## The Port Royal Commercial

THURSDAY, DECEMBER 18, 1873. SUBSCRIPTIONS. \$2 00 One Year. \$1 00 Six Months, ADVERTISING RATES. ments will be inserted at the rate of \$1.50 per square (16 Nonpareil lines or less) for the first Insertion, subsequent insertions by contract.

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ON TO CHICAGO.

Charleston was agog last week with a railroad convention. Many delegates from the interior took advantage of half fares to have a pleasant little sprce to Charleston. They were hospitably received by the jobbers and traders. They took a trip to Fort Sumter and Morris' Island and were shown all the sights. St. Michaels's bells were jingled for them and they were promenaded on the Bat- most capacious harbor on the South Attery. They were dined and wined by the Board of Trade. They could not fail its rapidly growing commerce and its citito have a good time, were doubtless very zens subject to destruction by foreign willing to pat all their Charleston enterwar tainers on the back and wish them all the luck imaginable. These farmers, merchauts and lawyers from the interior were- harbor to Augu ta, also connecting this quite willing to believe that there was enough water in the beautiful bay to float any vessel, and as they heard nothing about the bar in front of it, they made no inquiries. Besides these rural sightseers there were a few railroad men, who would like to raise a few thousand this harbor, its coastwise and foreign shipdollars in Charleston to ail them in ping are established facts, and the safety making their preliminary surveys in the mountain region this winter. These were hands suitable consideration. quite effusive of the "sacred memories," etc. They love Charleston and Charleston ought to love them and ald them.

We hope all were pleased. We hope Charleston will shell out liberally. The building of an air line railroad from Chicago to the South Atlantic is one of those things which are certain to occur. Such a road must enter South Carolina, and pass through her whole extent. That its terminus will be Charleston is preposterous. It might as well be Georgetown. But it cannot but help beisterous. Standard. Charleston incidentally.

What the West needs, what Chicago and Cincinnati demand, is a deep water harbor through which can be shipped the products of the western fields. Not a river town like Savannah, nor a barred entrance like that of Charleston, will meet Standard. this demand. When her railroad men Hot Scotch! on Sunday evenings! met in council neither place was mentioned. The charts showed these practical men where to look for what they wanted and they found it at Port Royal. and nowhere else. Here they found deeper water at low tide tide than Charbeer intoxicate? Sealed answers to be leston claims at high tide. Here they National Cemetery .- Standard. found a harbor spacious, easy of access and deep enough for all the requirements Harbor Room. of commerce for the present and for the Mr. Lawrence, first officer of the steamfuture. For here can enter as large a ship Texas, remarked to us on Friday vessel as can go to the docks of Liverpool or London. Consequently when the presilast, that the capacity of the river oppodent of the Chicago and South Atlantic site the railroad dock, had been through an accident, subjected to a test of its railroad visited the south to stir up a feeling in aid of his enterprise he came direct to Port Royal, satisfied himself have so successfully stood. The hawser may attach lines to aid them in swinging passengers, have been delivered to the that all he had heard of it was true and with which the Texas was swinging into into or away from the dock. Wind and United States at Bahia Honda. left for home without even going to Sa- her berth parted and let her drift out tide are semetimes adverse and such aids vannah or Charleston at all. As we have and down the stream with the tide. Before she could be brought back to the before said : All roads once led to Rome, dock she had swung entirely around in because there centered all that men the charnel, and although through her wanted in the world, so now, all roads seeking an outlet for western produce, nineteen and a half feet of water, and let them come via Asheville and the French Broad, through Sassafras or she passed over, in swinging, six hundred attached. There is not a ring for the through Rabun Gap, they all tend to feet of the width of the channel, she did purpose on the dock. It was a rather not touch anywhere. This was at about Port Royal, because here alone can they have what they seek, A DEEP WATER half tide. There are not ten harbors in HARBOR ON THE SOUTH ATLANTIC COAST.

### A Petition. The following petition has been signed by sever il hundred citizens of this vicinitv. It is the intention to have it also signed by members of the general assem-

bly and our state officers. To the Honorable Senate and House of Representatives in Congress assembled: Your petitioners residents of the State of South Carolina, in the Cities of Beaufort and Port Royal respectfully repre-

sent for your consideration and action, the urgent and immediate necessity of regular established fortifications and light houses for the better protection of the persons a :d property of citizens residing in the cities of Beaufort and Port Royal, located within the said harbor. The importance of this harbor for military and naval purposes, and the commercia! prominence which necessarily follows natural advantages should entist your earn-

est attention. The Government during the late war upon the recommendation of the U. S Direct Tax Commissioners reserved eligible sites within the harbor for military and naval purposes. The batteries built prior to the late war are totally destroyed, and those erected during the war for harbor defences were abandoned and destroyed, leaving the largest and event. lantic Coast defenceless, and its trade,

The completion of the Port Royal rail road from the deep water of Port Royal harbor with the great railroads of the

west and southwest, has created it the great avenue of commerce to the highway of nations, for those two sections of the United States. The established lines of European steamers now plying from and welfare of citizens, demand at your

And your petitioners will as in duty bound ever prav.

### Irreverence.

Brother Johnson has again fallen from Grace. In last weck's paper he has the following notice of the prayer meeting : Last Sunday evenings entertainment was not well attended on account of the inclemency of the weather. The music of the chin was effectively rendered, however, by the few who were present

In another paragraph may be found the cause of his downfall. It has before now proved too much for stronger men. We found the occupant one day, aiding the stove by the addition of a large and flaming spirit lamp. He said it helped him in getting rid of the Scotch missed.

This is truly awful. Week days he is, we fear, a devotee to another mysterious fluid. At least there is grave cause for suspicion in the following paragraph. The question of the day. Will hop

placed in the mouth of the cannon at the

### A WEEK IN PORT ROYAL. The Steamship Texas.

Direct Trade Legurs Last week in Port Royal was the most stirring of its history. Long coal trains Although well built for that kind of

night our worthy collector, Mr. Gage

Removal of all Disabilities.

On Monday, in the federal house of

from the committee on rules, reported

POST ROYAL .- The port of Port Ro

Mississippi, from New Orleans, fo

age should be considered, and then th

News Items.

Metz, was sentenced to death by th

his orders and his rank in the army.

successes for the republicans.

travel, he found the sand pretty deep in were discharging their loads from the places, and the exercise, however health-Suwanee mines, ready to furnish fuel to ful, quite tiresome. our peaceful line to Liverpool and New Orleans, or, if occasion required, to fr up the war steamers of Uncle Sam on

their way to administer a lesson to the Spanish butchers in Cuba. The lumber trains as usual, came in loaded with the pine sticks, destined to crect factorics in New England, lay floors in South America, build railroads in Cuba, or furnish timbers for house in New York. A million feet were received dur ing the week.

The Ella M. Watts and the Kate M. Hilton, discharged 15,400 sacks of fertilizers to be delivered in Augusta and points west on the Georgia railroad. The splendid new bark Al ce Reed, so

clean and trim that it seemed a pity that she ever should be banged about upon the rough seas, came to take her first load in the first cotton shipped from Port Royal to Liverpool. We certainly ought to get up a little

testimonial for her to remember the The last and greatest event, there came the steamship Texas, direct from Liverpool, bringing three hundred tons of cot-

ton ties. The Texas is a new steamship, built at Dunbarton, Scotland, in 1872. She is 350 feet long, will carry 2200 tons of freight, has good accomodations for passengers, draws, when fully loaded

twenty-two feet of water, and is in all respects a first class vessel. She met with bad weather in trying to reach our port and got ashore south off Tybee. Fortunately the weather was perfectly calm and she got off at high tide without damage of any kind, and came into our spacious harbor with as much case and safety as she could have gone into New York. Her load for New Orleans consisted of crockery, iron goods of various

kind , block tin. etc. The Texas and her consorts of the Dominion Line can only carry into New Orleans nineteen feet:

and they have hitherto been obliged to leave Liverpool with that load although capable of taking several hundred tons more. If freights can be obtained to Port Royal which will be in excess of that which they have been limited to, it will, of course, be a great advantage, as the excess can be brought into our deeper harbor and discharge, leaving steamerightened sufficiently to go into New Or-

be had at New Orleans, by taking in there only coal enough to carry them to this point, supp ying the place there with paying freight and taking in coal here for the balance of the voyage and besides this they can be always sure of several hundred tons of outward freights here. Should our facilities for shipping grow

ble for the conduct of business on the

\$271,573,66. Let us prey. -Hughes, the defeated republican



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CARPETS. Brussels, three-ply and ingrain Carpois of new de-signs. A full stock of low-priced carpots from, 30c, a yard up. Carpots measured for, made and laid with dispatch

LACE CURTAINS. French Tambourd Lace, "Exquisites." Notitigham Lace, "Beautiful." Tamboured Musin, durable and cheap, from \$2.50 a pair and upwards.

CORNICES AND BANDS. Resewood and Gift, Plain Gift, Walnut and Gift Jornices, with or without centres, Curtain Bands, Pins and Loops, Cornices cut and made to fit windows and put up.

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brought into view some things which need attention at once by those responsi-

# we will soon have a line of our own to Some things Needed.

The arrival of the steamship Texas

### -m.Ga Another Southern State Gone.

Texas has been carried by the democratic party by over forty thousand majority. After reconstruction Texas like Georgia, Arkansas, Virginia, North Carolina, West Virginia, Missouri and Tennessee elected republican state officers. A large number of white citizens were willing to give the new party a trial and united with the colored element easily when needed. carried these states. If the republicans had given them good, honest, economical governments, there was every probability that the rule of that party would have strengthened and been permanent; but in those states the same course of reckless expenditure which has characterized the rule of the party in this state, has resulted in drawing from it all the decency and talent which had been at first attached to it. Defeat has overtaken the party and once in power the democracy will wisely provide against future contingencies. South Carolina rulers are preparing the way for a similar revulsion, and they too will find that once hurled from power they will never regain it. depart without delay or danger.

New Countles.

The Edgefield Advertiser understands that at the present session of the South Carolina legislature an application will be made for the formation of two new counties. One of these new counties will be composed of a corner from each of the four counties of Edgefield, Newberry, Laurens and Abbeville, and will be known as Ninety-six county, with the flourishing town of Ninety-Six as the county seat. The other talked of new county will be formed by catting off that portion of Edgefield lying north on a direet line running from Johnston's depot via Meeting street and Mountain creek, on the Abbeville line, wi'lr the county seat in the vicinity of Sardis Church. The Advertiser favors both projects provided the friends of the last named new county will be satisfied with a smaller portion of Edgefield.

railroad dock. There should at once be provided two or more bouys securely anchored in the capacity, which few other harbors could stream opposite the dock to which ships may attach lines to aid them in swinging to sate and speedy movement are indispensable.

Another thing is to remedy a strange over-ight in the completion of the railentire length of 350 feet she was drawing road dock. No posts have been left in building it to which hawsers can be amusing sight to see the captain of a vessel hacking holes in the plank through the world where the same kind of an which to pass his rope, when tying up accident would not have resulted in the to the wharf. The indignant sailor

steamer getting a ground before she opined that "a d-ned land lubber who didn't know a dock from a barn floor, or

could have been righted. This shows the capacity of even the lim- a whale from a mill-dam cat-fish, must horrible murders in Kansas and haurdered ited space now used in Battery river. In a have built the wharf." year from this time we doubt not that Then, too, there was a lamentable want of attention in not being ready the wharves will extend over the whole of that front and begin to work up to- with a berth for the Texas. With eight ward Beaufort on Beaufort river, where hundred feet of dock room there was no there are two miles of deep water, with excuse for making her wait, and then a wide expanse of bay for anchorage giving her only the small space sh got. Everything ought to bend to make the

The Texas left her 'ock at Port Royal first visits of these steamers pleasant, on Sunday morning, purposely passing safe, and cheap. By a little foresight over the bar at dead low water. Her and good judgement the other vessel detention was mainly due to the bad could have been moved in time so that storage of her cargo in Liverpool, the the steamer could have come to her Port Royal freight being placed to much berth, discharged and got away many in the stern and when it was taken out hours sooner than, she did. Someone she was found too much down by the should be in charge who knows the head to go to sea. Other portions of requirements of commerce in this and her cargo were trasferred aft before she other respects. A steamship, like the properly trimmed. Captain Bouche te, Texas, costs a large sum per day, equal thoroughly inspected and tested the probably to two month's expense of a capacity of Battery river and pronounced large sailing vessel, and every hours it amply sufficient to accommodate a delay in our port will injure it in the very extensive commerce. The channel estimation of captains and owners. A is ample in which and depth for the larg- very great improvement will be necesest sceamers in the world to enter and

NOTION

The New Chief Justice.

"The Springfield (Mass.) Republican

says that the nomination of Mr. Williams, of Oregon, to the chair of John Marshall

s Graat all over. After taking the whole summer and fall to look around

centleman whose qualifications for the

lace, to pat it mildly, had not prepared

ither bar or public for his appointment.

Mr. Williams does and does not possess,

and finally comes to the last, but not the

least item-Mrs. Williams-who, it is said, is one of those wonderful Western

little surprises; it is a way he has."

ly due.

in danger of losing all we have gained by the expenditure of so much time, energy, money and anxiety.

### The Custom House.

It is time that we should consider and act upon the necessity of establishing him and make up his mind, our taciturn the custom house at Port Royal. All chief magistra e finally fixed upon a the business of the port will be done at Port Royal, except what comes in at St. Helena sound in connection with the President Grant is addicted to these shipment of phosphate to foreign ports. The It is clearly impossible that the custom miles from the business. For a little while it can be indifferently worked by the appointment of a deputy, but there woman who are equally good at puddings are papers to sign and other business

and politics, and to whose influence it is which is obliged to be done by the collecthought the present appointment is largetor. He has been very obliging in going down to the vessels instead of requiring,

If you want one of those life like as he could, of course, the captains to come to him. There is no certain pictures, go to Echard's.

candidate for governor of Virgi in ha been appointed U. S. district judge in place of Underwood.

-The Virginius and the rest of her

-Incessant rains have produced a great flood in the Ohio river. -A flat loaded with wood drifted out to sea from Charleston harbor on Satur-

day night. The three men on it were lost. -The island St. Ma. of Connes, is the

place of Bazaine's confinement, and he will be sent there this week. Th Marshal received the news of the commutation of sentence without emotion. -A dispatch from Berlin states that

Elizabeth, the Queen Dowager, is dead. -Professor Agassiz, the eminent cientist, is dead.

-A part of the Bender family, the father and mother, who committed the Senator York's brother a year ago, have been captured in Bevinsville, Spartanburg county, in this State. The son and daughter have escaped into North Carolina, where the officers of the law have gone in pursuit of them. It i said their family name is Webb.



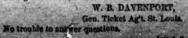
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