# General Hems:

From the Carolina Spartan.

Messas, Editors-Why are we always more ready to blame than to praise, and why is it that we are not equally just in speaking of the virtues as of the failings of our fellow men? I have been led to these reflections by hearing of the presence of mind evinced by an Engineer on the Greenville Railroad last week, by which a fearful accident was prevented.

The up Train was slowly ascending the heavy grade near Newberry when the Piston of the Locomotive sucklenly snapped in two, the short end revolved around with fearful rapidity, and the Train dashing on with awful speed, was approaching a high trestle; at this moment both firemen jumped off, had the Engineer done likewise, a sudden and shocking death might have been the fate of the passengers. Notwithstanding the danger, the Engineer remained at his post, and with admirable presence of mind, shut off the steam, so that the Train was gradually stopped. Such a man deserves well of his fellow citizens and especially of the Company by whom he is employed. His name has not reached us, but it deserves to be known and respected wherever the names of the wretched Comstock and Putnam are execrated.

Engineers of all other men should be sober. intelligent and respectable citizens, men whose lives are of some value to themselves and to their country. They should be well paid, otherwise, such men will not be found to occupy this post of responsibility and danger, and it will fall into the hands of those who are as reckless of their own lives as of those of the public. A small additional fee for every safe trip, would also have a wonderful effect in promoting care any cantion.

I was much pleased during a recent trip to Charleston with the management of the Laurens Railroad, besides running with admirable smoothness and regularity, we found the gentlemanly Conductor, Mr. Jones, was always at his post and attending to his duty. The Train never stopped or started but by his signal: the whistle always sounded whenever passing through a deep cut, or turning a curve, as a warning; and he really seemed to think that his business there was to attend to the running of the Train, instead of carrying on long conversations with the passengers. Coming up, I understand that the Engineer then on the Road, would never run a Train without a man on the Engine to look out! That is the man for us, and when our road is in operation, I hope the Company will remember the name of the Engineer-Purse-he will probably save them the price of a Locomotive the first six months.

Such men should be valued and respected by the community, for the lives of many are in their JUSTICE.

RENTS IN NEW YORK .- A New York Correspondent of the National Intelligencer has the following statement relative to the enormous amounts paid for rent in New York :

"I am perfectly astonished at the rate of rents in this city. I know a single basement room on Wall street, to reach which you must descend five or six steps from the footway. with a low ten foot ceiling, and the room not more than thirty by twenty feet, which rents for \$6,000 per annum. A lot twenty five feet by seventy-five, as high on Broadway as the corner of Fulton street, was recently leased for twenty-one years at \$14,400 per annum, at the end of which time the ground landlord is besides to have the building which is now being erected on it, and which will cost \$20,000. A building on Broadway, immediately adjoining Trinity church yard, forty feet front and two hundred deep, opening on a side alley, and put up into corridors and offices, brings an aggregate rent of \$60,000 per annum; and a gentleman who has built himself a splendid dwelling as high up in Broadway as the neighborhood of the City Hall, says he plainly sees he must be driven away in a few years by the encroachment of hotels, stores and shops, and told me he had already been offered a rent of \$10,000 per annum for his house."

THE GOVERNMENT OF THE UNITED STATES CONTRASTED WITH EUROPEAN GOVERNMENTS. - Tribute from a Spanish Journalist .- One of the Madrid journals, El Clamor Publico, in an article entitled "Diplomatic Review," thus

speaks of the Government of the United States: Whilst absolute liberty of worship is proclaimed and practised in Washington, the capital of the New World, men are persecuted and toriured in Rome on religious pretences. In the former, State prisons, political prosecutions, and military commissions, are unknown. On the banks of the Tiber more than thirty thousand persons groan in dungeous, victims of impeachment and of calumny. In the former there exists no State Church, and contributions for worship are voluntary. Not so in Rome: the vaults of the Vatican still re-echo these words, "We protest against a Catholic king, who, since three years, has failed to pay the tribute due to the Holy See." In the former. the first magistrate of the Republic is governing with the prestige which morality and jus-

tice give. In some nations of Europe they strive to shelter that prestige in a pernicious strife or in an absurd explanation of the principle of authority. In the former, the honors paid to the President of the republic are the spontaneous manifestations of a people who never humble themselves to persons, who only pay homage to principles, whilst the huzzas of that city are belied, which, anxious for gold and material enjoyments, acclaims whosoever adapts him self to one, whether he be called Napoleon or Alexander, Charles X. or Louis Philippe.

President Pierce travels through the towns of the republic without retinue, without parasites, without fear, of the homicidal dagger being raised against his breast; with the Emperor Napoleon neither his precaution, nor his staff-major, nor his pretorians suffice to protect him from this danger. The one occupies himself in visiting the New-York Industrial Exposition, in so acting as that his country may exercise a salutary influence over European destinies, in consolidating republican institutions: the other in assisting at ridiculous shams in the military eamp of Satory, in terminating the Eastern Question in a manner humiliating to France, and in perpetuating the dominion of his wretched dynasty.

The Pacific Railroad excitement seems fair hands that they have arrived at no definite de- turn to it.

termination as to the recommendations they will essay concerning the project, or whether they will make any such or not. As far as we can judge from the newspaper demonstrations public opinion is settling down in favor of the Texas route, as running farthest through a desirable country, as presenting fewer obstacles to the construction of a railroad, and as being very sure to be less subject to impediments to its free use, from snows and frosts, which must be more embrassing on a railroad constructed through unsettled territory than anywhere east of the Mississippi in a similar latitude. However, the set of persons who, for so many years past have been plundering the people and treasury of the State of New York, by obtaining special legislation at Albany, have seized upon this route, evidently as their own property, and and are moving heaven and earth to get up a combination of lobby wire-pullers from every section of the country, to aid them in their enterprise of inducing Congress so to legislate upon this question, as to make the proposed road for their especial benefit. We shall have high times next winter over this question it strikes us, without the slightest probability that the House and Senate will be induced then and there to initiate the work on government account .- Washington Star.

#### Bank of Chester.

We are requested to state that the Bank of Chester will be prepared to commence business on Thursday next, the 29th inst. The prospects with which it opens are very encouraging, and we have every confidence that it will prove nighly remunerative to the Stockholders and serviceable to the community at large.

The building to be occupied by the Bank is one erected for the purpose by Mr. Thomas M'Lure, on the same lot with the store of M'Lure & Harris. It is of plain structure, with no display of architectural beauty; but well adapted in its internal arrangements and its security, for the purpose for which it is de-

We have been kindly permitted to examine the bills about to be issued. The 5's present the eminently national features of the "Surrender at Yorktown," and the heads of Washington and Jefferson. 'The 20's, 50's, and 100' are designed with more taste, and present, upon the whole, rather a neat appearance. There is, however, in all of them, (unless in the 10's which we have not seen) an entire absence of any thing local-any thing that would identify them with the District or the State. It is to be regretted that, through some oversight, the bills are all dated at "Chesterville." From time immemorial, our place has been known by the plain and simple name of "Chester:" by it have we been known post-officially and by it have we been incorporated into a body politic. And now, even whilst aspiring to be known as a town, to be clogged down with the addendum of 'ville,' is too much of a backward progression to be altogether acceptable to us. Whith these exceptions, however, they are very neat, both in design and execution, and after several quite obvious amendments, will pass current like a a charm .- Chester Standard.

A CUTE CHAP .-- A small specimen of humani ty with whiskers annexed, hailing from "down east," visited our village a few days since, and played a decidedly elever trick upon some of the good citizens of Abbeville (quorum pars fui.) He professed to be the exclusive possessor of a recipe for making the most beautiful ink, which would only cost two cents a gation. He gave his recipe, with several others for the household and toilet, for the small sum of three dollars .--We slighted his first overtures, but were finally inqueed by an "enthusiastic man" to get the recipe with him. In looking over a medical Journal six months old, we find the identical recipe, which our down easter is the gullibility of "the race" for three dollars .--Is'nt this another proof that if people would take the papers and read them, that they would be forearmed against imposture? We authorize the next man to whom he attempts to sell his recipe, to pull his whiskers and tell him that the Independent will be responsible for it.

However, it was a cute and clever trick, which we can laugh at, although we are one of the dupes.

"For sure the pleasure is as great, Of being cheated as to cheat.

The following is the recipe, and we are told that it will make excellent ink:

R. 12 oz. avoird. Ext. Logwood, 1-2 oz. " Bichromate Potash,

5 gallons Water.

Dissolve the ingredients separately in water, and mix together, and in a short time the ink will be fit for use. - Independent Press.

ALLEY H. LYTTLE. -Some weeks ago we published a deserving tribute to the memory of this gallant young man. The Spartanburg Spartan, n republishing the article, gives us the following pleasing intelligence. All honor to the ladies of Spartanburg:

Spartanburg:
"We are gratified to learn that the ladies of Spartanburg have made up a subscription for the purpose of erecting a neat and appropriate Monument to the memory of this brave and talented youth, who only a few weeks ago found a grave in our village. This is as it should be. Whenever opportunity offers, women should show their respect for the brave soldier who is ever the defender of the defenceless-and who but them should lay a chaplet on the grave of the "Brave Palmetto Boy," who has left neither mother, wife nor sister to weep his early death? Every lady who has contributed to this monument must feel that she has honored herself, and certainly she deserves the respect of every one of our sex who has a heart to feel.

"The public spirited President of the South Carolina Railroad Company kindly consents to have the Monument transported over their road free of charge, and should the Presidents of the Greenville and Laurens Roads do the ladies the same favor, they will be able to devote the whole of their fund to the purchase, and consequently procure one every way larger and more elegant. Mr. Caldwell in his letter says:

COLUMBIA, September 10, 1853. It is with great pleasure that I afford the small assistance requested by the ladies of Spartanburg, in carrying out the laudable purposes of perpetuating the memory of one so worthy of JOHN CALDWELL. such notice.

President S. C. R. R.

A miser, named Noah Odell, sixty years old died on Sunday, in Boston. So fearful was he of losing his money, that he wore a chain around by to have died out. That is, the newspapers his body, to which was fastened a stout bag. not long since almost entirely devoted to the in which the treasure was deposited. This he subject already rarely allude to it. This is in kept by him during his sickness, and upon it everything before it. It passed from North part owing to the fact, we presume, that the was fixed his dying gaze. In winter, it is rela-

# The Camben Weekly Journal.

Tuesday, September 27, 1853.

THO. J. WARREN, Editor.

To Printers.

A good Compositor will find a permanent situation at this office.

Humiliation and Prayer.

It will be seen that his Excellency Governor Manning has appointed Thursday, 13th October next, as a day of fasting, humiliation, and prayer, throughout this

Camp Meeting.

A Camp Meeting will commence (providence permitting) on Thursday the 6th of October, at Smyrna, in this District, whout 14 miles from Camden.

### Another Rail Road Meeting.

An adjourned meeting of the friends of the Lancas ter Railroad will be held on Wednesday, (to-morrow.) The question will then be brought up whether or not the town shall subscribe towards this enterprize. We do not propose here to discuss the propriety of this measure; it is obvious that something ought to be done for Camden, and we know of no better plan than for Camden to do something for itself. We cannot see that any one who owns real estate in the town can be injured by this movement. If the value of property here has decreased, and we cannot doubt it, it is worth the effort, and the sacrifice, to do something to increase the valuation of town property. Suppose each owner of real estate is assessed ten per cent on his property, that will not make the taxes, even then, unreasonable. There is no town or city in the State where the taxes are not much larger than in Camden; and yet, the people are willing to be taxed when it becomes necessary. If it is not necessary now, we should like some one to tell us when was it ever necessarry. Something must be done. If Camden does not, will not, help itself, who ought to help it? It is hardly reasonable to expect that the planters

in the vicinity of Camden, whose interests are below the town, should feel that ardent, burning zeal in the Lancaster Railroad which some are disposed to expect of them. We can only appeal to such upon motives of patriotism and pride-that some have come forward nobly to the work and subscribed liberally, is to us gratifying in the highest degree. We think in this enterprise that all should feel themselves interested, and without urging come up squarely to the mark.

If a majority of the real estate owners are in favor of the proposition that the town take stock, then it should be done-if the majority agree that the interest of the town would be promoted thereby, then it ought to be done. It is doing no injustice to any one, if by taxing him upon his property, that property is to be improved and made more valuable. It is unfair to ask those who are willing to labor to do all the work. We suppose the matter will be fully discussed at the

meeting, and all the necessary light and information will be given for the benefit of all interested.

A large attendance of the citizens is desired, the matters may be fully discussed. Individual subscriptions have been liberally made towards this work, and we do hope that the enterprise will not be allowed to fall through because there are a few opposed to it .-There never was, there never will be, any thing started that was not or will not be opposed by some; but that is no part of a reason why the work should be abandoned, but rather a reason why the friends of the enterprise should redouble their efforts, and go on un til complete success shall crown their efforts.

### Editorial Change.

Mr. E. H. BRITTON has disposed of his interest in the Winnsboro' Register and Fairfield Herald to D. WYATT AIKEN, Esq., who, in conjunction with Mr. F. GAILLARD, will in future conduct these papers. Our kindest regards and best wishes attend Mr. BRITTON wherever he may go; and to our new brother of the our aim. These internal improvements do not quill, we cordially extend the right hand of fraternal regard.

#### Southern Quarterly Review. The October number of this able Review is before us.

The table of Contents exhibit Ten articles from able pens, in addition to which is the department of the Editor's Critical Notices, which is of itself a rich and entertaining treat.

Such articles as we have read, display much thought and research. The 3rd, on British and American Slavery, by General Jamison, is worth a years' subscription, and is the ablest review of the subject which we have seen. It is an able and truthful defence of the institution, and should serve to shut the mouths of those canting hypocrites, who profess such unbounded sympathy for black slavery, whilst their poor white slaves are allowed to live and die in the most abject state of wretchedness and starvation. The article is a triumphant answer to the Westminister Review for January, 1853, on the article there of American Slavery and Emancipation by the Free States.

ART. VII.-What Moves the Table?-Is a satisfactory explanation (at least to an unbiased mind, we think,) that this modern humbug can be easily exploded, if we have a mind to look sufficiently close into cause and effect. It is all a delusion, and the veriest fraud ever practised upon sensible men and women.

We commend the Review most heartily and earnestly to the patronage of our Southern friends. It is a standard work, and should be sustained by the whole

We will furnish to any one the Review and a copy of either of our papers, the Journal or Advocate, for five dollars and fifty cents. The price of the Review alone is \$5.00.

## The Lady's Book.

The October Number has already arrived, and is in keeping with its former character. No work of its kind possesses greater attractions, or seems to hold its | get. claim so strongly, as the Lady's Book does upon publie favor and patronage.

# Peterson's Magazine

Has also appeared for October. It is quite an interesting monthly, and the engravings are generally very good. The "Unconscious Sleeper" is very handsome, and the colored Fashion Plate makes it interesting to the ladies, for whose entertainment the Magazine is published.

## North British Review.

August has just arrived. The republication of the Foreign Reviews by Messrs, Leonard Scott & Co., in this country, causes the delay which takes place so often in these being received. The acknowledged ability with which these are conducted, renders it unnecessary that we should say more than merely to acknowledge their reception.

DESTUCTIVE HAIL STORM -A terrible hail Storm passed about 10 miles above Sumter. ville vesterday about 12 o'clock which swept places as large as a Guinea fowl egg. Upon

some plantations after the storm swept by there was scarcely a leaf to be seen upon the cotton stalks. Upon these, the destruction, we understand is complete; geese were knocked down and crippled, and turkeys were killed outright. This is a rare occurrence. - Bluck River Watch-

#### For the Camden Journal. Rail Road Meeting.

In pursuance of a notice from the Commissioners appointed to procure subscriptions to the capital stock of the Lancaster Rail Road, a goodly number of the citizens of the District assembled this day at the Court House. On motion of W. Thurlow Caston, Major John Rosser was called to the Chair. On motion of Tho. J. Warren, Esq., Z. J. DeHay was requested to act as Secretary. The Chairman addressed the meeting, substantially, as fol-

The object of this meeting as stated in the notice issued by the Commissioners, is to consult on the propriety of subscribing to the Lancaster Railroad.

The construction of this road is, as I con sider it, of vital importance to the town of Camden as a place of business. True, we have a road now terminating here, which report says is not paying its own way. That road acts towards us as a drain-carrying off, but returning nothing. What we want now, and what the Lancaster Railroad would be, is a feeder-something to keep us up-something to sustain us as we are.

Camden as a town, is to be the greatest beneficiary in this enterprize. Camden will be the largest town on the route, even when finished to the North Carolina road This will be the point of trade from above, and one of the stopping places for travel. Build this road, and my word for it, you will see every kind of business increase among us-mercantile, mechanical, and professional; foundries, factories, schools and banking institutions will spring up and receive fresh vigor, and there will be permanence in our establishments then, that has never been felt before. The building of the road itself will put a great deal of money into the Camden purse. The purchase of tools provisions, clothing, negro-hire, &c. &c., will

the sides of rail roads. It has been urged as an objection, that when this road is built, every thing that comes on it will go on to Charleston. I meet this objection by telling you that it will be no easier or cheaper to get to Charleston then than it is now. We are 120 miles from Charleston, and no town between here and there. We might as well say because people can get to Charleston by steam they will go on to New York, or when they get to New York by steam they will go on to Europe.

be considerable. In other sections of the coun-

try we see towns built up and flourishing on

We need not expect to reap any great advantage from the terminus of a rail road, whenever there is a demand for its extension. Such a thing as a terminus to a rail road will not be talked of in a few years; they will either con nect with another road, or with the sea board. Wherever there was intercourse by inland navigation or mail-coaches twenty years ago, there will be rail road communication in less than twenty years from now. It is second nature with our countrymen to make progress, to design, and carry out improvements. Progress, progress, like honor, is a first principle with us. The establishment of our government, our commercial history, the increase of agricultural knowledge, the advance of education, the extensive use of steam and electricity, all go to show this. There has not been any standstill point arrived at yet by Americans-good, better, best ; great, greater, greatest, has been tend to make the rich man richer, but to multiply the number of the rich; they enlarge our means, our power, and our enjoyments; without an increase of territory. As we are situated at present in the South, the enlargement is important. They bring us as a people more on a level; they have a tendency to equalize. elevate and emulate. Figures cannot calculate

plied, is the order of the day in these United States of America, and may it increase. I have not heard of any man who has ruined himself by his efforts to improve his country. The pleasure alone of doing good is something of a compensation in itself. Well done thou good and faithful servant, or thou good and faithful citizen, friend or neighbor, will ever be a grateful greeting, while the scornful reproach of having lived in vain, or entirely for one's self, will be exeruciatingly painful. Cold blooded selfishness in this happy land of liberty, christianity and abundance, is an almost

their benefits. They are too broadcast, and

penetrate too generally for that. The use of

steam for every purpose where it can be ap-

unpardonable sin against ourselves and our fellow-men. It is a social deformity, hateful to look at This is a work in which we are called on to

day to help. I think its completion will be good for Camden and for Kershaw District. I believe it will finally be good for those who take the stock. I think it will be one of the best paying roads in the Southern States when finished, carrying the trade and travel between Catawba and Peedee, between Georgia, the two Carolinas and Virginia.

It will not be a long road, and can be built cheaply. It will be the central road of South Carolina, taking the most direct course from South-west to North-east, Travelling custom is the best for rail roads, and this we hope to

Lancaster is our old neighbor, and what is cannot recall. She wishes us to unite with her now by new and stronger ties. Let us meet her half-way-she has shown us that she is in carnest, and we admire her spirit. This is likely to be the last rail road enterprize we will ever be called upon to aid, and if we succeed us then march up to the work boldly, like men. generate. Let us show our patriotism, our public spirit, our love of country, by uniting this day, with all our strength, heart and hand purse and policy, in a long pull, a strong pull, Kershaw and a pull altogether, in behalf of the Railroad &c., &c. from Camden to Lancaster.

Mai, J. M. DeSaussure being called upon rose, and gave a statement of the exertions of West to South East and ranged over a space town, and the result, and also proceeded to position of the administration upon it is no lon- ted that he went to church three times a day, of country about five miles wide and thirty miles explain and enforce the necessity, under the ally in the enterprise.

on, rose, and in a very animated strain of elo- the meeting as proposed. quence, demonstrated to the satisfaction of the meeting that the people of Camden must take hold of the matter in earnest, and by their subscriptions, hold out inducements that will constrain the people of Lancaster to consent that with we are free. the Rail Road shall be built to Camden instead of either of the other locations; and was followed by Tho. J. Warren and W. Thurlow Caston, Esqrs.

Maj. Jno M. DeSaussure then moved that

the Chair appoint a committee of twenty whose

duty it shall be to canvass the town for sub-

scriptions to the Capital Stock of the Lancas-

ter Rail Road. The motion being carried, the

Chair appointed as the Committee the following

gentlemen: Maj. Jno. M. DeSaussure, W. T.

Caston, Benj. Perkins, Tho. J. Warren, Jas. I. Villipigue, E. G. Robinson, A. M. Kennedy, C.

Matheson, Maj. K. S. Moffat, Col. Jos. B. Ker-

shaw, Thos. J. Workman, M. D., W. Anderson,

W. M. Shannon, Capt. W. H. R. Workman,

Joseph Lee, M. D., J. K. Witherspoon, E. W.

Bonney, J. F. Sutherland, and Z. J. DeHav.

On motion, Maj. John Rosser was added to

Tho. J. Warren, Esq., gave notice that at the adjourned meeting to be held on Wednesday

next, the 28th inst., at the same hour and place.

he would move to instruct the Town Council

to take stock in the contemplated Rail Road.

at the Court House-on Wednesday, the 28th

For the Camden Journal.

sidered whether our Town Council will be au-

thorized to subscribe to the Lancaster Railroad

What will our citizens do? How much should

the Town subscribe ? Not one cent less than

thirty thousand dollars, which is 10 per cent

upon the assessed value of the Real estate in

Camden. There is nothing gained now by

weak counsel and timid action. We must

make a bold effort. A crisis is upon us and

let us meet it like men. Let us submit man-

On Wednesday the question is to be con-

inst., at 11 o'clock A. M.

Z. J. DEIIAY, Sec'y.

The meeting then adjourned, to meet again

JOHN ROSSER, Chm'n.

fully and cheerfully to additional taxation. It we want the Road let us show it. If we believe in Railroads let us show "our faith by our works." Why go plodding along with the subscriptions at a snail's pace? If we are in earnest let us act so. Eight men of this community could be named who could easily take (\$70,000) in stock, proportioned among them according to the value of their Real estate, and amount of annual income. Other citizens could as easily go (\$80,000,) and the Town Council (\$30,000.) If such could be the results of the meeting next Wednesday, if the minds of our people could only be aroused to the magnitude. of the enterprise before them, and the interests involved, Camden would soon doff the garments of old age and decay, and step forth in the race of commercial importance with all the freshness and energy of youth. Let not gentlemen be startled by these figures. Somehing after this sort is to be done or we are lost. Let the Camden Bank, the DeKalb Factory and the Bridge Company take stock-all are to be benefitted, and especially the Camden Bank. Let the Directors of that Institution see to it, that the new Bank in Chester will not be discounting notes to their patrons in the future. Let the South Carolina, Manchester and Wilmington Railroad Companies, and the citizens of Charleston be solicited for aid. Let Camden follow the example of Columbia, whose lap is daily receiving the wealth of thousands. Look at our Capital-how proudly and steadily she is bounding along on Carolina, and then with Danville in Virginia, and Jonesboro or Knoxville in Tennessee, and prepare to take our share of the increasing wealth of the country. Lancaster is, aroused and is looking to us with intense anxiety. North Carolina is waiting on us and holds herself ready to co operate with us.

The Town can subscribe much more now than in 1846. The burden of the Camden Branch was upon us and the weight was heavy, and besides lands and negroes have increased in value. Our commerce is almost in the agonies of death. Every other Town and Village in the State is improving and many very rapidly, and Camden alone, is retrograding, sinking every way-fast tending to shantees and empty houses " for owls and bats." Come fellow citizens let us be active and make a bold a decisive movement. Instead of the small figure of \$44,000 let us at once throw it over the \$100,000 point. Next Wednesday decides our fate. Let us strike now and we are saved. PROGRESSION.

## For the Camden Journal

Mr. Editor -An impression has gone abroad that the citizens of the North Eastern portion of Kershaw District are desirous of forming a new District, by connecting with a portion of Chesterfield, Darlington, and Sumter Districts. Such a change is not desired by a majority of the citizens of Kershaw, living within the proposed boundaries; and I think the same may be said of the citizens of Chesterfield.

I see published in your paper that the citizens of Kershaw have had two meetings on the subject-the first at Tiller's Church, on the 2d of July, and the second at I'leasant Hill Church, remarkable, hitherto we have gone together in the 13th of August. The meeting at Tiller's every thing. In 1814, in 1832, in 1836, in Church, as I have understood, was, the people 1846, and perhaps in other instances that I assembled for Religious worship, and after Dicannot recall. She wishes us to unite with her vine service, a meeting was called to take into consideration the propriety of forming a new District, and few participated in it, and several resolutions were adopted; and it was published in your paper that the citizens of Kershaw agreed to meet at Pleasant Hill Church on Saturday I believe it will promote the prosperity and the before the second Sabbath in August, for the happiness of ourselves and our children. Let purpose of electing delegates, &c. In your numper of the 23d of August, I see published an acand show to the world that we are worthy of count of the meeting held at Pleasant Hill our ancient character, that Camden is not de- Church on the 13th of August. In that account it is stated that according to previous appointment, made at a meeting at Tiller's Church on the 2d of July, a number of the citizens of Kershaw District met at Pleasant Hill Church,

Yes, a number, (or the number of 18;) and secording to the best information I could get, only six of that number werein favor of the new the commissioners to obtain subscriptions in the District measure; for at that meeting it was moved and seconded that the vote of the meeting be taken as to whether a majority was for or position of the administration upon it is no tone feel taken as to whether a majority was for or ger a problem; it being now conceded on all to save fuel at home, only leaving his bed to re- long. The hail stones we learn were in some circumstances, of embarking freely and liber- against the new District measure; and the chairman decided the move as being unparliamentary, highest. But there is another side to this story

Col. Jos. B. Kershaw being next called up. &c., and accordingly did not take the vote of

I am satisfied that the majority of the citizens of Kershaw, living within the proposed boundaries, are for old Kershaw to stand as it is-Our motto is to stand fast in the liberty where-

KERSHAW AS IT IS.

ADVERSITY .- A late writer says, "Nobody bears adversity like a woman. Remove her from the parlor to the garret, and instead of taking arsenic, as a man would, she actually becomes more cheerful. Like a lark the nearer she approaches heaven the more she seems to

#### Death of an Editor.

The last Abbeville Banner comes to us clothed in mourning for the death of its editor and proprietor F. W. CELLECK, Esq., of whom that paper makes the following appropriate notice.

DEATH OF COL. F. W. SELLECK -It he. comes our painful duty to announce the death of Col Frederick W. Selleck, the Editor of this paper, who breathed his last on the morning of l'uesday, the 20th inst. The deceased was in the 29th year of his age, and has thus been cut off in the prime of manhood. Col. Selleck was a native of the city of Au-

gusta, and there his boyhood was passed. Removing to our village about ten years ago, as a clerk in the store of the Messrs Wardlaw, he won the confidence of his employers by his strict attention to business, while he ingratia: ted himself with all, by his singularly pleasant and winning address. Upon the breaking out of the Mexican war, he joined the volunteer company from this district, under the command of captain Marshall, and was immediately elected a Lieutenant. In that capacity he passed through the war with great credit, and his name has become matter of history-as the hero of the Garita de Belen, the first American who planted his country's standard on the walls of Mexico. At the close of the war he returned to this district, where his fellow citizens exhibited their approbation of his services by electing him to the office of Ordinary, which he held at the time of his death.

Nature had done much for Colonel Selleck, Gifted with a fine person, an engaging manner, a clear and active mind, and a companionable disposition, he possessed in an eminent degree the qualities which fit men for success in life. He had his faults--and who has not? We would rafher dwell upon his virtues.

"-Be the rest forgot; For it is joy to speak the best-We may of human kind.

We would rather dwell upon his high sense of honor; his respect for sacred things; his admiration of "the good, the beautiful and true;" his affectionate regard for his mother; his devotion to his family, and his liberality to his friends.

We drop a tear to his memory-the chivalrous, the noble minded! Peace to his ashes.

AN OUTRAGE.-It will be perceived by an advertisement in our present issue, over the signature of our Sheriff, Col. John C. Rhame, that a small negro boy is now in his possession, in this place, who says that he was caught upon the road, near his master's residence, by two wagoners, who gagged, blindfolded, and conconcealed him in their wagon, and carried him some distance-how far he knows not-when he escaped, and found himself near the plantation of Mr. George McCutchen, in our district, The boy seems to be quite intelligent and gives apparently a correct statement of the whole transaction. He says he belonged to a Mr. McGee, a house painter, and his master the highway of wealth and importance. Who lived near some town where he often saw the is it that is not proud of her? Her citizens smoke and heard the whistle of the cars : but never hesitated to pay high taxes for Railroads as he had been bought by McGee only a few and they are refunded threefold. Is it impos- weeks before he was stolen away, he does not sible for us to do likewise? Let us look for know the name of the town where his master a connection with the centrel Road of North resides. He says that the widow McCullum and John Seagler are near neighbors of his master. If the boy's statement is -true, and we have every reason to believe it is, our citizens should be on the alert, and endeavor to arrest the unprincipled scoundrels who have been guilty of this gross outrage. It certainly merits the severest punishment. We sincerely hope the offenders will be ferreted out, and be made to suffer for their unparalled effrontery and impudence .- Black River Watchman.

> RELIGIOUS REVIVALS. - Revivals of this character, for the last five or six weeks, have been both numerous and wide spread in our country. We have partially noticed this matter in the last several numbers of our paper, during its progress, and would not refer to it again, but that its importance demands at our hands something in details: of every one, Christian or philanthropist, liveliest gratitude. The one because of the success of his principles, and the consequent advancement of bis Master'+ Kingdom, and the other because the condition of his fellowman is so greatly improved.

This revival influence was first felt, perhaps, somewhere in the neighborhood of Kingston. next in the 17th district, then at Pine Log, at Cassville, and now at Cartersville. First and last, not very short of 1,000 have been added to the Churches in our country.

In relation to the work in the 17th, we last week received from Rev. M. A. Clentz, a short note containing particulars, which should have been published, but was unavoidably omitted.

Taken altogether, no work, of this character has ever equalled it in this section; and from it we promise an influence that will be felt, when the last one of those engaged in it will be taken to his long home .- Cassville-Geo. Stan-

A GOOD MOVEMENT.-A general meeting of the Presidents and Directors of the variousrail roads in the United States, we see it stated, will convene at Washington, during the month of October, to consider the adoption of a code of laws and the establishment of such general measures as shall guard against accidents on rail roads, and give more confidence to travellers and assurance that precautionary measures of the most reliable kind, are hourly exereised upon every road throughout the Union. This meeting will have a salucary effect upon the public mind, as tending to secure the adoption of a uniform system of rail road regula-

Going FARTHER AND FARING WORSE.-A Southern merchant, the other day, after looking through this market, went on North to purchase. When he got on there he found every thing higher. It will naturally be asked, "where did he buy?" He bought in New York-because he was there. He learned what many are learning, that the ultimate market is generally the