### TELEGRAPHIC.

London, April 27—Evening.—Queen Victoria has written a letter to the King of Prussia, in which she takes ground in favor of the recent moderate propositions of France in regard to the disposition of Luxemburg, and advises him to accept the plan of compromise, to which Napoleon is not unwilling to accept.

Parts April 28. France. Our Cable Dispatches. willing to accept.

Paris, April 26—Evening.—After business hours

rumors of a peace congress were discredited.

Paris, April 27.—It is officially stated that the Emperor has expressed satisfaction with the negotiations now in progress for the settlement of the Inventory operation. uxemburg question.

London, April 28.—At a late hour last night the

Prussian government signified by Telegraph its acceptance of the proposition made by the Queen of England for a General Conference of the Great Powers, to be held at London, to sattle the Luxemburg dispute on the basis of neutralization of the Grand Dutchy to be guaranted by all the powers represented at the Conference. St. Petersburg, April 27.—It is said that the Russian government will receive from the United States a fleet of iron clads instead of a stipulated sum of money in payment of the cession of the

LONDON, April 26-Evening .- Consols 91. Bonds LONDON, April 27-Noon. Consols 914. Fivetwenties 701.
LIVERPOOL, April 26—Evening.—Cotton advanced. Middling Upland 11c. Orleans 114c.

vanced. Middling Upland 11c. Orieans 11c.
Sales 20,000.
ENTREPOOL, April 27.—Cotton firm. Sales 15,000
bales. Uplands at 111. Orleans 111.
PARIS, April 26.—Evening.—Rentes declined slightly from an advance of one franc during the day.
FRANKFORT, April 28.—United States bonds are quoted at 75.

European News by Steamer. New York; April 27.—The stramer America, from Bremen, 15th, and Southampton 16th, has The Paris journals assure the public that there The Paris journals assure the public that there will be no war about Luxeraburg, as a peaceful solution of the difficulty was about to be found.

The Etendard says that it was not to be affected by the reutralization of the Grand Duchy, as such a proposition would not be accepted on either side of the Rhine. On the other hand, foreign correspondents to London fournals say though war may be avoided for the moment, it is certain to come. It is said that Rismarck is anxious for peace and Count Mothe prefers immediate war, as Prussia

Count Moltke prefers immediate war, as Prussia is quite prepared and has three chances to one over France. over France.

In the Bohemian Diet ninety of the members formally protested against the irregularities with which they declared the present elections to have been attended, and throwing up their posts as Deputies quitted the Chamber.

A proclamation has been published in Rome calling upon the population to rise against the Papal Government, and promising the support of A telegram from Athens says the Greek steamer cadis has made her third successful voyage to india, and landed provisions, municions of war

and clothing for the insurgents. The National As-sembly has proclaimed religious teleration, the equal rights of Turks and Christians, and security for the property of both.

New York, April 28.—The new steamer Cambris, from Southsimpton on the 17th, arrived this morning. The Paris Presse has a rumor, that Bismarck would resign, in consequence of a difference, of opinion between him and the king, the latter being unwilling to accept the evacuation of Luxemburg on principle. It was said that Vondergaitz would succeed him. Beports were current of the arrest of Prussian officers by the French authorities at Thisnville. officers by the French authorities at Thianville and of the arrest of French officers at Mayence

nd Landau but they were declared unfounded A circular from the French War Office fixes th ion from military service at 3000 1867, and each year-remaining at nt to a draft of the Federal Constitution y which the strengthy of the tray on a peace coting could remain that a district that a common

lization of Luxemburg. A Frankfort formal system all the workmen in iron and timber to be a research in Strasburg are engaged for a rose in the arsenal and heavy guns are being formal from Strasburg to fortify Meltz.

Washington. Washington. Third Stevens has written a letter for publication, washing upon the remarks of Senotor Wilson's has speech at Hampemarks of Senotor Wissons has speech at Hamp-on Roads, in which he said-there would be no im-ediment to Southern Bepresentatives in Congress they elected Union men, etc. Stevens, in his ster, says no man should make promises for the arty. By what authority does any one say that y the election of loyal delegates they will be ad-itted? By what authority does he say that Vir-inia will elect two loyal Senators when there is ginis will elect two loyal Senators when there is no Virginia? He concludes as follows: Who is and virginia. Instances as follows: and peddle out smiestic? I would say to the most guitty expect punishment and then quietude; but first, a mild confiscation to pay those who have been obbed by disloyal men. These are my wishes, and mine

House Par Brom Richmond, Va. Brosnosp. April 28. The call for a State Con-May 29th, is being circulated among the legisla-tors for signatures. May 19th, is being circulated among the legislature for signatures.

The Tegislature has passed to engressment a Rill appropriating \$80,000 for the education of white and black childred.

General Schofield to day served a warning on the Richmond Times: (The warning says the editorials are likely to create animosity, and its course cannot longer be tolerated.

Public Moeting in Augusta, Ga. Approxia, April 27.—Gov. Brown addressed a large meeting of citizens this evening at the court house. He took the same ground as he did in his Savannah and Atlanta specifies. He divised the people to accept the terms of Congress, as being people to social this terms of Congress, as being the best and only hope of Southern restoration. Permission opposition will enaphysis the Northern people and will lead to configuration, when, on the other hand, a prompt acceptance of the terms offered will lead to a speedy restoration. The address was received favorably.

From Mexico.

New Orlians, April 27.—Hon. Lewis D. Campbell states that the messenger dispatched by him to Islades at San Luis Potosi, with instructions to proceed over Tampico, was advised by Gen. Reynolds at Brazos Santiago, to proceed overland from there, in consequence of Gomez and Canales being at Tampico with about four thousand men in the interest of Oriega. Though ostensibly in the Liberal interest, their whole object seems to be to secure the revenues of the custom house. be to secure the revenues of the custom house. They refused to obey Junez wien ordered to join him at Queretaro.

From Pittsburg. Pressure, April 27 .- The Southern famine subeription; in this city, exceeds tive thousand dol-

From California. San Francisco, April 27:—In the case of McCall versus Gen. McDowell a verdict of six hundred and fifty dollars was rendered for plaintiff, who was imprisoned for explising over Lincoln's assassing-

de finon . From New Orleans. New Ornsans, April 25.—Another crevesse in the parish of Ascension sericusly endangering the newly built levee.

From Philadelphia. PHILADELPHIA, April 27. The postoffice at Lock-am was broken into and robbed last night. Market News 1 State 1

NEW YORK, April 28.—The steamship Tonawanda as sailed for Savannah, and the schooner B. H. lones has arrived from Charleston.

NOON DISPATCH. NEW YORE, April 27. Flour less firm. Wheat dull. Corn 2c. lower. Pork quiet; new mess, 227 for middling upland. Freights quiet. EVENING DISPATOR.

Cotton 1a2 better; Sales, 2,600 at 28a281. Prices less active and unchanged. Wheat less active. Corn opened 1a2 lower; closed firmer. Whisky quiet. Pork dull and lower; New Mess, 22 65a quiet. Pork dull and lower; New M. 22 80. Naval Stores and freights quiet. Mostos, April 27.—Sales to-day 1000 bales; mar-MORILE, April 27.—Sales to-day 1000 bales; market firm; middling 24a25. Receipts, 136.

New Orleans, April 26.—Sales of Cotton 3700 bales; active and higher; Low Middlings 22a234.

Receipts of the week, 60,621, against 90,121. Exports, 24,404. Stock, 139,844. Sugar, demand limited; fair, 12f. fully fair, 13; prime, 13f. Molasses, 72 for prime. Flour dult, small sales, superfine held at \$13. Corn—market bare, small sales, unchanged. Bacon—shoulders, 95; rib. 11f.; cleared, 12f. Lard steady; 13fa14. Coffee—demand fair; 23fa25f. Gold, 138f. Sterling, 48fa52f. New York Sight, \$2f. Oats tending upward, 85. Pork dull and unchanged.

New Orleans, April 27.—Cotton active; sales 4,000 bales, 1fc, higher; how middling, 24; receipts, 729 bales; exports, 2,506 bales. Sugar and molasses nominal and unchanged. Flour dull and unchanged; superfine, \$13a13 25. Corn easier; mixed, 47f.; white 50. Oats easier at 83a85. Pork dull; mess, nominally \$20 25. Lard steady and unchanged for Western. Whiskey \$2 30. Gold 186f. Sterling 47a49f. New York Sight, \$2f.

THE FATE FIRE.—For the past two or three days workmen have been engaged in clearing away the debris of the fire from the cotton, which has been thoroughly saturated with water, and a great deal of it saved. After drying and picking, about one hundred and fifty bales will be still marketable.

[Savannah News.]

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### The Firemen's Parade.

The day dear to every fireman's heart dawned bright, clear, and beautiful, the heavens smiled propititously, and the forebodings expressed by some croakers, that it would certainly rain, were at once dissipated. Extensive preparations had been made, both by the firemen and their fair friends, to celebrate the day in a becoming manner, and, long before the hour appointed for assembling, the fancy uniforms were to be seen flirting in every direction.

Every available standpoint on the route was soon crowded with eager faces, and Meeting street was suddenly transformed from its usual every-day appearance to a continuous gallery of beauty and loveliness. The long verandah of the Charleston Hotel and the windows of the large wholesale stores in the neighborhood were crowded with adies, who had secured these advantageous positions at an early hour. The Citadel green had been selected as the rendezvous, and the different companies were promptly on the ground at the appointed hour, but an unexpected difficulty was presented in the command of General SIGRLES that a United States flag should be carried at the head of the column, and should be saluted when the companies passed in review.

In consequence of this command it was necessar ry to procure a flag suitable for the purpose, and the procession had to be delayed for several hours in consequence. The following is the order:

HEADQUARTERS SECOND MILITARY DISTRICT, CHARLESTON, S. C., April 27, 1867.

GENERAL: You remember the regrets we expressed to prominent citizens on the day of the last firemen's parade, that the American Flag was not to be seen in the column. This was then said to have been an inadverten.

If the recorded to me this promine that amount of the propriet of the second of the column. mission. It is reported to me this morning that among he various emblems borne by the several companies at he rendezvous, on the Citadel Parade Ground, the fiag I desire that you will at once send for the Chief of the Fire Department and inform him that the National Standard must be borne in front of the column; that an escort of honor, to consist of two members of each company present, will be detailed by himself to march with the colors; that the cc'ars be placed opposite the reviewing personages on the ground designated for the review, and that every person in the column shall salute the colors by lifting his hat or cap on arriving at the point, three paces itstant from the colors, and, carrying the cap uplifted marching past the colors, to the point three paces distant from the same.

The Mayor of the city, the Chief of the Fire Depart-The Mayor of the city, the Chief of the Fire Department and the Foremen of Companies will be held responsible for the observance of this order; and they are

ereby authorized and requested to arrest any person who disobeys it.

You will take such measures as you may find necessary to ensure the execution of this order. Very respectfully, D. E. SIOKLES,

Major-General Commanding
To Byt. Brig. Gen'l. H. B. CLITZ, U. S. A., Commandi Post of Charleston, S. C. OFFICIAL: J. W. CLOUS, Capt. 38th Inft., A. A. A. G.

On the arrival of the flag at the Green the line was formed by the Chief, and a detachment of two was formed by the Chief, and a detachment of two men from each company appointed as a color guard. The flag was borne by a member of the Hook and Ladder Company, and the color guard marched at the head of the column immediately in front of the band. The procession moved at 114 A. M., and proceeded down the main road to Calhoun street, from that into Meeting, down Meeting into Broad, countermarching in that street, and was reviewed by the Mayor and Aldermen in front of the Guard House, where the flag men in front of the Guard House, where the flag was saluted. Each engine was beautifully decorated and occupied the same place in the procession which had been assigned it in the programme. The color guard marched at the head of the procession and were followed by the fine band of the 6th Regiment, whose sweet notes informed the spectators that the firemen were on the route. The Chief and Assistants, and the Mayor and Aldermen were immediately behind the music and

preceded the firemen.

The Hook and Ladder Company was at the head of the column, and though the truck was rather bare of intural ornament, its angles, were concealed by a falloud means; the led on were entirely of the foliation along the large United States breeze. Wreaths of flowers were en wind around the machine, and it was evident the Lie Took and Ladder Company vere aided in their decrations by the nimble fingers of the ladius. The officers

of the Company are JAMES HECTON, Forman. PETER JONES, Assistant Foreman. H. BARBER Treasurer

This Company was incorporated in December, 1865. Their trick was made by — HABTHDORKE, New York, and is fifty-four feet long, the longest ladder be ng forty-five feet. The roll calls for forty men, of whom twenty-nine paraded. forty men, of whom twenty-nine paraded.

The Charleston Fire Company of Axemen, more familiarly known as the Pioneer, came next in line, and the white uniforms of the men and the burnished appearance of their pet, the "Little Sue," at once attracted attention. A wreath of flowers and evergreers encircled the boiler, and a pyramid of flowers was inserted in the smoke-stack. The engine and how real was liberally decorated with wreaths and garlands. The steamer is from the manufactory of CLAPP & JONES, and the company was incorporated and chartered in 1801, making it was incorporated and chartered in 1801, making it the oldest in the Department. The officers of the company are:

E. D. ENSTON, President. J. H. RENNEKER, Vice-President.

E. A. CHAMPLIN, Second Axeman.
GEO. DOUGLAS, Third Axeman.
W. WELLING, Fourth Axeman.
E. E. HEWES, Ohief Engineer.
J. C. SIGWALD, Assistant Engineer.

The company paraded eighty men. The Eagle, which was the next oldest Company

The Eagle, which was the next oldest Company, followed the Pioneer, and the men carried a banner which had a spread eagle on one side, and the name of the Company on the other. The engine was beautifully decorated with wreaths pendant from brakes, and carried a blue flag with the inscription, "Our Nelly," in gilt letters. The hose reel was surmounted by a gilt eagle, and was ornamented with wreaths and flowers. The motto of the Company is "Semper Parati," and her officers are—

R. S. DURYEA, President, W. McINTOSH, Vice-President. J. P. BREDENBURG, First Director. JOHN HEINS, Second Director. M. C. O'NEIL, Fourth Director. W. A. COBURN, First Axeman.

J. A. STEWART, Second Axeman. O. E. JOHNSON, Tressurer. The present is a hand engine, and was built by BUTTON & BLAKE, at Waterford, N. J., in 1860; the any was incorporated in 1818.

white suits of the Vigilant were next in the The white suits of the vigilant were next in the line of march, and all eyes were turned toward the engine, for it was evident from the floral arrangements that the Vigilants had not been neglected by the ladies, but the popularity of the company continued unimpaired. Over the air chamber was a pyramid of flowers sing to that of last year, but a close inspection shad that there was nothing ancient about the ornament. The brakes and red were said that a programment of the company

and flowers, and the appearance of the company spoke well for their officers, who are: 8. Y. TUPPER, President. L. D. MOWRY, Vice-President, J. F. TORRENT, First Director.

P. BROWNE, Second Director. L. O'NEIL, Third Director. F. McCabe, Fourth Director. TORRENT, First Axeman. E KERRIGAN, Second Axeman. Ninety-five men were on the ground in uniform

The engine is a hand, JEFFERS' make, from Pawtucket, R. I., and stroke double break, ten inche cylinders, and is twelve years old. The company was incorporated in 1819. Next to the Vigilant, came the grey coated Phonix boys, who carried a banner with their device on one side, a Phonix rising from her ashes, and on the reverse, the motto Pro bono publico, and the date of organization 1826. A wreath was tastefully placed around the boiler bearing the in-scription the "Vigilant greets the Phoenix," and oth-er floral ornaments were attached to different parts of the machinery. On the Hose reel the greatest care had been lavished, and a beautiful wreath with

the motto of the company in gold letters in the centre, was affixed to the front. It was not necesbary to be told of the fact that it was a present from the ladies, as none others could have created such an ornament. The Phoenix is one of the most popular companies and has always been a favorite of the fair sex. The engine is a JEFFERS

teamer, and the company officers are
W. E. HOLMES, President.
V. MILINOR, Vice President.
GEO. TUPPER, First Director.
W. K. PENNAL, Second Director. W. L. KEAN, Third Director.
Fourth Director.
N. B. BYAN, First Axeman.

F MATHESON, Second Axeman.

F. MAIHESON, SECOND AXEMAN.
S. WILEY, Third Axeman.
O. O. PANSIN, Fourth Axeman.
W. A. WITHINGTON, Engineer.
R. S. CATHOART, Secretary.
W. A. KELLY, Treasurer.

85 men were on the parade.

The Charleston was ornamented with wreaths and festocas of flowers, which hung from the brakes and machinery. The motto of the company, "We are ready," was to be seen in bright gold letters through the green decorations.

The following are the officers:
J. C. LACOSTE, President.
T. W. TILTON, Vice-President.
T. MURRAY, First Director.
T. KENEDEY, Second Director.
T. L. DAVIDSON, Third Director.
W. K. KORBER, Fourth Director.
J. F. WELSCH, First Axeman. 85 men were on the parade.

F WELSCH First Axen

J. F. WELSCH, FIRE TYERRAN.
P. CUNNINGHAM, Second Axeman.
GEO. McLEAN, Secretary.
S. WEBB, Treasurer.
J. W. MACKAY, Engineer.
H. W. SCHROEDER, Solicitor. W. FITCH, Surgeon. The company was incorporated in 1826, and has Jeffers hand engine. 43 men paraded.
The Ætna steam engine came promptly up to saturated with water, and a great deal ing for a lost member. The decorations on the ladies turned out en masse, and the bright eyes ing for a lost member. The decorations on the ladies turned out en masse, and the bright eyes engine were parti-colored for the same reason; but the combination of white, black and green at gained many new adherents for the different commarks.

tracted considerable attention, and added greatly to the appearance of the engine. The officers are C. F. SWEEGAN, President. JOHN A. QUACKENBUSH, Vice President.

C. M. MEYER, First Director. T. LYONS, Second Director. S. HARVEY, Third Director. P. W. PETTERSON, Fourth Director. BAIL, First Axeman. T. WHENHEIM, Second Axeman. JOS. WILLIAMS, Third Axeman.

WM. HARVEY, Fourth Axeman. C. C. WIGHTMAN, Engineer. DR. A. FII'CH, Sutgeon. JOHN McLEISH, Secretary.

JOHN McLEISH, Secretary.
ORAN BASSETT, Treasurer.
Forty men paraded. The engine is a steamer.
and the Company was incorporated 1826.
The Florence Fire Company has been already mentioned, her decorations were not altered, and the general appearance of the machine was the same. The black pants and red jackets of the visitors were in keeping with the color of their engine. Their flor was a red cook on a white ground. gine. Their flag was a red cock on a white ground. The brass and steel works were burnished until hey reflected back the sun's rays, and the fair face of the company's namesake was surrounded with a groen wreath.

The Marion, although recently changed from

hand to steam, is still the same old swamp fox, and Renard was as much at home on the boiler of the new machine as on the old. Their pennon was blue silk, inscribed with the motto "We'll Try." The reel was built in Charleston, and, together with the engine, was beautifully decorated. The

officers are : J. H. STEINMEYER, President. T. S. SIGWALD, Vice-President. A. S. BEAUSANG, Secretary.
W. G. HAWKINS, Treasurer.
M. MAXEY, First Director. J. P. CAHILL, Second Director JAS. McNEIL, Third Director. C. PATTERSON, Fourth Director. JOHN DOLAN, First Axeman. T. R. KEEGAN, Second Axeman. GEO. MoNEIL, Third Axeman. C. CAMPBELL, Fourth Axeman.

C. CAMPBELL, Fourth Axeman.
W. H. SIGWALD, First Engineer,
W. H. FERRIA, Second Engineer.
Dr. T. R. ALDRICH, Surgeon.
The date of incorporation is 1839; the engine is a
Clapp & Jones steamer, and was obtained on the
lat January. Fifty-four men paraded.
The German Fire Company had their machine
tastefully crnamented with flowers and evergreens,
and the harmon recently presented to President. and the banner recently presented to President Stemmerman was carried in the front of the Company. A beautiful wreath was affixed to the en-rine with "success" in the center in gilt letters and German characters.

A. STEMMERMAN, President.
JOHN H. ALBERS, Vice President.
JOHN BRUNINGS, First Prector.
C. BERREGE, Second Director.
JOHN BEHR, Third Director.
H. H. VON EIKEN, Fourth Director.
J. T. JOHANNS, Pifth Director.
GEO. MARJENHOFF, First Axeman.
JOHN C. WOHLERS, Secretary.
WM. BRUNGES. Tressurer.

WM. BRUNGES. Treasurer.

J. MORLENS, Engineer and Hall Keeper.

50 men paraded.

The Palmetto Fire Company, with their new steamer were generally admired, and the floral prinaments and burnished brass works of the engine attracted considerable attention. 40 mer re present. The officers are TROMAS M'LLER, President

JOSEPH RIDDOCK, Vice President.
J. LONG, First Director.
T. CASEY, Second Director.
J. RUMLEY, Third Director. H. FERGUSON, Treasurer. MOINTIRE First Axeman.

J. LANIGAN, Second Axeman, The Hope Engine was decidedly the most ele The Hope Engine was decidedly the most elegantly decorated in the procession, and the care bestowed upon her adornings, was amply repaid. Between the breaks and in the centre of the engine was a bower, constructed to describe a covered arch over the engine, the back ground of this arch was a painted representation of the sea and sky, with a ship in danger of being wreaked. On the platform a little girl, "the goddess of hope," was seated holding her anchor steadfastly. The back of the bower was a white ground ornaback of the bower was a white ground ornamented with green wreaths; other ornaments were scattered profusely over the engine, but were principally floral wreaths and garlands. The company carried a banner with their motto and painting.

The Company have a fine hand engine, and were inco porated in 1842. Their engine was built

were on the ground.

OFFICERS : r. PETERS, Secretary J. MONAGHAN, First Axeman. T. O'NEALE, Second Axeman. SEMKE'. First Director. Q. PAT1. 30N, Second Director. WATERMAN, Third Director. S. DEVEAUX, Fourth Director

B. RIVETT, Engineer.

The Washington Company had their engine and hose reel very tastefully mamented, the flowers being an anged around the spokes of the wheels in the shape of large stars. These stars were beautifully made, and in turning the wheels their position was not affected in the slightest. It was evidently the workmanship of some fair hands, and reflected great credit more the authors. The moteffected great credit upon the authors. The mot o of the Washington is "ready and willing," and

eir officers are-J. B. MARTIN, President.
L. KAVENAGH, Vice President.
THOMAS HOGAN, First Director. F. BACHUS, Second Director. T. BROWN, Third Director. MORAN Third Aveman

orporated in 1849. The Stonewall's grey uniform would have at once told their names without the aid of a picture of the military hero, which was posted conspicuously in front of their engine. It was encireled by a wreath of immortalles, and on the back was the name of the Company and their dat e of organiza-tion. The engine was beautifully ornamented with flowers and evergreens, and proved that she was not only the favorite of the Company but the t of the ladies. Forty-five men were present The officers are-

G. S. BUISI, President.

JAQUE RENTINRS, Vice-President. JOHN MILLER, First Director.
A. PRINCE, Second Director.
J. E. HOINEST, Third Director.
THEO. A. SMITH, Fourth Director.
A. BROOKBANKS, First Axeman. CHARLES W. SEIGNOUS, Second Axeman.

The Young America was the last, and closed the procession. Her engine, a steamer, was not able to make as great a show as some others, on account of the absence of the brass works; but this was obviated by the wreaths and garlands that decorated the boiler, smoke-stack, and other parts of the engine. The motto of the Company is, "Where duty calls there you'll find us," and the officers are:

JAS. S. WESTENDORFF, President. JNO. F. BRITTON, Vice-President. A. W. ROSE, First Director. P. FREANEY, Second Director. C. HARVEY, First Axeman. M. LAULER, Second Axeman. M. CAREY, Third Axeman. M. FARRELL, Fourth Axeman.

J. ROSE, First Engineer. W. MAHONEY, Second Engineer. W. W. HAR1, Secretary. Forty men paraded. Preparations had been made on Friday for the playing off, and a long wooden platform had been aid in Broad street, under the supervision of Mr. W. P. Patterson. This platform was constructed differently from that of last year, being inclosed by an outside railing, which effectually kept out all but the Judges and those authorised to enter. After the different companies had passed in review they took the positions assigned them for the exercise. The engines drow their water from a well in Broad street, near King, and sent the stream in the direction of Meeting street. Each hand engine was allowed fifteen minutes, and each steamer thirty minutes, from the time they took position at the well, and were to use fifty feet of hose. Messrs. R. M. Alexander, C. P. Aimar and J. C. E. Richardson, were appointed judges, and Mr. Geo. A. Bowman and Mr. B. M. Strobel measured

The order of playing off in the hand engines, and the different distances thrown, are as follows:

1. The Stonewall was the first, and sent a stream
166 feet—5 inches. 66 feet—5 inches.

2. The Vigilant, 190 feet—10 inches.

3. Charleston, 168 feet—9 inches.

4. Florence, 156 feet—11 inches. This engine was capable of sending a stream to a greater dis-tance, but the cylinders became choked and drew up air instead of water.

5. Eagle, 175 feet-6 inches. The Eagle burst 6. Hope, 171 feet—2 inches.
6. Hope, 171 feet—2 inches.
7. German, 193 feet—4 inches.
The distances obtained by the steamers were:
1. Washington 204 feet 10 inches.

2. Young America 234 feet 2 inches. 3. Ætna. This engine met with some accident, broke down, and was prevented from participating Palmetto 252 feet 1 inch.

6. Phœnix 212 feet 8 inches.

Marion 215 feet 10 inches. The prizes were awarded to the German hand engine and to the Palmetto steam en ine.
The exercises had been delayed so long that the day had drawn to a close, and the last engines were worked when it was nearly dark. The prizes were awarded by Ex-Chief Geo. A. Bowman, who, in a neat speech presented the cups to the victors. He was replied to by President Stemmerman, of the German, and Mr. R. T. White, of the Palmetto. These gentlemen severally thanked the Judges for the compliment paid them. The different companes were then dismissed and took their engines to to their enyers boyces and Bread street which. to their several houses, and Broad street, which s few minutes before was a scene of life and loveliness, faded into its common every day appearance and the wet streets and platform were all that remained of the Firemen's efforts. The day was all that the most ardent fireman could have wished, and the attendance of spectators, both at the windows and on the sidewalks,

panies. Every house on the route, from the citadel Green to Broad street, was filled with spectators, and notwithstanding the unavoidable delay, little impatience was manifested. The greatest order prevailed, and the entire programme was carried out without any derangem the exception of the delay occasioned by the order of Gen. Sickles.

[ From the Boston Traveller.] Ship Building Interests of New England. But few large ships are building this year; for some time past they have not been profitable in-

vestments.

Low freights in Europe, East Indies, California, and at the Chinchas, &c., and the enormous expenses of sailing vessels, in consequence of high wages for officers and seamen, high prices for provisions, outfits and insurance, and also for all kinds of mechanical work and manual labor especannot of mechanical work and manual labor espe-cially connected with ships, such as caulking, re-pairing, loading and unloading, have caused our finest merchant ships to be entirely unremunera-tive for several years past. At the same time a certain class of vessels have paid well, and now are a favorite class in the market, meeting with a a favorite class in the market, meeting with a ready sale at good prices.

These popular vessels are large brigs and schooners, from 400 to 200 tons burthen. No full-rigged brigs are equipped now, and in a few years this once numerous and every sightly class of vessels will have entirely passed away from our commercial marine. Not exceeding lifteen or twenty visit this port in a year, and those mostly foreignstather. French or Swede. There are also no

ers, either French or Swede. There are also no "topsail schooners" rigged now-a-days, and nothing of consequence but hermaphrodite brigs and "fore-and-aft" schooners. There are no vessels affoat so profitable as these large brigs and schooners. With few yards and heavy spars aloft to "thrash out" sails and rigging, and requiring but few men to man and naviging, and requiring but lew men to man and navi-gate them in proportion to their large tonnage and great carrying capacity, and requiring conse-quently less stores and provisions, this class of vessels can "make money" when large ships are either idle at the wharves or sailing at a loss to their owners. From these considerations it will be seen that this class of vessels are at the present time the most desirable and repulse and there

time the most desirable and popular, and they are in the future to fully employ our New England Ther again these vessels are adapted to all kinds or domestic and foreign commerce, bringing coals from the provinces or Philadelphia; lumber, cotton or naval stores from the South; molasses, salt and sugar from the West Indies; coffee, hides

salt and sugar from the West Indies; coffee, hides and wool from South America; hemp, iron, chemicals, drugs, dye stuffs and fruits from Europe.—
They need never be idle. 1

The English now do a large part of our foreign carrying trade. The Liverpool imports into Boston are mainly brought by provincial vessels, which can live and meet their bills, while our shipowners would starve; such is the enormous difference between the expenses of sailing their ships and ours. Vessels can be built in the provinces for about one-half as much as in Maine or Massachusetts. French, Durch and North of Europe ships can be sailed much less than even the English. The captain of a first-class New York or Boston clipper receives higher monthly wages than the whole Dutch or Swedish ship's company, and the sum that would be required to furnish cabin stores for an American Indiaman or California packet would be sufficient to purchase the provisions for a German or Danish bark for a voyage round the world. Until these expenses are reduced, and the cost of building ships, also, by the restoration of our currency to gold values, it will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with will be in vain for us to attempt to commeta with the cost of building ships, also, by the restoration of our currency to gold values, it will be in vain for us to attempt to compete with foreign shipping for even our own foreign commerce. But the immense coastwill trade is limited to American foottoms, and this great interest will give employment to many new

ELECTION OF MAGISTRATE AT MILTON HEAD. - W. have been furnished with an account of the elec-tion of Justice of the Peace at Hilton Head, Port Boyal, S. C., on Saturday last. The vote stood as follows: follows :

Whole number.

C. W. Brown.

Wm. Cantwell.

The election was ordered by Col. Hamilton, to avoid the expense and trouble of a Provost Court. The white residents have had no court facilities short of Gillisonville, a long distance away, and this military intervention will be of great convenience to them polls were in charge of Captain D. McGree

ndrew Graham, and James M. Crawford. We are informed the election may be contested General Sickles, on the ground that the neroes (the most numerous voters) were improper

# THE CLOTHING HOUSE

### L. tablished in 1830!



No. 219 KING STREET One door south of Market-st.,

OPENED A LARGE AND WELL ASSORTED

# SPRING CLOTHING.

TO WHICH THE ATTENTION OF THE PUBLIC IS

**English Melton Cloth!** OF DIRECT IMPORTATION, AND MADE UP IN THIS CITY, price \$20 per suit.

THE TAILORING DEPARTMENT VELL SUPPLIED WITH AN ELEGANT LOT OF

DOMESTIC AND FOREIGN

## CLOTHS, CASSIMERES,

WHICH WILL BE MADE UP IN THE BEST MANNER. under the care of a first-class French Cutter, who ca

COTTON AND MERINO GAUSE UNDERSHIRT JEAN DRAWERS The noted STAL BRAND LINEN BOSOM SHIRTS COLLARS, of all styles

SCARFS, NECKTIES FRENCH KID GLOVES, &c., of the newest pat-All that is asked is an inspection of the Stock, which will be shown

with pleasure. Prices fixed and marked on each article.

WM. MATTHIESSEN, Agent. B. W. McTureous, Sup't.

ONE PRICE

OUR SPRING STOCK IS NOW ready, and comprises a better assort-

CLOTHING

## FURNISHING GOODS

Adapted to this market, than we have ever offered. We have given particular attention in getting up this Stock to lightness of fabric, strength of material and durability of color. Much the larger portion of our Stock is made in our own workshop, and we warrant it in every respect equal to custom work. We have Goods not of our own manufacture, such as are usually sold ready-made, the difference we shall be glad to show our customers,

In flxing our prices, from which we make no deviation, we have taken into consideration the depressed state of the market, and the univer- | " LOUISA J. BUMPH AND OTHERS, CREDITORS OF sal desire to buy goods cheap.

We give below some of our lead-

THREE STYLES OF MIDDLESEX CASSI-MERE SUITS, DARK, MEDIUM, AND SILK MIX TRICOT, DIFFERENT MIX-

In addition to the above, we have many good Styles of LIGHT AND

### CASSIMERES

IN FULL SUITS

FINE, MEDIUM & LOW PRICED And in Pants and Vests.

MARSEILLES VESTS, White and Fancy BLUE FLANNEL SUITS, of very fine quality HEAVY WHITE DUCK SUITS, &c., &c.

## FURNISHING GOODS.

In addition to our usual assort ING GOODS, we wish to call particular attention to our

### SHIRT DEPARTMENT

We have made arrangements to have our SHIRTS made by our own Pattern, and we think they will compare favorably in style and fit with any Shirt on the market. THEY COMPRISE FOUR QUAL-

ITIES, \$2 50, \$3 00, \$3 50, and We invite the attention of COUN-

TRY MERCHANTS and PLANT-ERS TO OUR STOCK, which we are selling in quantities at very low

MACULLAR, WILLIAMS & PARKER, No. 270 KING STREET,

CHARLESTON, S. C. April 11

CORNER OF HASEL,

MARRIED. On the 25th inst., by the Rev. E. C. MEYNARDIE, at the residence of the bride's father, Mr. JOHN WILSON GLOVER, of St. Paul's Parish, to Miss VIRGINIA CHAPLIN, only daughter of T. B. CHAPLIN, Esq., of St.

OBITUARY. The friends and acquaintances of Mrs. MARI ROBERTS, and of Mr. and Mrs. J. C. BRADLEY, and o her sons James S. Roherts, John F. Bonerts and S. S.

ROBERTS, are respectfully invited to attend her funeral

services at her residence, in Spring east of King street This Morning at 9 ocloci. ar The Friends and Acquaintances of Mr. ABTHUE FOGABITE and family are respectfully invited to attend the Funeral Services of their daughter CARRIE GOLDING, at 10 A. M., This Day, at No. 5 Rut April 29

### SPECIAL NOTICES.

NOTICE.—CONSIGNEES PER STEAM. SHIP E. B. SOUDER, are hereby notified that she is Thu Day discharging cargo at North Atlantic Wharf. All Good remaining on the wharf at sunset will be stored at expense and risk of owners.

WILLIS & CHISOLM, Agents. All Freight amounting to fifteen (15) dollars, or less must be paid on the wharf before delivery of Goods. April 29 MISSISSIPPI CENTRAL BAILBOAD COM-

PANY. - SECRETARY'S OFFICE, WATER VAL-

LEY, MISSISSIPPI, 20th April, 1887; - Holders of the First Mortgage Bonds of this Company are, no tified thate provision is made for the payment of the interest Coupons falling due on the 1st proximo (Msy), at the Banking House of J. B. KIRKLAND, HILL TALMAGE & CO., No. 89 Pine street, New York. A. J. McCANATCO,

OGNSTONEES PER SCHOONER W. F. USHING, from New York, are hereby notified that sh is This Day discharging at BROWN'S Wharf. All goods re naining on the wharf after sunset will be stored at ex 1 T. TUPPER & SONS.

THE STATE OF SOUTH CABOLINA. BERKLEY DISTRICT-DISTRICT COURT, April 25th 1887.—It is ordered that Tuesday next, the 30th April, be appointed Sentence Day. That all persons who have seen found guilty at this Term, of the Court, and those for whom sealed sentences have been left at the January ferm, and those under recognizances who have falled t sppear, be brought up on that day; that Bench Warrants sue against all those parties who have heretofore neg ected the summons of the Court to sppear, and that the ntingent Docket be called. By order of Judge RICHARDSON.

HENRY 8. TEW. Deputy Clerk WE ARE AUTHORIZED TO ANNOUNCE Charleston (Judicial) District, at the next election, September 16

NOTICE TO MARINEBS.—CAPTAINS AND PILOTS wishing to anchor their vessels in Ashley River, are requested not to do so snywhere within dire range of the heads of the SAVANNAH BATTEBOAD WHARVES, on the Charleston and St Andrew's side of the Ashley River; by which precaution, consect with the Submarine Telegraph Cable will be avoided? S. C. TURNER, H. M. Harbor Master's Office, Charleston, February 6, 1866.

February 7 IN EQUITY-COLLETON DISTRICT. BILL FOR DOWER AND TO MARSHALL ASSETS, AND FOR RELIEF.—CATHERINE BUMPH, WIDOW AND ADMINISTRATERY, JOHN RUMPH, DECEASED MRS. BUMPH AND MARY A. B. STOKES AND OTH-ERS, HEIRS AT LAW OF JOHN BUMPH, DEGRASED. prepart to an order of his Honor Chancellor Johnson

in this cause made at the last Pebruary sitting of this

Court, for Colleton District, notice is hereby given for

the creditors of JOHN BUMPH, deceased, to prove the

espective claims before me at my office on or before the issioners Office, Colleton District, March 25th 1amo7 ARTIFICIAL EYES .- ARTIFICIAL HU MAN EYES made to order and inserted by Dra. F BAUCH and P. GOUGLEMANN (formerly employed by

NOTICE IS HEREBY GIVEN THAT RIX PER CENT. STOCK, issued October, 1858, dated 2d May, 1856, and standing in the name of W. H. GOD-March 28 1amo3mo

W. PENN CLARKE, ESQ., OF THE FIRM of CROLEY & CLARKE, Attorneys-at-Law, Washington City, is stopping at the Mills House. This firm repreover its value. Mr. CLARKE will be in the city a few days, and will be pleased to see the clients of the firm, the collection of this class of claims a specialty, those of our citizens interested might call on Mr. CLARKE with

ERRORS OF YOUTH.-A GENTLEMAN who suffered for years from Nervous Debility, Pre tion, will, for the sake of suffering humanity, send free, to all who need it, the receipt and directions for making the simple remedy by which he was cured. Sufferen wishing to profit by the advertiser's experience, can do so by addressing, in perfect confidence, JOHN B. OGDEN,

April 22 Smos\* No 42 Cedar street, New York. BEAUTIFUL HAIR CHEVALIER'S LIFE FOR THE HAIR positively restores gray hair to its original color and youthful beauty; imparts life and strength to the weakest hair; stops its falling out at once; keeps the head clean; is unparalleled as a hair dressing. Sold by all Druggists and fashionable hairdressers, and at my office, No. 1123 Broadway, New SARAH A. CHEVALIER, M. D. DOWIE & MOISE.

No. 151 Meeting street, Opposite Charleston Hotel BATCHELOR'S HAIR DYE. THIS SPLENDID HAIR DYE is the best in the world. The

only true and perfect Dye-harmless, reliable, instan ancous. No disappointment. No ridiculous tints. Natural Black or Brown. Ramedies the ill effects of Bad Dyes. Invigorates the hair, leaving it soft and beautiful The genuine is signed William A. Batchelor. All other are mere imitations, and should be avoided. Sold by all Druggists and Perfumers. Factory, No. 81 Barcley street, New York. BEWARE OF A COUNTERFEIT.

AT A YOUNG LADY RETURNING TO HEE country home, after a sojourn of a few months in the city, was hardly recognized by her friends. In place of coarse, rustic, flushed face, she had a soft ruby com lexion of almost marble smoothness, and instead of tw:nty-three she really appeared but eighteen. Upon inquiry as to the cause of so great a change, she plainly told them that she used the CIRCAS IAN BALM, and considered it an invaluable acquisition to any lady's toilet. By its use any Lady or Gentlemen can improve their per sonal appearance an hundred fold. It is simple in its mbination, as Nature herself is simple, yet unsurpass ed in its efficacy in drawing impurities from, also heal ing, cleansing and beautifying the skin and complexion By its direct action on the cuticle it draws from it all its impurities, kindly healing the same, and leaving the surface as Nature intended it should be-clear, soft, smooth and beautiful. Price \$1, sent by Mail or Express, on receipt of an order, by

W. L. CLARK & CO., Chemists, No. 3 West Fayette Street, Syracuse, N. Y. The only American Agents for the sale of the same.

### SHIPPING. FOR LIVERPOOL. THE BRITISH

loading for the above port, and having a portion of her cargo engaged and going on board, will For further Freight engagements, apply to COURTENAY & TRENHOLM,

mwi3 VESSELS WANTED.—SEVERAL
VESSELS wanted to load for Northern Ports,
and Ports in Great Britain.
High rates and quick dispatch given.
Apply to
J. A. ENSLOW & CO., No. 141 East Bay.

BARNWELL SENTINEL. IS AN EXCELLENT ADVERTISING MEDIUM. LET Merchants and business men'ty it for a few months.

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Advertisements inserted at the rate of \$1 per square of trade of these or less for each insertion.

Cards of ten lines or less, at the rate of \$10 for three Contracts by the year or for six months, allowing privore favorable terms. Address EDWARD A. BRONSON. November 1 Publisher and croprietor

PRICE FIVE CENTS.

### SHIPPING.

NEW YORK AND CHARLESTON People's Steamship Company.

AILING DAYS......

THE STEAMSHIP EMILY B. SOUDER CAPTAIN R. W. LOCKWOOD,

WILL LEAVE NORTH ATLANTIO WHARF Wednesday, May 1, st \_\_

NEKA" and "EMILY B. SOUDER."

WILLIS & CHISOLAY,

mtuw North Atlantic Wharf.

FOR NORTH EDISTO, ROCK-VILLE, AND WAY LANDINGS. THE STEAMER IDEA, CAPT. CHAS. WILLET, WILL
receive freight This Day and leave To Wight, at 19

FIRST CABIN PASSAGE TEN DOLLARS. ONE OF THE PAVORTE AND THE

WILL LEAVE ADOURS WELLS OF LANDING

FOR GEORGETOWN S. LY MILLS, AND LANDINGS OF THE WACCAMAW AND BLACK RIVER



N. B.—All freight must be parpaid, and more re-fer dark

FOR EDISTO AND ROCKVILLS

CAPT. JOS. F. TORGEROT. - PLOT LRAVE ATLANTIC WHARF ASSANGEN

B NOW RECEIVING FREIGHT AT ACCOMMODA-

THROUGH TICKETS TO FLORIBA Charleston and Savannah

VIA BEAUFORT AND HILTON HEAD.



CAPTAIN L. M. COXETTEB.

NEW YORK AND BREMEN STEAMSHIP

THE FIRST-CLASS U. S. MAIL STRAMSHIP BALTIC. A. G. JONES, Master,

Will leave Pier No. 46, N. R., on Saturday, April 20, at Non, AND BREMEN,
PASSENGERS to Southampton, London, Havre and
at the following rates, payable in gold or the taking passengers to Southampton, London, Havre and Bremen, at the following rates, payable in gold or the equivalent in ourrency:

First Cabin, \$110; Second Cabin, \$65; Steerage, \$55, From Bremen, Southampton and Havre to New York:

First Cabin, \$110; Second Cabin, \$75; Steerage, \$55, From Bremen, Southampton and Havre to New York:

EXCURSION TICKETS OUT AND HOME First Cabin, \$10; Second Cabin, \$130; Steerage, \$70.

WESTERN METBOPOLIF; Capt WM. WEIR. May 18

For Freight or Passage apply to

BAAO TAYLOR, President,

February 27 ly No 40 Broadway, N. Y.

FOR PALATKA, FLA.,

OL PIA SAVANNAH, GA.,



1000 TONS BURDEN, CAPTAIN LOUIS M. COXETTER.

ON AND AFTER THE SOTH OCTOBER, THIS FIELD SHIP will sail from Middle Atlantic Whart, every Friday Night, at 10 o'clock, for the showe places. All freight must be paid here by ahippers. Gangs of 'egroes w'll be taken to the shoe points on the St. John's River at 35 each. Children under ten years of age free. Horses and Mules at reduced rates, as Country papers advertising "the DICTATOR" will please discontinue their notices and send account to the

For Freight or Passage, apply on board at Atlanti wharf. 1\* April 26

THE STEAMSHIP

SARAGOSSA.



BALLIBURA



W To Morrow 30th inst. at 2 propact A. M.
Shippers will take notice that at goods will be ready
at unless the Freight is passed.
For Freight or Passes, supp. on board or in
INO & TERO SHIPP
April 29 1. He. 455 Sain Reg.

AND ALL INTERMEDIATE LAND



The FANNIE leaves Charleston



FERNANDINA, JACKSONVILLE, AND ALL THE



FOR NEW YORK.

REGULAR UNITED STATES MAIL LINE.

April 29 RATES & CO.







Last Trip of the Season FOR GARDNER'S BETTY.



WILL LEAVE MIDDLE ATLANTIC WHARP EVERY

LANDINGS ON THE ST. JOHN'S RIVER.



For Freight or Passage apply on board, or to the Agency, Scuth Atlantic Wharz, January 15