

THE PHOENIX

Published Daily and Tri-Weekly.

THE CLEANER

Every Wednesday Morning,
BY JULIAN A. SELBY,
Editor and Proprietor,
Office on Richardson St., near Taylor.

The PHOENIX is the oldest Daily Paper in South Carolina, has the LARGEST CIRCULATION in the upper portion of the State, and has been regularly issued since its inception—March 21, 1856.

Subscription:
Daily, six months, \$4; Tri-Weekly, 250; Weekly, 1 50.

ADVERTISEMENTS
Inserted in the Daily at \$1 a square of nine lines for first, and 50 cents each subsequent insertion; if not exceeding five lines in length, 75 cents. Long advertisements by the week, month or year, at less rates. Marriages, Funeral Invitations, &c., \$1. Book and Job Printing of every description faithfully attended to.

AGENTS:
Julius Poppe, Anderson.
Robert Bryoo, Spartanburg.
J. A. Grigsby, Ridgeway.
E. A. Scott, Newberry.
H. W. Lawson, Abbeville.

New Version of an Old Song.
Do they miss me at home—do they miss me?

'T would be an assurance most dear
To know that my name was forgotten,
As though I had never been there,
To know that the tailor and landlord,
And the banks where my paper is due,
And hosts whom I now cannot mention,
Had banished me quite from their view.

Do they miss me at home—do they miss me?
When the market for money is tight,
And collectors in haste are pursuing
Their debtors, by day and by night?
Do the friends who once loaned me a "ditty,"
Add the others who loaned me a "ten,"
Heave a sigh of regret as they miss me,
And wish they could see me again?

Do they miss me at home—do they miss me?
When no longer I'm seen upon "change,"
And do those who were wont to assist me
Say, "His conduct's infernally strange?"
Does the Shylock who loaned me his money,
To bear me to regions unknown,
Look in vain for occasions to dun me,
And wish I again were at home?

But I know that my memory lingers
Around the dear place, as I roam;
And while I've my wits and my creepers,
They'll miss me—they'll miss me at home!

Subject of tunnelling the Hudson at New York has already commenced, and will be prosecuted so soon as some legal objections now existing are removed. Tunnel is to be twenty-four feet high and twenty-six feet wide, inside measurement. At the water's edge, on the Jersey shore, it is to be about thirty-five feet below the surface, and at the point where it will strike the New York City shore line it will be forty-five feet below. When it shall have been finished it is to be fitted up with double tracks, and trains will be run over them at regular intervals for the accommodation of passengers. Flatcars are to be provided for the transportation of horses and wagons and other vehicles, and much of the freight from the great railway companies who own the shore front will be transported through it. Its wall is to be of brick, and will be three feet in thickness. When the river shall have been reached it is proposed to carry it on to completion by the construction of what, in tunnel architecture, are known as "locks," air-tight passages, in which the pressure of the air will be sufficient to resist the pressure from the outside, until the walls shall have been completed. The excavation is to be accomplished through the agency of an air-tight tube. The pressure of air is expected to remove all the earth taken from the tunnel with the rapidity with which fifteen men could shovel it into cars, and it is to be carried, by the same natural agent, through a tube to the surface, thus saving the expense of laborers and of transportation upon cars.

A Jacksonville letter says: In this day of tidal waves, polar waves, political waves and religious waves, I suppose it would be "the thing" to call the immense rush here, during the last couple of weeks of visitors from the North, a human wave that has completely flooded the hotels in Jacksonville. Crowds are daily turned away from the hotels and boarding houses, because their unhappy proprietors can find no empty shell in the pantry of "ret-hole in the garret where they can stow away "still another." Many are forced to "pass the night in the sleeping car and on the boats that happen to be at the wharves, and I heard of one individual who, as a dernier resort, went to a keno bank, and while passing the night there, lost all his money.

The canon was caught in the midst of its lascivious gesticulation and bare-leggedness, at Philadelphia, the other night. The time was Saturday, and a host of sturdy policemen surrounded the theatre and caught every member of the company. Half-nude girls scrambled over the roof and clung to the scenes—jumped over fences and hid themselves in crevices. It was in vain. They were all calabossed.

If the Beecher-Tilton scandal does not improve the morality of the people, it adds several remarkable phrases to literature, such as "stepping down and out," "hanging on the ragged edge," and "nest-biding." And here comes a Miss Anderson, of Virginia, who sues Capt. Blackburne for breach of promise, stating, also, that she has entrusted him with several thousand dollars of her money, and has been to him "a wife in every sense the word implies."

Blondes are going out, say the fashion gossips. Poor blondes!

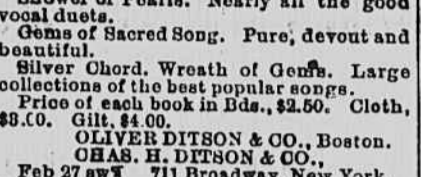
HOME Musical Library.

Collections of Instrumental Music.
Musical Treasure. (Also vocal.) 225 pages.
Piano at Home! 4 Hand pieces. New Useful.
Gems of Strauss. Most brilliant collection extant.
Pianist's Album. Popular and easy music.
Piano Forte Gems. Popular, brilliant, easy pieces.
Home Circle. Vol. I. Easy music.
Home Circle. Vol. II. Popular 2 and 4 hand pieces.
Organ at Home. 200 good pieces for Reed Organ.

Collections of Vocal Music.
Operatic Pearls. The chief songs of fifty operas.
Gems of German Song. Songs that will never die.
Gems of Scottish Song. Sweetest of all ballads.
Shower of Pearls. Nearly all the good vocal duets.
Gems of Sacred Song. Pure, devout and beautiful.
Silver Chord. Wreath of Gems. Large collection of the best popular songs.
Price of each book in Bds., \$2.50. Cloth, \$3.00. Gilt, \$4.00.
OLIVER DITSON & CO., Boston.
OLAS. H. DITSON & CO.,
Feb 27 awt 711 Broadway, New York.

Quaker Linctament—a Great Medicine.

IT is the most wonderful MEDICINE ever known, and possesses a curative power unequalled in the history of remedies. For sale only at
HEINTSH'S Drug Store.



ESTABLISHED 1822.
WALKER, EVANS & COGSWELL
Nos. 3 Broad Street and 109 East Bay Street,
CHARLESTON, S. C.

STATIONERS PRINTERS AND BINDERS

FIRST-CLASS WORK
OUR SPECIALTY,
YET, BY USING CHEAPER GRADES OF STOCK, WE CAN FURNISH WORK AT
LOWEST LIVING PRICES.

FINE FASHIONABLE STATIONERY,
Piries Paper and Envelopes.
Wedding and Ball Invitations
ON THE BEST STOCK AND PRINTED IN THE
LATEST STYLE.

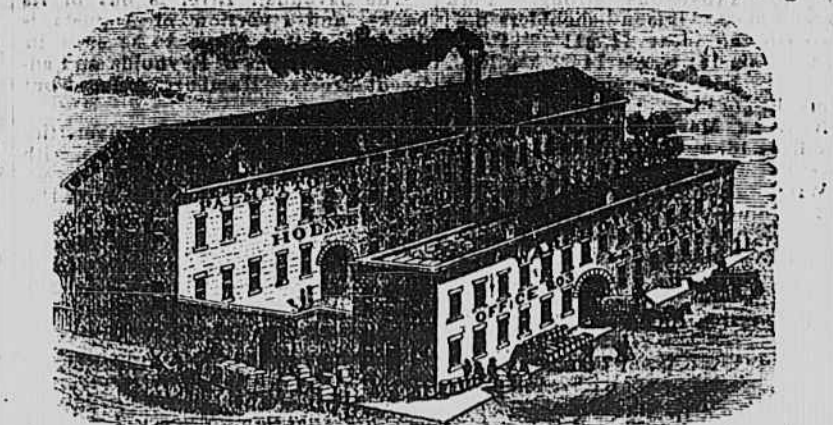
FINE'S SALOON.
No. 41 Richardson Street, between Lady and Gervous Streets.
HAVING replenished my entire stock of Liquors, Cigars, &c., having also given proper attention to my Restaurant, I am now prepared to furnish my friends and the public generally with the best the markets afford.
Oct 17 WM. M. FINE, Agent.

Cottage House,
No. 15 Washington St., next Masonic Hall.
The undersigned has re-opened this establishment, and informs the public that he is prepared to supply them with the very best of WINES, LIQUORS, SEGARS, TOBACCO, etc. Orders in every style, and at all hours. Refreshments of various kinds. Give a call.
Oct 31 C. R. FRANKLIN, Sun't.

MONEY TO LOAN,
On Marketable Collaterals.

EXCHANGE on New York, Baltimore, Philadelphia, Boston and all prominent cities of the United States and Europe bought and sold.
DEPOSITS received and interest-bearing certificates issued.
STOCKS, BONDS, GOLD and SILVER bought and sold.
ACCOUNTS of merchants and others from the city and country solicited, and LIBERAL LINES OF DISCOUNTS granted by the CENTRAL NATIONAL BANK, Corner of Plain and Richardson streets.
JOHN S. PRESTON, President.
J. H. SAWYER, Cashier.

White Lead, Zincs, Colors and Putty!



Manufactured by **HOLMES, CALDER & CO., Proprietors.**
Office 203 East Bay Street. Factory corner Cumberland and Philadelphia Streets, CHARLESTON, S. C.

IMPORTERS and dealers in Lubricating and Paint Oils, Window Glass and Painters' Material, Agents for Averill's Chemical Paint, Prince's Metallic Paint, Rubber and Leather Belting.
Feb 25 16mo

Screven House,

R. BRADLEY, Proprietor,
SAVANNAH, GA.

THIS long and favorably known House, pleasantly situated on Johnson Square, having been recently repainted and repaired, and having, all of its departments filled with competent, polite and attentive employees, offers to the traveling public comforts unsurpassed by any House in the Southern States.
Feb 11 3mo

GUANO

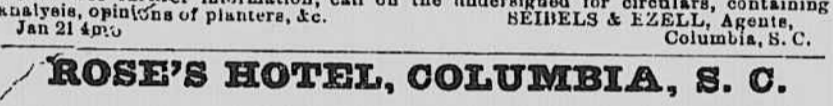
IN EXCHANGE FOR COTTON.
The Celebrated Fertilizers for Cotton, Corn, Wheat and Tobacco.
REDUCED PRICES! LIBERAL TERMS!

Wilcox, Gibbs & Co.'s Manipulated Guano,
Prepared at Savannah, Ga., and Charleston, S. C., and
PHOENIX GUANO,

Imported in bulk direct from Phoenix Islands, South Pacific Ocean.
We are offering the above celebrated FERTILIZERS, this season, at considerably reduced prices, and give purchasers the option of paying in cotton on the basis of seventeen cents for middling, delivered at planters' nearest depot, by November 1, 1875, the cotton to be packed in good merchantable bales. By this arrangement, the planter has a guarantee of realizing a good price for his cotton to pay for his fertilizers. These GUANOS are too well known to require comment. Those who have used them know how to appreciate their value; those who have not, as yet, will find, on fair trial, that their liberal use will pay on present crops, besides being of future benefit to their lands. For further information, call on the undersigned for circulars, containing analysis, opinions of planters, &c.
Jan 21 4mo SEIBELS & EZELL, Agents, Columbia, S. C.

ROSE'S HOTEL, COLUMBIA, S. C.

WM. E. ROSE, Proprietor.



Another First Class Hotel—Fare \$2.50 a Day, including Omnibus Ride.
SITUATED NEAR THE CAPITOL and in the centre of the business part of the city. Rooms are complete, with private entrance on Assembly Street. The BILLIARD and BATH ROOMS are all new and superior to any in the city.
April 5

GREAT SOUTHERN FREIGHT AND PASSENGER LINE

VIA
CHARLESTON, S. C.,
TO AND FROM
BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON,
AND
ALL THE NEW ENGLAND MANUFACTURING CITIES.

Three Times a Week from New York—Tuesday, Thursday and Saturday. 49-Elegant State Room Accommodations. Sea Voyage 10 to 12 Hours Shorter, "via Charleston."
TOTAL CAPACITY, 40,000 BALES MONTHLY.

The South Carolina Railroad Company.
AND connecting Roads West, in alliance with the fleet of thirteen first class Steamships to the above ports, invite attention to the quick time and regular despatch afforded to the business public in the Cotton States at the PORT OF CHARLESTON, offering facilities of rail and sea transportation for Freight and Passengers not excelled in excellence and capacity at any other port. The following splendid Ocean Steamers regularly on the line:

TO NEW YORK.
CHARLESTON... Jas. Berry, Commander. | CHAMPION... B. W. Lockwood, Com'r.
JAMES ADGER... T. J. Lockwood, Com'r. | MANHATTAN... M. S. Woodhull, Com'r.
JAMES ADGER & CO., Agents, Charleston, S. C.

TO PHILADELPHIA.
Iron Steamships ARRLAND, Alex. Hunter, Com'r. EQUATOR, J. C. Hinckley, Com'r.
Sailing Days—FRIDAYS. WM. A. COURTENAY, Agent, Charleston, S. C.

TO BALTIMORE.
FALCON... Hainic, Commander. | SEA GULL... Dutton, Commander.
Sailing Days—Every Fifth Day. PAUL C. THENHOLM, Agent, Charleston, S. C.

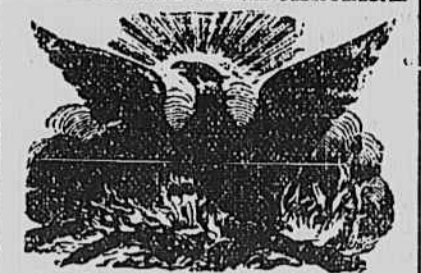
TO BOSTON.
Steamships MERCEDITA and FLAG. Sail every Saturday.
JAMES ADGER & CO., Agents, Charleston, S. C.
Rates guaranteed as low as those of competing lines. Marine Insurance, one-half of one per cent.

THROUGH BILLS OF LADING AND THROUGH TICKETS
Can be procured at all the principal Railroad Offices in Georgia, Alabama, Tennessee and Mississippi.
State Rooms may be secured in advance, without extra charge, by addressing the Agents of the Steamships in Charleston, at whose offices, in all cases, the Railroad Tickets should be exchanged and Berths assigned. The Through Tickets by this route include Transfers, Meals and State Room, while on ship-board.

THE SOUTH CAROLINA RAILROAD, GEORGIA RAILROAD
And their connecting lines, have largely increased their facilities for the rapid movement of Freight and Passengers along the Northern cities and the South and West. First Class Eating Saloon at Branchville. On the Georgia and South Carolina Railroads, first class Sleeping Cars.
Freight promptly transferred from the steamers to day and night trains of the South Carolina Railroad. Close connection made with other Roads, delivering Freight at distant points with great promptness. The managers will use every exertion to satisfy their patrons that the line via Charleston cannot be surpassed in despatch and the safe delivery of goods.
For further information, apply to T. J. GRIFFIN, Western Agent, Atlanta, Ga. B. D. HAZELL, General Agent, P. O. Box 4, 975; Office 317 Broadway, N. Y.; S. B. PROKINS, General Passenger and Ticket Agent, South Carolina Railroad; or J. M. SELBY, Superintendent Great Southern Freight and Passenger Line, Charleston, S. C. Jan 30 21y

TO THE READING PUBLIC!

If you Want a Thorough Newspaper,
SUBSCRIBE FOR
THE PHOENIX,
Daily and Tri-Weekly; or
WEEKLY CLEANER,
Issued every Wednesday,
IN COLUMBIA, SOUTH CAROLINA



The PHOENIX is the oldest daily paper in the State, and has been regularly issued since March, 1865.

THE LATEST INTELLIGENCE,
By Telegraph and Mails, from nearly all parts of the World; together with
FULL MARKET REPORTS;

Besides well selected MISCELLANEOUS and READING MATTER, of interest to everybody, will be found in these publications. The Daily usually contains twelve columns of reading matter; the Tri-weekly twenty-four, and the Weekly forty-eight.

THE EDITORIALS
Are carefully prepared, by competent writers; while special attention is given
THE LOCAL DEPARTMENT.

Taken as a whole, NO BETTER OR MORE SATISFACTORY INVESTMENT can be made, than a subscription to one or the other of these publications. They are Conservative in politics, and are devoted to the best interests of the State. The following are the
TERMS FOR SIX MONTHS.

Daily PHOENIX..... \$4 00
Tri-Weekly..... 2 50
Weekly CLEANER (48 columns)... 1 50
These papers were the first issued in Columbia, in 1865, after its partial destruction, and have been regularly published ever since. They

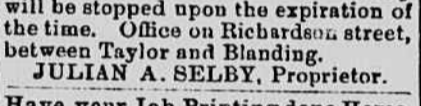
CIRCULATE EXTENSIVELY
Throughout middle and upper Counties of the State, and are excellent
MEDIUMS FOR ADVERTISING.

The PHOENIX has a greater circulation through the upper part of South Carolina than any other daily paper. Merchants and others will find its columns an admirable means of communication with the people of the entire up-country. Advertising rates are reasonable. Send advertisements marked with the number of insertions desired, and they will be stopped upon the expiration of the time. Office on Richardson street, between Taylor and Blanding.

JULIAN A. SELBY, Proprietor.
Have your Job Printing done Home. ESPECIALLY WHEN
Style and Price are the Same

THE PHOENIX

Book and Job
Steam Printing Office



Is thoroughly supplied with POWER PRESSES of the Latest Improvement; TYPE of various grades and styles from one foot to the fifth part of an inch in size; BORDERS, CUTS, &c.; Black, Colored and Transfer INKS; PAPER, CARDS, &c. Work executed at shortest notice, in latest and best styles and at New York prices. CALL and EXAMINE SPECIMENS of

Wilmington, Columbia and Aug R. R. GENERAL PASSENGER DEPARTMENT.
COLUMBIA, S. C., Nov. 24, 1874.
THE following Schedule will be operated:
GOING NORTH. TRAIN NO. 2 TRAIN NO. 4
Leave Columbia..... 8:30 a.m. 8:15 p.m.
Florence..... 1:10 p.m. 12:50 a.m.
Arrive Wilmington..... 6:45 p.m. 7:10 a.m.
GOING SOUTH. TRAIN NO. 1 TRAIN NO. 3
Leave Wilmington..... 6:40 a.m. 6:10 p.m.
Florence..... 12:50 p.m. 11:40 p.m.
Arrive Columbia..... 5:10 p.m. 4:00 a.m.

Train No. 2, from Columbia, is an accommodation to Florence, and there connects closely with N. E. R. R. and at Wilmington with W. & A. R. R. to all points North.
Train No. 4, from Columbia is fast Express, making through connections, all rail, North and South, and water line connections via Portsmouth.

Train No. 1, from Wilmington, connects closely at Florence with N. E. R. R. for Charleston, and is an accommodation train thence to Columbia.
Train No. 3, from Wilmington, is a fast Express, connecting closely from end to all points North and South. Through tickets sold and baggage checked to all principal points. Pullman sleepers on night trains.
Train No. 2 leaves Columbia daily, Sundays excepted. Express No. 4 every night.

JAS. ANDERSON, General Sup.
A. POPE, Gen. Passenger and Ticket Agent

GONGAREE IRON WORKS

COLUMBIA, S. C.
JOHN ALEXANDER, Proprietor.

MANUFACTURER OF STEAM ENGINES, SAW AND GRIST MILLS, GIN Gearing, and all kinds of Iron Machinery and Agricultural Castings for Stores and Dwellings, Patent Rollings for Gardens and Cemeteries, Iron Sashes and Arbor Chairs; also, Brass Castings of all kinds, Bells for Churches, Schools, Work-shops, &c. Guarantee all my work first class and equal to any North or South.

Work at the corner of East street and near to South Carolina and Greenville & Columbia Railroad Companies' Depots, Nov 18

Greenville and Columbia Railroad.

CHANCE OF SCHEDULE.
ON AND AFTER
Wednesday, February 10, 1875, the Passenger Trains over the Greenville and Columbia Railroad will be run daily, (Sundays excepted), by the following schedule:

MAIN STEM.
UP TRAIN, NO. 1—COLUMBIA TO GREENVILLE.
Leave Columbia..... 7:00 a. m.
Aiston..... 8:45 a. m.
Cokesbury..... 10:03 a. m.
Belton..... 1:31 p. m.
Arrive Greenville..... 4:55 p. m.

DOWN TRAIN, NO. 4—GREENVILLE TO COLUMBIA.
Leave Greenville..... 6:00 a. m.
Belton..... 7:55 a. m.
Cokesbury..... 9:35 a. m.
Newberry..... 12:58 p. m.
Aiston..... 2:55 p. m.
Arrive Columbia..... 4:10 p. m.

Passengers by Night Train on South Carolina Railroad connect with No. 1. Passengers by No. 4 connect with Day Train on South Carolina Railroad for Charleston, Augusta, &c., and with Night Train on the Wilmington, Columbia and Augusta Railroad for Sumter, Wilmington, Richmond, Baltimore, &c., &c.

Anderson Branch and Blue Ridge Railroad, DOWN TRAIN.
Leave Wallhalla..... 4:15 a. m.
Seneca City..... 4:45 a. m.
Perryville..... 5:00 a. m.
Pendleton..... 5:50 a. m.
Anderson..... 6:50 a. m.
Arrive Belton..... 7:35 a. m.

UP TRAIN.
Leave Belton..... 3:20 p. m.
Anderson..... 4:20 p. m.
Pendleton..... 5:20 p. m.
Perryville..... 6:05 p. m.
Seneca City..... 6:10 p. m.
Arrive Wallhalla..... 6:45 p. m.

Accommodation Train between Belton and Anderson, Tri-Weekly, viz: Tuesdays, Thursdays and Saturdays. No. 2, leave Belton 9:30 a. m.; arrive Anderson 10:30 a. m. No. 3, leave Anderson 2:00 p. m.; arrive Belton 3 p. m. These Trains run Mondays when Court is in session at Anderson.

Abbeville Branch Trains, DOWN TRAIN.
Leave Abbeville..... 8:00 a. m.
Arrive Cokesbury..... 9:10 a. m.

UP TRAIN.
Leave Cokesbury..... 1:40 p. m.
Arrive Abbeville..... 2:35 p. m.

Accommodation Train on this Branch will be run on Mondays, Wednesdays and Fridays. No. 2, leave Cokesbury at 9:35 a. m.; arrive Abbeville 10:35 a. m. No. 3, leave Abbeville 12:30 p. m.; arrive Cokesbury 1:25 p. m.

Train No. 1, on Main Stem, Columbia to Greenville, stops twenty minutes at Cokesbury for Dinner. Train No. 4, Greenville to Columbia, stops twenty minutes at Belton for Breakfast, and twenty minutes at Aiston for Dinner.

THOMAS DODDAME, Gen. Sup't.
JABEZ NORTON, JR., General Ticket Agent.

Change of Schedule.
SOUTH CAROLINA RAILROAD COMPANY,
COLUMBIA, S. C., February 6, 1875.
Change Schedule to go into effect on and after Sunday, 7th instant:

DAY PASSENGER TRAIN.
Leave Columbia at..... 4:30 pm
Arrive at Charleston at..... 11:45 pm
Leave Charleston at..... 6:45 am
Arrive at Columbia at..... 2:15 pm

NIGHT EXPRESS ACCOMMODATION TRAIN.
Leave Columbia at..... 7:00 pm
Arrive at..... 6:30 a m
Leave Charleston at..... 10:10 pm
Arrive at Kingville at..... 6:35 am
Camden Train will connect at Columbia with Up Passenger Train for Columbia on Monday, Wednesday and Friday; and with Down Passenger Train from Columbia on Tuesday, Thursday and Saturday.

S. S. SOLOMONS, Gen. Sup.
S. B. PROKINS, General Ticket Agent.

The Short Line Schedule.
CHARLOTTE, COLUMBIA & AUGUSTA R. R. CO.
COLUMBIA, S. C., Dec. 23, 1874.
The following Passenger Schedule will be operated on and after this date:

GOING NORTH. TRAIN NO. 2 TRAIN NO. 4
Leave Augusta..... 8:30 a.m. 4:15 p.m.
Graniteville..... 10:20 a.m. 5:15 p.m.
Col'bia Junct'n..... 2:13 p.m. 10:00 a.m.
Columbia..... 2:45 p.m. 9:17 p.m.
Chester..... 6:34 p.m.
Arrive Charlotte..... 9:00 p.m.

No. 2 Train makes close connection, via Charlotte and Richmond, to all points North, arriving at New York 6:05 A. M.
No. 4 Train makes close connection via Wilmington and Richmond to all points North, arriving at New York at 5:15 P. M.

GOING SOUTH. TRAIN NO. 1 TRAIN NO. 3
Leave Charlotte..... 8:50 a.m. Train No. 3
Chester..... 11:02 a.m.
Winnaboro..... 12:38 p.m.
Arrive Columbia..... 2:43 p.m.
Leave Columbia..... 2:52 p.m. 3:40 a.m.
Col'bia Junct'n..... 3:17 p.m. 4:15 a.m.
Graniteville..... 7:15 p.m. 7:45 a.m.

Arrive Augusta..... 8:05 p.m. 8:45 a.m.
South bound Train connects at Augusta for all points South and West. Through tickets sold and baggage checked to principal points. Sleeping cars on all Night Trains. JAS. ANDERSON, General Sup.
A. POPE, Gen. Passenger and Ticket Agent

Wilmington, Columbia and Aug R. R. GENERAL PASSENGER DEPARTMENT.
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Work at the corner of East street and near to South Carolina and Greenville & Columbia Railroad Companies' Depots, Nov 18