

The Camden Confederate.

VOLUME I.

CAMDEN, SO. CA., FRIDAY, MARCH 14, 1862.

NUMBER 20.

The Camden Confederate

IS PUBLISHED EVERY FRIDAY BY
J. T. HERSHMAN,
AT TWO DOLLARS A YEAR,
PAYABLE INVARIABLY HALF-YEARLY IN ADVANCE.

Terms for Advertising:
For one Square—fourteen lines or less—ONE DOLLAR for the first, and FIFTY CENTS for each subsequent insertion.
OBITUARY NOTICES, exceeding one Square, charged for at advertising rates.
Transient Advertisements and Job Work MUST BE PAID FOR IN ADVANCE.
No deduction made, except to our regular advertising patrons.

ADVERTISING TERMS PER ANNUM.

One Square, 3 months,	-	-	-	\$5
" " 6 "	-	-	-	8
" " 12 "	-	-	-	12
Two Squares, 3 months,	-	-	-	8
" " 6 "	-	-	-	13
" " 12 "	-	-	-	18
Three Squares 3 mos.,	-	-	-	12
" " 6 "	-	-	-	18
" " 12 "	-	-	-	25
Four Squares 3 mos.,	-	-	-	16
" " 6 "	-	-	-	24
" " 12 "	-	-	-	30

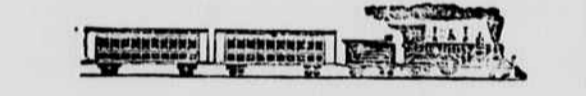
Eight dollars per annum for every additional square.
BUSINESS, and PROFESSIONAL CARDS EIGHT DOLLARS a-year. All advertisements for less than three months CASH. If the number of insertions is not specified in writing advertisements, will be continued till ordered out, and charged accordingly.
Announcing CANDIDATES, three months, Five Dollars over that time, the usual rates will be charged.
No advertisement, however small, will be considered less than a square; and transient rates charged on all for a less time than three months.

TO TRAVELLERS.

SCHEDULE

OF THE

SOUTH CAROLINA RAIL ROAD.



NORTHERN ROUTE.

STATIONS.	DAY TRAINS.	NIGHT TRAINS.
Leave Charleston.....	7.00 a m	8.15 p m
Arrive at Kingsville, the Junction of the Wilmington & Manchester R. R.....	2.45 p m	3.15 a m
Arrive at Columbia.....	4.00 p m	5.00 a m
Arrive at Camden.....	4.40 p m

WESTERN ROUTE.

STATIONS.	DAY TRAINS.	NIGHT TRAINS.
Leave Camden.....	5.20 a m
Leave Columbia.....	6.15 a m	5.30 p m
Leave Kingsville, the Junction of the Wilmington & Manchester Railroad.....	6.45 a m	3.25 p. m
Arrive at Charleston.....	3.00 p m	2.30 a. m.

THROUGH TRAVEL BETWEEN AUGUSTA AND KINGSVILLE

STATIONS.	DAY TRAINS.	NIGHT TRAINS.
Leave Augusta.....	8.00 a m	7.30 p m
Arrive at Kingsville.....	2.45 p m	3.15 a m

MID-DAY TRAIN BETWEEN CAMDEN AND KINGSVILLE,
MONDAY, WEDNESDAY, AND SATURDAY.

DOWN.		UP.	
Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Leave Boykin's, 12.12p. m	Leave Clarkson's 8.20 "	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Leave Claremont 1.248 "	Leave Manchester Junction 8.38 a. m.	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Leave Middleton 1.10 "	Leave Middleton 8.43 "	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Leave Manchester Junction 1.18, p. m.	Leave Claremont 9.08 "	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Leave Clarkson's 1.38 "	Leave Boykin's 9.48 "	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.
Arrive at Kingsville 1.50, Nov. 8—11	Arrive at Camden, 10.20	Leave Camden, 11.40a. m.	Leave Kingsville, 8.5 a. m.

Oats and Cow Peas
FOR SALE FOR CASH, AT THE 'OLD CORNER,'
November 1
E. W. BONNEY.

Notice.
I HAVE THIS DAY, OCTOBER 24, SOLD OUT my entire stock of Goods, Wares and Merchandise, in the town of Camden, to J. M. Springer, Esq., who will continue the business at the same stand I have occupied heretofore in the said town. All persons who are in anywise indebted to me, will please make payment of the same to said J. M. Springer, at an early day; and all who have claims against me will present them to him for settlement.
December 13
R. SPRINGER.

STATE OF SOUTH CAROLINA.



EXECUTIVE COUNCIL CHAMBER,
Columbia, MARCH 1, 1862.

THE FOLLOWING RESOLUTIONS, adopted this day by the Governor and Council, have been ordered to be published:

Resolved, That the sale or delivery of spirituous liquors to troops in service is hereby prohibited, and any person selling or delivering such spirituous liquors contrary to such prohibition shall be deemed guilty of a misdemeanor; and all bar rooms and grog shops within such limits as shall be prescribed by the Confederate commanding officers in their respective districts shall be deemed a nuisance subject to be abated.

Resolved, That the Confederate officers commanding in each of the Military Districts of this State shall, within their respective districts, except within the corporate limits of the city of Charleston, which is otherwise provided for, have full power and authority to take such steps as may be necessary to enforce the prohibition contained in the above resolution, and if requisite for this purpose, to close all bar rooms and grog shops, and stop altogether the sale of liquors to any person whatever.

Resolved, That all bar rooms and grog shops, and other places for the sale of spirituous liquors, within three hundred yards of any railroad station in this State, are hereby prohibited; and to keep, or aid in keeping, such bar room or grog shop, or other places of sale of spirituous liquors, shall be deemed a misdemeanor, and the bar room, or grog shop, or place of sale, a nuisance and subject to be abated.

(Extract from the Minutes of March 1.)
By order of the Governor and Council.
F. J. MOSES, Jr., Secretary.
Each paper in the State will copy twice.
March 14

Notice.
THIS IS TO CAUTION ALL PERSONS FROM trading for a Note given to Mr. M. K. Black, for about two hundred and seventy dollars, dated the early part of the present year, and signed by "Sutherland & Lemond and James Dunlap"—the said note having been lost, and since settled, by a new paper. It was given for the hire of *Phil* and *Charles* for the year 1861.
December 20
E. W. BONNEY.

TEREBENE LIGHT.

THE SUBSCRIBERS HAVING INVENTED A
New and Cheap Oil
FOR BURNING,

offers the same for sale in any quantity. It will burn in any kind of Camphine Lamp, without smoke.
The public are invited to call and see the light, and judge for themselves. An ordinary sized Lamp, filled with the Terebene will give more light than ten sperm candles, at a cost of not more than two cents per hour.

HOCOTT & SUTHERLAND.
Camden, S. C., Dec 13

Notice.
THE UNDERSIGNED INTENDING TO MAKE a change in his business on the first of January next, will dispose of his stock of goods at exceedingly low prices, until that time for cash, or to punctual customers. My object is to turn as many goods as possible into cash, giving the purchaser a LIBERAL bargain for his money.
E. W. BONNEY.

Winter Clothing and Hats.
A LOT OF PRIME WINTER CLOTHING—also HATS, in a great variety of styles, for sale by
November 1
E. W. BONNEY.

Pure Wines,
FOR MEDICINAL PURPOSES, FOR SALE BY
November 15
J. J. McKAIN.

ZOLLICOFFER.

BY H. L. FLASH.

First in the fight, and first in the arms
Of the white-winged angel of glory,
With the heart of the South at the feet of God,
And his wounds to tell the story:

And the blood that flowed from his hero heart,
On the spot where he nobly perished,
Was drunk by the earth as a sacrament
In the holy cause he cherished.

In Heaven a home with the brave and blessed,
And, for his soul's sustaining,
The apocalyptic eyes of Christ—
And nothing on earth remaining,

But a handful of dust in the land of his choice,
A name in song and story,
And Fame to shout with her brazen voice,
"DIED ON THE FIELD OF GLORY."

Affairs at Savannah.

The following interesting correspondence we take from the *Charleston Mercury* of Monday last:

SAVANNAH, Saturday March 8.

The Condition of the Savannah Defences—Spirit of the People—The Chatham Artillery—Gen. Walker's Resolute, etc., etc.

A visit to this place is an antidote to the blues. It is refreshing to see the spirit of the army and people, and to witness their defences. I have examined all their river and inland batteries, and the people may well feel prepared to resist the approaches of the enemy. I shall not withdraw the mask from the many formidable works now frowning defiance to the foe. I was particularly struck with the number and completeness of the light batteries. Among these I was particularly impressed by the Chatham Artillery, Captain Claghorne. The drill surpassed anything I have seen. The officers were perfectly at home in their duties. Their horses are superb animals—matches—in fine order, and as they galloped into position in line, I felt satisfied they would make their mark when opportunity offered.

Upon my inquiring in the army whether any depression had been produced by our late reverses, I universally received the same reply: "Not at all—they have only made us mad, and we are determined to wipe them out when the opportunity is afforded us."

It was a privilege to converse with the gallant veteran, Gen. W. H. Walker. Would to heaven that his spirit actuated us all! He openly announces his determination to burn the city rather than it shall fall into the enemy's hands, or the dwellings be used by the enemy in a fight with his troops. As for capitulation, he scouts it, and openly announces that, if he had been fighting for a week, and a deputation of citizens were to wait on him to capitulate, he *he will hang any man who makes such a proposition as soon as the rope can be adjusted around his neck.* These views this bullet-scarred hero openly promulgates, and all know him too well to doubt for a moment that what he says he will do. The General is the military commandant of Savannah, and, notwithstanding its occupation by the many thousands of troops, the citizens assured me they had never, in peace, known their city kept in such perfect order and quiet. So much for the spirit of one man. Would that we had many more such men! The General informed me that, as soon as South Carolina seceded, he offered his services to our authorities; and again, when Port Royal was attacked, he hastened to our assistance. He is indeed a Chevalier de Bayard.

The Georgia soldiers avow that Savannah is part of their soil—the door-way to their State. That even if the citizens (of which they have no fears) were willing to re-enact the disgraceful scenes of Nashville, they would not be allowed to do so. Regarding the city in a military point of view—the property of the State—they have as much right to the land and its brick and mortar as the proprietors, and they never will permit the footprints of the enemy on its soil.

Such views should prevail everywhere. If Gen. Walker's opinions prevail, there will be no inducements to those addicted to the pleasures of home, or the love of money, to accept or offer terms of capitulation, for there would be left no private property to be protected. I do not advocate the burning of our cities on the coast by ourselves, but I can imagine a worse alternative—their preservation as the price of our infamy, as at Nashville.

OCCASIONAL.

Description of the Merrimac.

The screw frigate Merrimac (now called the Virginia) was built at the Charlestown Navy Yard, Massachusetts, in 1855. This splendid vessel, regarded as the finest of the seven screw frigates built in 1854-'55, was of 3200 tons burthen, and carried an armament of forty heavy guns. At the time the Northern officers deserted the Gosport Navy Yard, they fired the Merrimac, and burnt her to the water's edge. For many months, since the Navy Yard has been in our hands, the work of transforming the half-burned wreck into an iron clad floating battery, has been going steadily onward. Heavy timbers were framed on either side of the vessel, at such an angle as to form a roof over the gun deck, and by a double layer of railroad iron, placed crosswise and covered with iron plates, this roof was made completely bomb-proof. Light and air is admitted through a grating connecting the upper edges of both faces of the roof. The sides of the vessel, as far down as six feet below the water mark, are likewise heavily plated with iron. The engines and machinery of the ship are also all below the water line. She mounts only ten guns. Of these four (ten-inch Columbiads) are of each side, with a heavy rifled cannon at the bow and stern. The Merrimac is commanded by Com. Franklin Buchanan. She is thought to be almost impregnable, and French officers who have visited her have pronounced her a more formidable engine of war than either the Warrior or La Gloire.

THE MINNESOTA, CUMBERLAND AND CONGRESS.

The screw frigate Minnesota, driven ashore and badly crippled by the Virginia, is one of the best vessels in the enemy's navy. She was built at the Washington Navy Yard in 1855, is of 3200 tons burthen, and carries 40 heavy guns.

The Congress was a sailing frigate of 1867 tonnage and 50 guns. She was built at Kittery, Me., in 1841.

The Cumberland was a sailing sloop-of-war of 1726 tons and carries 24 guns. She was built at Charlestown, Mass. in 1842. Both these last named vessels have been destroyed by the Virginia in one evening's work.

SPIES.—There are unmistakable indications, says the *Augusta Chronicle and Sentinel*, that the South swarms with Lincoln spies. The information by which the Federal troops guided their movements in Tennessee could only have been obtained from spies or traitors. The details given by the *New York Herald* of the stock of cotton in Augusta, and other particulars relating to our city, must have been derived from similar sources.

The cotton States must soon become a vast military camp, and throughout their whole extent military law should partially, if not wholly prevail. Every man should consider himself a detective, whose duty it should be to detain for examination all transient, suspicious persons. Especially should this be done along the lines of railroads. By their means almost unrestricted communication has been maintained since the commencement of the war. It is time some system should be adopted to prevent the conveyance of information to the enemy. The passport system is more objectionable in imagination than in fact, it is of little inconvenience to true men and is very effectual to traitors. We think the necessities of our situation require its adoption.