Davidson and daughter, England. With the names of the bodies reported this morning as recovered this completes the list of cabin passengers who were lost. Captain Williams and his assistants searched the islands around the wreck thoroughly last night, and picked out from among the rocks many bodies and brought ashore those reported this morning, which had been telegraphed for by friends.

The bodies reported recovered this morning have been dressed and placed in tightly sealed metallic coffins, and await the arrival of friends and relatives to take them in charge. It is thought that the bodies will hardly remain in a condition to be examined. Another trip will be made to the wreck tomorrow. The stewards and other men acquainted with the passengers have been left in charge of the wreck to take care of bodies as they are washed ashore. John Brindly was lost. His name was put by mistake in the list of passengers saved, one of the passengers having mistaken another for him. It is now proposed to bring all the bodies to this city, bury them together in the public cemetery, and erect a monument over them, the city council, on application of the provincial government, having resolved this afternoon to place a lot in the cemetery at the disposal of the friends of the dead.

One hundred and sixty four is the exact number of bodies found up to this morning. The work of burying them has commenced, and a gang of men will be sent down this evening to help the fishermen in that work. The bodies of J. H. Price, Henry S. Hewitt, Mr. Merritt and Miss Merritt, of New York; Albert Sumner, of San San Francisco, and Henry Metcalf, the second officer, have been brought to this city.

BOSTON, April 4.

The emigrants saved from the wreck of the Atlantic are expected to arrive here on a Pullman train from Portland to-morrow. The agents of the White Star Line, in this city, have engaged Faneuil Hall for the reception of the unfortunates, and preparations are making for their wants upon their arrival. They will remain in Boston all day, and Saturday evening will proceed to New York by the Old Colony Road and the steamer Newport from Fall River.

NEW YORK, April 4.

The surviving officers of the steamer Atlantic have been ordered to report at the company's office in this city, when their conduct will be partly investigated. They will return in a short time to England, where a rigid examination will take place before the Liverpool Chamber of Commerce. The agents of the company are still in the dark regarding the reason for Captain Williams's course in making for the harbor of Halifax.

A CHAPTER OF CASUALTIES.

Terrible Collision on a Western Road—An Engineer and Conductor Who Need Lynching.

ST. LOUIS, April 4.

It appears that the accident on the St. Louis and Southeastern Railroad, which occurred at French Village, yesterday afternoon, was occasioned by the culpable carelessness of the conductor of a construction train. A passenger train was first about to take a side track to let a freight train pass, when a construction train, which had been passed by the passenger train but a few minutes before, so that its conductor must have known of the proximity of the passenger train, came thundering around the curve at high speed, and plunged into the rear of the last passenger coach. The conductor of the passenger train saw the construction train coming, and cried out for the passengers to jump for their lives. Many did so; but, before all could escape, the engine of the construction train had entered the passenger coach. The latter was immediately filled with steam and a number of passengers were more or less scalded. Mrs. John P. Lusk, or Luke, of Morgan County, Mo., while in the act of jumping from the train, was caught between the cars and crushed to death; her husband, with an infant in his arms, succeeded in reaching the platform unhurt. A gentleman, supposed to be Mr. James H. Watts, of Chester, Ill., a member of the Illinois Legislature, was caught between the platform of the rear car and the engine of the construction train, and literally torn in pieces. A young daughter of Mrs. Griffin, of McLeansborough, Ill., received a jet of steam full in her face, and was horribly scalded about the head and the upper part of the body. Her eyes were put out, and it is thought she cannot recover. Mrs. Stebbins, of Milwaukie, was severely cut and bruised about the head, and several other passengers where more or less injured. The engineer of the construction train, Michael Fannery, fled as soon as he saw the result of his carelessness.

A Railroad Accident in Nova Scotia on the Heels of the Atlantic Disaster.

HALIFAX, April 4.

Last night a coal train from Pictou ran off the track west of Truro, and soon after the Inter-Colonial express train from Saint John, N. B., came along and ran into the freight train. The engineer, who was named Cameron, and Baggage Master Hunt were killed, but none of the passengers were injured. Among the passengers were the agents of the White Star line, who were coming to Halifax to look after the Atlantic.

A Baltimore Steamer Stranded on the Massachusetts Coast.

BOSTON, April 4.

The underwriters' steamer Charles Pearson left this port to-day to go to the assistance of the steamer Blackstone, bound for this port from Baltimore, which went ashore at Devil's Bridge, off Gay Head, during a thick fog. Her cargo has been discharged into lighters.

A Mississippi River Steamer Sunk.

ST. LOUIS, April 4.

The steamer W. J. Lewis, bound for Red River from this port, with eight hundred tons merchandise, has gone to the bottom. Her cargo was valued at $100,000, but the loss is fully covered by insurance.

Perils of the Menagerie.

WASHINGTON, April 4.

This morning as Herr Darcolis, who has charge of the lions in Forepaugh's Menagerie, was attempting to change the animals from one cage to another, one of them turned on him and inflicted a fearful wound on the left side of his head and face. The animal was secured, and the wounded man pulled out and sent to a tent, where a physician was called in to dress his head.

A Stray Bear in the Streets.

NEW YORK, April 4.

Considerable excitement was occasioned today, on Third avenue, by the escape of a bear from a crib in which he was being conveyed. After several shots had been fired, the animal was secured.

Losses by Fire.

TITUSVILLE, PA., April 4.

A fire at Parker's Landing has destroyed the Parker House, Central Hotel, Exchange Bank, Savings Bank, postoffice and telegraph office. Loss $200,000.

ST. JOSEPH'S, MO., April 4.

The livery stable of Stack & Gordon has been destroyed by an incendiary fire. Eighteen horses were burned to death.

THE FEDERAL CAPITAL.

A Civil Service Tour of Inspection—Another Indian Outrage.

WASHINGTON, April 4.

The members of the civil service commission left last night to apply tests to the customs and sub-treasury offices. They go first to New York, thence to St. Louis, New Orleans and Texas. Another party, headed by Mr. Savile, chief clerk of the treasury department, will leave next week for Richmond, Norfolk, Wilmington, Charleston, Savannah, Mobile and other ports of entry and treasury stations on the coast.

The following are the treasury balances at the close of business this afternoon: Currency, $2,038,288; coin, $19,869,897; coin certificates, $23,293,500; outstanding legal tenders, $358,356,514.

The case of Judge John Wright, formerly an Indian agent to pay annuities to certain Western tribes, has again been revived. Wright is living now in or near St. Louis, and his trial will be held there to accommodate the witnesses, most of whom reside in the West. The frauds, charged against Wright, amount to nearly half a million dollars.

A telegram received here from Fort Laramie announces that D. R. R. Rogers, the government mail-carrier between the Whetstone agencies and Fort Laramie, was murdered by the Indians last Monday while carrying the mails. This will stop mail operations with the Whetstone agency.

The secretary of the treasury has issued regulations for the withdrawal of alcohol in bond for scientific purposes under the act approved February 21st. It requires the president or curator of the institution where it is to be used to give a bond that the alcohol is for preserving anatomical specimens.

Advices have been received stating that a large number of seizures, mostly of unstamped tobacco, have been made in the Third District of North Carolina. Warrants have been issued for the arrest of the guilty parties.

THE GOLD FLURRY ABATING.

Wall street Settling to its Normal Serenity.

NEW YORK, April 4.

Gold has been strong at 17¼, 17⅜, 17⅝a18. On gold loans the rates have been 7 per cent., gold, per annum to 1 32, 3 64 and 1 16 per day for carrying. Foreign exchange was very weak at the opening, but has since improved a fraction. Sales have been reported at 106½a106⅞ for sixty days' sterling, and 107⅜a107½ for demand. In the money market the opening rate for demand loans was one-quarter, flat, per day. Afterwards there was a decline to one-eighth and an advance to three-sixteenths. Mercantile paper is entirely nominal. Government bonds were quiet and steady. In Southern State bonds business was confined to two thousand dollars of North Carolinas. In railroad bonds seventy thousand dollars changed hands, with prices steady. Investment shares were dull. The stock market has been strong. Money is easier. The bulk of business was at 3-16 to ¼ per day, with loans at 1-16 to ¼ about the close of bank hours.

Exchange was weak at the opening, and leading bankers lowered their rate to 7¼. Soon after the market gained strength, and the rate advanced ¼ per cent. at a time until it reached 7½. The highest quotations for actual business was 7¾. There was an improved demand today, partly the result of the easier condition of the money market.

BEYOND THE BRINE.

The New President of the French Assembly.

PARIS, April 4.

Louis Joseph Buffel was to-day elected president of the French Assembly, to succeed Grevy, who resigned the position. M. Buffel is a well known French politician, who was born at Mirecourt, in the department of Vosges in 1818, and has occupied many important public offices.

A New Carlist Leader.

MADRID, April 4.

General Fleo has been appointed generalissimo of the Carlists, and will assume the direction of offensive operations by the insurgent troops.

A Threatened Revolt in Portugal.

LISBON, April 4.

Deputy Valada made a long speech; he declared the crown beset with danger from latent revolutions. Elegrent, the ministry president, declared Valada's fears groundless, and called on the House to trust to the country's loyalty.

General Nouvilias has gone to his headquarters at Estella, where he will operate against the Carlists. The commune has been declared in the Province of Salamanca.

Illness of the Pope.

ROME, April 4.

His Holiness the Pope is slightly ill.

SPARKS FROM THE WIRES.

—Dr. Hepworth's new Church of the Disciples, in New York City, was dedicated yesterday.

—Silk laces to the amount of $10,000 have been captured at New York from the trunks of the passengers of the Algeria.

—Robert B. Bleakely, the murderer of his niece, Maud Merrill, in New York, will be tried next Monday.

—The bursting of a machine in the Calvert Sugar Refinery, in Baltimore, killed one man and injured two.

—The funeral of the late Chas. M. Barras, the dramatic author, took place yesterday. He was buried at Greenwood.

—The New York gold gamblers are to be sued for $50,000,000 damages, alleged to have been inflicted upon the city and county by the conspiracy with which their clique is charged.

—A new trial has been ordered in the case of Daniel Scull vs. the Kensington National Bank, Philadelphia, in which the jury rendered a verdict of $37,000 for the plaintiff for the loss of his bonds by the robbery of the bank in February, 1869.

—The directors of the Texas Pacific Railroad met at New York yesterday, and called a meeting of the stockholders for the 16th instant. A trip to the California terminus of the proposed road is to be made next summer by Colonel Scott and other leading officers of the company.

—A writ of habeas corpus was granted yesterday, returnable next Monday, in favor of McDonald, the alleged forger of the Bank of England notes, on the ground that a conspiracy to defraud is not covered by the extradiction treaty. It is stated that several other packages of notes sent here to the care of Jay Cooke and others by Bidwell have been seized.

COMPARATIVE COTTON STATEMENT.

NEW YORK, April 4.

The following is the comparative cotton statement for the week ending April 4, 1873:

	1873	1872.
Receipts at all ports for week.	49,136	34,551
Receipts for the year to date..	3,049,513	2,431,067
Exports for the week.....	52,145	60,541
Exports for the year to-day...	1,840,941	1,597,215
Stock at all U. S. ports.....	533,189	387,111
Stock at interior towns, (less Montgomery).....	101,251	61,583
Stock at Liverpool.....	645,000	714,000
American afloat for G. Britain.	195,000	216,000

THE WEATHER THIS DAY.

WASHINGTON, April 4.

For the Southwest, increasing southeasterly winds veering to southwest, with threatening weather. For Eastern Gulf and South Atlantic States, increasing southeasterly winds and cloudy weather. For the Middle States and Southern New England, northeast winds, cloudy and threatening weather. Cautionary signals continue at Duluth, Milwaukie, Chicago, Grand Haven, Detroit, Toledo and Cleveland.

THE SPIRIT OF THE SOUTH.

A CHARLESTON GREETING TO HORATIO SEYMOUR AND W. C. BRYANT.

The Hon. Wm. D. Porter's Remarks at the Reception given by Colonel Lathers—An Eloquent Expression of the Sentiment of our People.

At the reception given the Hon. Wm. C. Bryant and the Hon. Horatio Seymour, by Colonel Richard Lathers, on Wednesday evening, the eloquent and feeling address delivered by the Hon. Wm. D. Porter delighted every one who heard it. In compliance with a very general desire, we have the pleasure of placing Governor Porter's remarks before the readers of THE NEWS:

ADDRESS OF THE HON. W. D. PORTER.

Ladies and Gentlemen—I am sure we all feel grateful to our host, Colonel Lathers, for the opportunity of meeting and interchanging views with his distinguished guests from the North, both of whom are well known to fame—one in the field of politics and statesmanship, the other in the higher and serener region of poetry, where, like his own "Waterfowl," he hovers, self-sustained in the thin, pure atmosphere aloft. They come as friends, with words of peace on their lips. We give them welcome, and cordially reciprocate their friendly greetings. Once enemies, now fellow-countrymen, we lay the olive branch on the altar of a common and reunited country. Let each one come with honest purpose, and over the sacred symbol of peace renew the vow of mutual fidelity and a common nationality. The war is at an end; what we now want is a fair, substantial peace. Henceforth, our fortunes and our fate are one; and if we would make those fortunes and that fate happy, prosperous and enduring, the flag that floats over us should know no distinction of part or section, but embrace in its protecting folds all parts and all sections as coequal portions of one common and undivided country. Let whatever of bitterness or prejudice may remain on either side be buried out of sight. Let the memories and the sorrows of each be respected and held sacred. Let one hope, one aspiration, one endeavor for the common prosperity, animate us all in the future.

These friendly visits will bring us all to a better understanding. There was an "unpleasantness" once; that is over; but there is a misunderstanding still. I do not mean to say the fault is all on one side, nor do I mean to deal with any question of controverted politics. But I cannot help thinking that the people of the North have not appreciated the honesty, depth and universality of the sentiment that underlay the great secession movement of the South. It was not only an honest sentiment, but a deep, sincere and pervading conviction connected with considerations of public safety. The cause or ground of that conviction is now removed. Whether it was then right or wrong, well-founded or ill-founded, is not now the question. I am dealing only with the fact of its existence, and the universality of the sentiment or conviction is the best proof of its honesty. A whole people do not enter upon a great movement like that with almost entire unanimity, and sustain it for years with unparalleled sacrifice of blood and treasure, to the very verge of impoverishment and ruin, without the sincerest convictions. We know that we were honest, and that we did our very best to sustain our position. We know, too, that we utterly failed to do so. And men that have honestly and bravely fought out their fight, whatever the result of the combat, can afford to look each other straight in the face, and strike hands and be friends again. In such cases men generally become faster friends than they were before. They have tested each other's mettle, and learned to respect it. There is no disparagement, no sense of humiliation on either side. Where all is lost on one side but honor, that very honor of the defeated and the magnanimity of the victor furnish a ground upon which both may stand upon a footing of equality. If we did not feel and assert our sincerity and manhood, we should not be fit to be accounted American citizens. We lost our cause, but we did not lose our honor. If we are jealous of this, let a generous sentiment appreciate and respect the feeling.

We stand in view of Fort Sumter. What a tide of recollections does that name summon up. It is not my purpose to rehearse them. Fort Sumter is a stubborn fact; it stands where it stood; it is and will be memorable in history; but it may be used for other purposes than those of war. Within sight and hearing of the spot on which we stand the first gun of the civil war was fired. Now that the war is at an end, would to God that from this same spot and on this very night there may go forth voices that will calm the troubled waters and charm down from above the blessed spirit of peace to brood over them. Then will Sumter, which first broke the echoes of war and clothed herself with thunder, be girt around with blessings, and stand forth to all the world as the type and emblem of peace in a once distracted but now reunited land.

OFFICIAL PROCEEDINGS OF COUNCIL.

Regular Meeting.

COUNCIL CHAMBER, April 1, 1873.

Council met this day, at five o'clock P. M.

Present—Hon. John A Wagener, Mayor; Aldermen O'Neill, Bowen, Smith, Gage, Garrett, Kenny, Voigt, Sweegan, Glover, Johnston, Moran, Brown, Simonds, Pelzer and Sigwald.

The minutes of the last meeting were read and confirmed.

PETITIONS.

Of John C. Cochran, treasurer of the South Carolina Jockey Club, for remission of penalties on taxes. Granted.

Of H. F. Baker, agent, to erect a small wooden office and sheds, in coal-yard, Cumberland street. Granted.

Of J. A. Murray and J. Rosis, to erect a wooden workshop in Cumberland street, south side, nearly opposite the Phœnix Engine-house, subject to be removed by order of Council. Granted.

Of citizens, praying that Shepherd street be not run across from King to Meeting, as contemplated. In connection with which was read a communication from W. J. Magrath, president South Carolina Railroad, on the same subject. Both of which were referred to joint committee on streets and railroads.

Of residents of Ward No. 5, requesting Council to reconsider their action in allowing the South Carolina Railroad Company to run their tracks through certain streets. Referred to joint committee on streets and railroads.

Of Otto Schwecticer, for reduction of assessment of house and lot in Hayne street. Referred to committee on assessments.

Of residents of Line street, for drain in said street from King to President streets. Referred to committee on tidal drains.

Of Pregnall Bros., to erect steam engine, boilers, &c., at their ship-yard, Wharf street. Referred to committee on steam engines and machinery.

Of P. O'Donnell, for remission of penalties. Referred to committee on retrenchment and relief.

Of residents of Cannon street, to have Cannon's court run through. Referred to committee on streets.

REPORTS

CHARLESTON, S. C., April 1, 1873.

Hon. Mayor and Aldermen of Charleston, S. C.:

GENTLEMEN—I have the honor to report to you the condition of the Fire Department at this date. All the steamers and hand engines have the necessary amount of hose, say eight hundred feet to steamers and four hundred feet to hand engines, in good serviceable condition, and ready for any emergency.

Very respectfully,
M. H. NATHAN,
Chief Fire Department.

Received as information.

Report of the city sheriff for the month of March, showing $3368 84 collected and paid into the treasury. Referred to committee on accounts.

The joint committee of ways and means and on accounts, to whom was referred a paper issued from the treasury, and purporting to be an addendum, and statements of receipts and expenditures, respectfully report, that on examination of said paper they find it inaccurate in many respects, and out of the usual order as appertaining to the custom of former councils of the city.

Under these circumstances they deem it unnecessary to make any extended report to Council on the subject, but would respectfully and confidently refer to the Mayor's annual report, and the official statements accompanying it, for a correct exposition of the financial condition and prospects of the city.

FRANCIS J. PELZER,
BERNARD O'NEILL,
Committee Ways and Means,
W. B. SMITH,
Chairman Committee on Accounts.

After considerable discussion the vote was then called on Alderman Voigt's motion, to amend the motion to adopt the report of the committee, so that the addendum and statement of accounts and expenditures of city treasury would be read and spread on the minutes. Lost.

Vote then called on the original motion to adopt the report of the joint committees, which was adopted.

Committees on retrenchment and relief reported as follows on petitions of J. & B. Lucas: "Committee recommended remission of penalties."

(Signed) O. A. BOWEN.
W. B. SMITH.
WM. MORAN.

Adopted.

On petition of A. Foster Black, "Committee recommend remission of penalty."

(Signed) O. A. BOWEN.
W. B. SMITH.
WM. MORAN.

Adopted.

On petition of Ellen J. Black, "Committee recommended remission of penalty."

(Signed) O. A. BOWEN.
W. B. SMITH.
WM. MORAN.

Adopted.

The committee on city lands made the following report on the subject of the Broad street promenade, which was adopted:

On the memorial of J. H. Steinmeyer and one hundred and forty-one other citizens for the improvement of the common bounded by Rutledge street on the east, Broad street on the south, Lynch street on the west, and lands of Strohecker on the north, the petitioners ask that Council purchase the Strohecker property at a cost of six thousand dollars, so as to carry the northern boundary of the common to Beaufain street. Your committee regard the proposed improvement important to the interest of the city, and the price asked for the property not unreasonable, and would recommend that Council appropriate six thousand dollars for the purchase of the same. Provided that no part of the money be paid until a valid title to all the land and buildings now held as private property in the area bounded by the four streets, above named, is made to the city, and approved by its recorder.

F. BROWN.
ALVA GAGE

Adopted.

The committee on lighting the city, reported favorably on placing a lamp in Line street.

Adopted.

The committee on contracts reported the following estimates for building a house for the Stonewall Engine:

Thomas Mulcahy, $1698; O. C. Trumbo, $1796; J. W. Sawner, $1600; G. W. Egan, $1890; R. Brown, $2150; Albert Elfe, $2306; Fred. K. Lucas, $2497.

Mr. Mulcahy's estimate being the lowest, the committee recommended that the contract be awarded to him on furnishing proper sureties.

Adopted.

The committee on engrossments reported the following ordinances as properly engrossed and ready for ratification:

An ordinance to establish the weight of coal, to allow dealers in coal to weigh coal on their own scales, and affix a penalty for not having coal weighed on the public scales when so ordered by the purchaser.

Also, an ordinance to prevent the filling of lots or streets with certain material. Both of which were ratified in due form.

The special committee on the Fire Department, to whom was referred the communication from the Chief of the Fire Department relative to procuring three additional alarm bells, would respectfully beg to report, that they find additional means of alarm at times of fire necessary, and that the committee on the Fire Department be authorized to invite offers for furnishing three suitable bells of one thousand pounds each from the foundries in our city and elsewhere, the preference, if possible, consistent with the interests of the city, to be given our own mechanics.

That the committee on the Fire Department be authorized to accept the most advantageous offer, and have the bells placed in such positions as may be indicated by the board of firemasters and under the supervision of the officers of that body.

All of which is respectfully submitted.

E. F. SWEEGAN,
C. VOIGT,
FRANCIS J. PELZER,
O. A. BOWEN,
S. B. GARRETT,
Committee Fire Department.

Adopted.

The special committee of the fire department, to whom was referred the petition of the Pioneer Steam Fire Engine Company for a house for their apparatus, would beg leave to report, that they find a house for that company much needed for the better preservation of their property, and would recommend that the company be requested to select a location in their fire district and report the same to the committee on the fire department, and that said committee be authorized to purchase the same on the most favorable terms for the city.

That the city engineer be instructed to prepare plans for a house for said company and submit the same to the committee on the fire department for their selection. Such selection to be submitted to Council for confirmation. The committee would also recommend that the committee on contracts invite proposals for the work as early as practicable after the selection of location and plans, thereby relieving the city of the heavy rent now being paid for the use of shed for said Pioneer Company. All of which is respectfully submitted.

(Signed) E. F. SWEEGAN.
C. VOIGT.
FRANCIS J. PELZER.
O. A. BOWEN.
S. B. GARRETT.
Committee on Fire Department.

Adopted.

The Mayor stated that he had just read a petition handed him from the teachers of the Shaw Memorial School, and signed by a great number of others, praying that the South Carolina Railroad Company be not allowed to run their track through Mary street. The petition was read and referred to the joint committee on streets and railroads.

BILLS.

Alderman Sweegan called up the bill to provide salaries for the public weighers, to define their duties, and for other purposes. Read second time by sections, third time by title, and ordered to be engrossed for ratification as follows:

AN ORDINANCE to provide salaries for the public weighers, to define their duties, and for other purposes.

SECTION 1. *Be it ordained* by the Mayor and Aldermen, in Council assembled, That hereafter the public weighers elected by the commissioners of the Markets for the upper and lower scales shall receive a salary at the rate of —— dollars per annum each, payable monthly.

SEC. 2. That the said public weighers shall have their offices opened every day, (Sundays and holidays excepted,) from sunrise to sunset, for the purpose of weighing all articles offered for weight.

SEC. 3. That for all such articles weighed, the weigher shall furnish a certificate of weight, over his own signature, not printed, for which service the said weigher shall collect such fees as may from time to time be prescribed by the commissioners of the markets.

SEC. 4. That the commissioners of the markets shall have power to make such rules and regulations for the government of said public weighers as are not inconsistent with the ordinances of the city.

SEC. 5. That all ordinances and parts of ordinances relative to public weighers and their duties, as are in conflict with the above, be and the same are hereby repealed.

On motion, Council then adjourned.

W. W. SIMONS, Clerk of Council.

OUR SOUTH ATLANTIC NEIGHBORS.

North Carolina.

—Three deserters from the British brig Essex were arrested in Wilmington last Thursday.

—Doc. Jenkins, colored, a candidate for the penitentiary at Raleigh, attempted to escape from his captors last Tuesday, while going thither, but the attempt proved fruitless.

—The citizens of Wilmington have tried to get some "letter boxes" for their street lamp-posts from the postoffice department, but have not succeeded.

—Wm. Taylor, the fireman who received injuries at the late boiler explosion in Wilmington, still survives, though in a critical condition.

—The splendid postal cars built by the Wilmington and Weldon railway company will soon be placed on the road. They are designed to run through to Washington. Two additional cars will soon be ready.

THE NEW CUSTOMHOUSE.

A SPLENDID ARCHITECTURAL ORNAMENT TO CHARLESTON.

Progress of the Work—An Elaborate Design for the Entrance—Improvements to the Grounds.

Under the efficient management of Mr. T. H. Oakshott, the United States superintendent of construction, the work upon the new Customhouse steadily advances towards completion. The modifications of the original design of the building have already been described in THE NEWS, and it now remains to notice the plans for embellishing the grounds around the building, which have been recently decided upon. The open space between East Bay street and the west portico of the building will be converted into a tesselated stone terrace or platform, five feet high, fifty-four feet wide, and sixty-four feet deep. The north and south sides of the terrace will be composed of solid granite blocks, panelled off into sections of six feet in length. On the west side, on street front of the terrace, there will be a flight of seven stone steps, which will afford easy access to the floor or upper surface. The floor of the terrace will consist of alternate squares of New York bluestone and red Seneca tiles, resting upon a layer of concrete supported by brick arches. The terrace will be surrounded on all sides, except that next to the building, by a granite blocking course, or wall, five feet high, which will be provided with an opening on the front to allow ingress and egress. On each of the two outer angles of the terrace will be a large ornamental lamp, upon an iron post set in a round granite pedestal, of ornate design, fifteen feet high by two feet in diameter. At each of the inner angles will be a similar lamp, resting upon a half pedestal of the same height and design as the outer pedestals. From the east end of the terrace a flight of granite steps will rise to the floor of the portico. This terrace will give the entrance to the building an appearance very similar to that of the Treasury building at Washington. The work upon the terrace has been already commenced in the excavations for the base of the arches supporting the floor, and the driving of the piles necessary to secure a firm foundation. Between the front of the terrace and the wooden fence now standing on East Bay will be an unoccupied space eighteen feet wide, which will be added into the sidewalk of the street, which is to be paved with smooth flag stones, and will make a spacious promenade, nearly forty feet wide, extending along the entire west front of the Customhouse grounds. The Market street sidewalk will remain at its present width, ten feet. The present wooden fence will be pulled down and replaced by a highly ornamental iron fence, with spherical, spear headed rails. The fence will rest upon a foundation of stone masonry, and will be divided off into sections nine feet long by a series of granite posts, six and a half feet high and two feet square.

The grounds on the east or water front of the building will be evenly graded in a gentle inclination to the water's edge, from where two long piers will run into the stream, and a handsome boat house is to be built at the head of the dock formed by these two piers.

The work on the eastern portico of the building is so far advanced that that feature of the building is now in something like definite shape. The columns have been put up, and the entablature and the pediment are now approaching completion. This portico will be in all respects like the western one, except that it will have no terrace before it, but will terminate in a long, unbroken flight of steps.

The north and south sides of the building are finished, with the exception of the putting on of the fillet or crowning course of the cornice. The roof of the building will be pitched in form, consisting of an iron frame of rafters and purlins eight inches square, covered with eighteen by twenty-four inch blue slate, so that it will be perfectly fireproof. The roof has been contracted for by Henvelman & Haven, architectural iron workers of New York City, at a cost of a little more than $10,000. The centre of the roof will be surmounted by a large iron dome, the design of which has not yet been determined.

THE COURTS.

United States Court.

The United States Circuit Court will be opened for the April term on Monday morning by Judges Bond and Bryan. The District Court adjourned sine die yesterday. The following jurors have been drawn for the Circuit Court and summoned to appear on Monday morning:

GRAND JURORS.

Thomas Stuart, Jos. B. Boston, Newberry; M. C. Long, Edmond Carlise, Union; Benj. Goodwin, colored, C. P. Remsen, James Miles, Columbia; Elias Irby, colored, Laurens; H. Hannaberg, Charleston; Dr. John B. Irving, St. Thomas and St. Dennis; Jno. Martin, Hickory Grove; Fred Copes, Winnsboro'; Simon Elierbe, Paul Hudley, Chesterfield; F. A. Clinton, Lancaster; William E. Towne, Richmond Wilson, colored, Beaufort; John J. Hoffman, Beaver Dam; Lewis Bulloch, Horry.

PETIT AND PLEAS JURORS.

P. M. Whiteman, Beaufort; Rev. Robert M. Andrews, Jacob D. Singleton, T. J. Tuomey, Sumter; Robert Houston, J. B. Purcell, Jos. Dereef, D. B. Vincent, Jr., Theodore D. Wagner, Charleston; Louis Filly, Holland's Store; Thos. A. Sullivan, Abbeville; Calvin Dixson, Lancaster; Geo. W. Brewer, Oro; G. H. Lowndesberry, Clement Salterthwait, Aiken; Andrew Dibble, Frank Carter, Camden; B. Williamson, Orangeburg; Benj. Marshall, Darlington; Wilson Hammond, Yorkville; C. D. Lowndes, colored, Warren Minton, Columbia; George H. Coleman, Kingstree; Giles West, D. D. Goin, Union; John Dudley, Augustus McCullum, Bennettsville; Benj. Lowry, Ore; Conrad Erhardt, Barnwell; Robert F. Scott, Kingstree; J. N. Giradeau, Newberry.

United States Commissioner.

Kit Ford, colored, was bound over by Commissioner Porteous yesterday, for trial on a charge of violating the internal revenue laws.

Court of Common Pleas.

The case of H. Massot vs. D. T. Corbin, suit to enforce the provisions of a contract to purchase a phosphate plantation, was taken up and the testimony and argument heard. The judge reserved his decision.

Inferior Court.

The April term of the Inferior Court will be held on Monday by Macon B. Allen, the newly elected judge. The following jurors have been summoned to appear:

Archy Cooler, city; P. K. Moultrie, St. Andrew's; Prince A. Simmons, John's Island; C. B. Clancy, city; Frank McConner, Christ Church Parish; A. M. Moreland, Edward Harleston, T. B. Maxwell, J. E. Johnson, city; Toney Flagg, Christ Church Parish; Horlbeck C. Palmer, St. John's Berkeley; P. Gadsden, city, Thomas Scott, John's Island; B. Foley, McMillan C. King, city; Mingo Ward, Christ Church Parish; George Lyons, Strawberry Ferry; Charles Claggett, city; Peter Virgin, St. Stephen's; C. W. Seignious, H. E. Meyers, Thomas F. Smalls, city; Abraham Cuisolm, John's Island; James B. Blackman city; Andrew Rivers, Christ Church Parish; John Henny, city; Stephen Russell, Edisto Island; John W. Gordon, N. Hill, I. S. K. Bennett, James Mazyck, A. M. Molen, Anson Lathan, city; Wm. Burckmyer, Edisto Island.

Trial Justices' Courts.

J. H. Harken was fined three dollars and costs, yesterday, by Trial Justice Adams, for whipping a colored boy.

Mayor's Court.

Samuel Toliver, colored, was lodged under a warrant from a trial justice; Boney Dewberry, for being drunk and disorderly, was fined one dollar; John Osborne, and William and Joseph Owens, all colored, for disorderly conduct and assaulting a fourth party, were fined one dollar each.

JOTTINGS ABOUT THE STATE.

—The town election in Lancaster occurs on the 14th instant.

—A number of new stores and houses are building in Camden.

—Thos. Hardy, of Abbeville, died on the 27th ult., aged sixty years.

—Mrs. J. W. Lewis died at Lewis's Turnout last Sunday, of consumption.

—Master Willie Kennedy died in Winnsboro' last Wednesday, of meningitis.

—Hon. J. C. Dunn has been elected a director of the Atlantic and Coast Line Railroad.

—Sixty panels of the fence of the Camden Cemetery were destroyed by fire on Tuesday.

—Mr. Hampton Stone, formerly of Anderson, died in Texas on the 11th ult., aged sixty-four.

—The Winnsboro' Hook and Ladder Company give a grand ball on the 2d proximo, their anniversary.

—Last Friday Major A. C. Spain, of Darlington, lost a fine cow from eating the berries of a mock orange tree.

—Another "hop" was enjoyed by the inmates of the Columbia Lunatic Asylum last Taursday evening.

—The Southern Mutual Life Insurance Company propose soon to erect a fine building on Main street, Columbia.

—An outhouse on the premises of Mrs. Jannie Means, in Winnsboro', was burned by an incendiary last Monday.

—Rev. Mr. Query has accepted the call tendered him from the Presbyterian churches at Lancaster and Douglass.

—The presbytery of the Associate Reformed Church will be held at Tirzah Church, in York County, next Monday.

—There will be a meeting of the corporators of the Chester and Cheraw Railroad at Lancaster Courthouse April 15.

—The Darlington courthouse is building rapidly, and it is expected that the house will be ready to hold the next session of court.

—Judge Mackey will address the people of Yorkville next Monday afternoon in the interest of the Chester and Lenoir Narrow-gauge Railroad Company.

—Mr. Hancock, the conductor on the Spartanburg and Union Railroad, was seriously injured by an accident on the road last Saturday.

—During a violent wind and rain storm in Winnsboro' last Tuesday the parapet front of the store of Messrs. Bacot & Co. was blown down and completely wrecked.

—During the prevalence of a severe storm last Tuesday, in Darlington, a newly erected house belonging to Ben Dargan was blown down and its contents destroyed.

—The quarterly celebration of the Sunday school connected with the Anderson Baptist Church took place last Sunday afternoon, in the presence of a large audience.

—Last Tuesday afternoon, while a violent storm was raging, Lewis Blackwell, a colored citizen of Chester, lost by fire his house and all his household goods.

The opening lecture of the annual course before the State Medical University at Columbia, was delivered, last Wednesday evening, by Professor Babbitt, on "Galvanism."

—Two young gentlemen of Greenville, Masters W. A. Miles and Thomas Steen, died last week, aged respectively eighteen and seventeen years.

—Hannah Boseborough, a colored woman, of Winnsboro', fell from a bridge in front of Mr. Pettigrew's store, on Friday last, and was badly hurt.

—At a meeting of the citizens of Camden on Wednesday, the following Conservative municipal ticket was nominated: For Intendant—William Ellerbe; for Wardens—F. J. Oaks, Lem. Boswell, Abram Marks, William Deas.

—All the county officers, the sheriff, clerk, probate judge, auditor and treasurer, together with their books, papers and furniture, have arrived in Barnwell from Blackville, whence the county seat has been removed.

COMMERCIAL NEWS.

Exports.

NORTH WEYMOUTH—Per schr Albert L Butler—409 tons phosphate rock.

The Charleston Cotton, Rice and Naval Stores Market.

OFFICE CHARLESTON NEWS,
FRIDAY EVENING, April 4, 1873.

COTTON.—This market maintained a quiet and dull character, with a limited business, at unchanged rates. Sales about 300 bales; say 6 bales at 17c, 1 at 18, 69 at 18¼, 1 at 18⅛, 6 at 18⅞, 7 at 19, 6 at 19¼, 2 at 19⅝, 6 at 19½, and 120 on private terms. We quote:

LIVERPOOL CLASSIFICATION.

Stains and tinged	16 @17¼
Inferior	12 @15
Ordinary to good ordinary	16 @17¼
Low middling	18@18¼
Middling	18⅝@18¾
Strict middling	19@19¼

RICE.—There was a firm feeling in this market, with well sustained rates. Sales about 350 tierces of clean Carolina; say 30 tierces at 7 3-16, 16 on private terms, and near 300 tierces, which was partly kept private, but which was understood to be at 7 3-16, 7 5-16@7⅜c ⅌ lb, these rates showing full prices. We quote common to fair at 6¾@7¼c, good 7¼@7¾.

NAVAL STORES.—The receipts were 63 barrels spirits turpentine and 229 barrels rosin. The market was quiet. About 50 barrels low No. 2 to extra No. 2 rosin were disposed of at $2 50 ⅌ barrel.

FREIGHTS.—To Liverpool, by steam, direct, nominal on uplands, —d on sea islands; via New York, ¾d on uplands, 1d on sea islands; by sail, ¼d on uplands, and ¾d on sea islands. To Havre, 1¼c on uplands. Co