North Carolina Convention.

RALEIGH, February 6.-The convention was

The report of the committee for the or-

largely attended to-day by delegates and visi-

ganization of the Conservatives in the coming

elections was adopted, and is considered sim-

speech to the convention to-day. Delegates

were appointed to the National Democratic

The Conservatives are highly elated at their

Alabama Ratification Election.

voting is 371 negroes and four whites. General Meade has extended the elections for one day

Louisiana Affairs.

New ORLEANS, February 6.—Street Commission

sioner Baker refused to give up his office when

presented with General Hancock's order by h s

The New York Convention.

SYRACUSE, N. Y., February 6 .- The Republi-

can State Convention instructs its delegates to

vote as a unit for Grant and Fenton. The

resolutions are very radical, and deprecate

Seward's purchases. Every district is repre-

402; Tennessee ex-conpons 632; new 604. Flour firm and lower. Wheat drooping. Com

steady. Pork \$22 874. Cotton firmer at 194.

Evening.—Cotton more active; jage. better;

sales 3200 bales at 19 a19 to., closing at the

latter rate. Flour dull; State \$8.30a10.75;

Southern declining at \$10.15. Wheat drooping.

Corn a shade firmer. Mixed Western, new,

\$1.26a1.28; old \$1.35; Southern white \$1.21a1.58;

yellow \$1.28. Mess Pork, new, \$22.40; old \$21.55.

Lard 13fa14c. Groceries quiet and firm.

Turpentine 53a59gc. Rosin \$3.87g. Freights

on Cotton jaic. Gold closed strong at 421.

Governments closed steady; 5-20's of '65 at %;

BALTIMORE, February 6.—Cotton buoyant at

19c. Flour steady, with a good shipping de-

mand, at \$9 50a10. Wheat steady, but receipts

light. White Corn \$1 15a1 16; Yellow and

Western Mixed \$1 20. Oats 75. Rye dull at 55

11a114; Shoulders 94a94.

5090 bales.

a58. Provisions firm and active. Bulk Sides

CINCINNATI, February 6.—Flour unchanged

with a moderate demand. Corn firm in good

demand. In the ear 85a86c. No demand for

shelled. Mess Pork dull and nominal at \$21.75

Augusta, February 6.—Cotton market very

the week 4200 bales. Sales for the same time

SAVANNAH, February 6 .- Cotton opened frm

and closed active, with an advance of #c; Mid-

dlings, 181; sales, 2709 bales; receipts, 2:43;

receipts of the week, 18,910 bales; exports same

time, 16,174 bales, of which 7123 were to for-

eign ports and 9051 coastwise; stock on hand.

60,801 bales of Uplands, 2409 Sea Islands; sales

of the week, 8530 bales; exports to-day, 1.,018

NEW ORLEANS, February 6 .- Cotton active;

Middling, 18a184; sales, 3600; receipts, 3337;

exports, 1240. Sterling, 52 a52; Gold, 19 a

WILMINGTON, February 6.-Turpentine active

at 58c. Rosin-the lower grades in good de-

mand; Strained \$2 20; No 2, \$2 25; low No. 1,

\$2 50. Cotton active and advanced to.; Mid-

GENERAL LONGSTREET IN NEW YORK —A New York letter says: I had the pleasure of

an hour's conversation with General Long-street this afternoon. The General has been

two weeks in New York, solely on business. He did not expect to be detained so long, but the matters demanding his attention are now nearly settled, and he will soon return to New Orleans. He has been visited by a number of

questioned. Speaking of my impressions alone, without implying anything in the conversation, I do not believe any position that could be offered him would induce General Longstreet to leave private for political kio.

THE DRESS OF ABUSSINIAN LADIES.-The WO-

THE DRESS OF ARYSSINIAN LADIES.—11.6 Women's dress consist of a long skirt reaching
down to their feet, made of the common country cloth, and tied round the waist by a small
band of the same material. Those who can
afford it wear also the gabeer or the shamas,
like the men. The waizeras, or ladies of rank,
wear embroidered calico shirts lined with a

wear embroidered canco shirts lined with a common native one. Some of these shirts are very handsomely embroidered. When travelling, the waizeras also wear embroidered trowsers, called "libalwas," and a shama thrown over the head, as well as covering the body, leaving only a small aperture for the dark black eyes to peep through. Those of the highest rank wear over the shama a blue silk the east girly a substituted and silver tipes.

bernous, richly embroidered. Silver rings— ten on the small finger, four on the index, and

four on the third finger—are seen on almost every female's hat d. The other articles of fe-

every tennas and the deri, a small silver chain; the godichas, small round ear-rings of silver gilt; the walwa, a silver gilt hair-pin; the am-

bar or bracelet; the ugerkitabs and always-two different kinds of anklets. Virgins and numarried women shave the crown of their head; married women and those past sixteen years of ago allow all the hair to crow, and

years or age allow all the hair to crow, and wear it braided in small or large plaits, gathered in front, and allow to fall on the nick and shoulders. Butter in large abundance adorns this coffure; the greater the amount the more it indicates well and well. To complete the

it indicates wealth and rank. To complete the toilet, the hands and feet are dyed with gouchivat, and oyelashes blacked with kool.

—Once a Week, a well-known London publication, has some hints to sportsmen in a late number. It describes especially the proper dress, and says: "As to the covering of the feet, let all idea of keeping out the wet be abandoned, and with it the clumpy jack-boot

palmed on upon the unwary as a finden igner article, and called sometimes the shepherd's hat, but the real thing which sailor's love. It is the most independent head-dress that can be worn, for it protects against all weather, and the stronger the wind, the more closely it

dling, 171c. Tar firm at \$2 20.

Turpentine 59a60. Rosin quiet.

accessor. He subsequently gave way.

MONTGOMERY, February 6 .- The third day's

Convention.

sented.

BY TELEGRAPH.

Our European Dispatches.

[BY ATLANTIC TELEGRAPH.]

THE ALABAMA CLAIMS-FARRAGUT.

ple but efficient. The platform is confined to LONDON, February 6.—The comments of the live issues, and mainly to opposition to uni-American newspapers on the arrest of Train versal negro suffrage. The common sentiment is that Governor Vance excelled himself in his have provoked a discussion of the matter in a temperate and conciliatory manner by the Eng-

Paris, February 6 .- Farragut is at Genoa, and is received everywhere with marked atten-

London, February 6-Noon.-Consols, 93}a 984: Bonds, 714. LONDON, February 6-Evening.-Consols and Bonds unchanged. The decrease in the bul-

lion of the Bank of England is £564,000. LIVERPOOL, February 6 -- Ncon. -- Cotton buoyant and firm, with sales of 15,000 bales.

prices unchanged. LIVERPOOL, February 6-Evening .- Cotton buoyant; Uplands, in port, 74da8d; to arrive, 74a71; Orleans, 84a84. All other quotations un-

2 P. M.-Cotton more active and advancing. The sales will reach 18,000 bales; Uplands, 7\$a7}. Corn advanced to 43s. Lard quiet Pork declined to 78s.

A Card from the Telegraph Company. EXECUTIVE OFFICE,
WESTERN TELEGRAPH COMPANY,
NO. 145, Broadway, New York, Feb. 6.

The undersigned, officers of the Western Union Telegraph Company, and together constituting its executive committee, respectfully beg leave to inform the public that the statements published in the New York Herald, on the 5th and 6th inst., to the effect that this company has proposed to sell its lines and property to the United States for sixty million dollars, are wholly destitute of truth. No offer to sell our lines or any of our property has been made or authorized to be made, directly or indirectly, either to the United States or to any other party; nor has any officer of this company, or agent thereof, or other person. made or been authorized to make any negotiation, or to do or say anything relating to such sale, or any sale whatever. In brief, our lines have not been, are not now, and will not hereafter, while entrusted to the management of the undersigned, be offered for sale.

WILLIAM OBTON, President. B. R. MOALPIN, Vice-President.

O. H. PALMER Secretary and Treasurer.

Our Washington Dispatches.

THE PRESIDENT AND GRANT-M'CULLOCH SLIPS UP-THE ALABAMA CONSTITUTION-THE NEW

Washington, February 6 .- The President's reply to General Grant's letter of the 3d inst. was transmitted to Grant to-day. Its publication in a few days is expected.

Secretary McCulloch has been painfully injured by a fall on the ice in the street.

A special telegram to the New York World. from Montgomery, Alabama; considers the defeat of the new constitution certain. It says the heaviest part of the vote is polled, but the same ratio for the two remaining days will defeat the constitution by twenty-five thousand

Generals Sherman, Thomas, and other distinguished military men are at Cincinnati to organize the Anmy of the Cumberland So-

The new British Minister will be presented to the President to-morrow. No allusion will' be made to the Alabama claims, and only the usual complements will be exchanged.

Congressional.

WASHINGTON, February 6 .- In the House the naturalized citizens' bill was discussed.

The army appropriation bill of thirty-three million was reported. The discussion developed the fact that the total appropriation for the fiscal year 1868-69, was about two hundred and seventy-six millions, including twentyfive millions for soldiers and sailors.

The civil appropriation bill was resumed. As reported, it amounts to seventeen millions two hundred and fifty thousand. Without action the House adjourned.

IN THE SENATE the memorial of the Arkan sas convention, asking the power to remove State officers, and stating that the high ones were enemies of the country, was referred to the Judiciary Committee.

A petition from Charles Schneider and one hundred and fifty of the colored citizens of North Carolina, asking aid to emigrate to Liberia, was referred to the Committee on Fi-

The Reconstruction bill was resumed. A bill, sending one or more officers to Havre

to represent the United States at the maritime exhibition, was passed. Two finance bills were reported, and the

Senate adjourned.

The Reconstruction Conventions. VIRGINIA.

RICHMOND, February 6 .- An amendment declaring ineligible as Governor any person who has aided the rebellion, was defeated by a decided majority. NORTH CAROLINA. RALEIGH, February 6 .- The convention to-

per diem of members; also, a resolution requesting General Canby to prohibit the sale and sacrifice of property now under execution. The article of the constitution on Government and State Executive was amended so as to require their election for a term of four years.

day passed a tax bill for the payment of the

ATLANTA, February 6 .- A motion to reconsider the vote taken yesterday, and a motion to substitute the constitution of 1865, with amendments for that reported by the committee, was tabled.

The death of delegate Richardson, who was shot on Monday, was announced, and the convention adjourned.

MISSISSIPPI. nated a State ticket to-day.

JACKSON, February 6 .- The convention nomi-FLORIDA.

TALLAHASSEE, February 6 .- The convention is still in secret session and without a quorum. It has passed an ordinance authorizing the issue of scrip for the payment of expenses. The constitution is completed, and the convention will probably adjourn to-morrow. Only a miabandoned, and with it the clumsy jick-boot that comes above the knee. A short sort of Wellington boot, with thick sole, and stiff, well-dressed leather top, large enough to admit of the trowsers being tucked inside, is perhaps as good for the purpose as ray that can be devised; but so long as freedom is secured to the foot and leg, and the boot is strong, it matters not in the least of what shape it is. As regards the rest of the costume, a stout, easy-fitting suit, with coat and waiscoat lined with flannel, should be worn, and by all means a 'sout' wester'—not the wretched substitute palmed off upon the unwary as 'a much lighter article,' and called sometimes the shepherd's nority was present, among whom were the five members alleged to be ineligible. The whole matter has been laid before General Meade by telegraph.

The Maryland Senator.

Annapolis, February 6.—The legislature have unanimously adopted a resolution authorizing the Governor to issue a certificate to Mr. Hamilton to succeed Reverdy Johnson. Governor Swann has heretofore withheld the certificate under the law giving one Senator to the eastern shore of Maryland. Attorney-General Jones sustains the validity of Hamilton's

OUR FIRST RAILROAD.

ORIGIN.-PROGRESS-COMPLETION.

PAST HISTORY AND PRESENT CONDITION.

FORTY YEARS AGO. THE FIRST RAILBOAD .- EARLY MOVEMENTS—BEGINNING THE WORK—FAIRLY

UNDER WAY—SPEED IN 1833—THE GREAT WEST-TRAFFIC-COMPLETION. &C., &C., &C.

FORTY YEARS AGO. The Charleston of forty years ago was, in many respects, very different from the Charleston of to-day. At that time the High School was not organized; but the Orphan House, less complete and pictures que than it now is, was in active operation. The Charleston College, which was incorporated in 1785, had been revived in 1823; and a year later Drs. E. Geddings, of South Carolina, Garvin, of Georgia, Webb, of South Carolina, and Felder, of South Carolina, graduated from the Medical College in this city. The St. Andrew's, St. George's and South Carohna Societies were already widely known, and were fulfilling the benevolent purposes for which they had been founded. But, while the college, the almshouse, the school, and charitable society had been established, commerce and general trade had not been forgotten.

Forty years ago, no line of railroad entered Charleston; no iron band bound Georgia, and Virginia, and the North, to the metropolis of New York, February 6-Ncon.-Sterling of Gold 412. Old Bonds 111; Virginia's, new, Carolina. No switt-moving steamers ploughed the quiet waters of Ashley or Cooper River; no huge propeller, or whirring wheel, drove the vast hull which, with its thousand bales of cotton, was moving slowly towards Manhattan Island, or those English shores which still rang with the remembrance of a long and bloody war. The wharves already extended from the Battery to Hasel-street; but they knew nothing of the immense trade which would pour upon them twenty, years later. A sailing packet and a country wagon were the signs of those old, yet happy, days. Financial facilities were abundant. The Union Bank, the Planters' and Mechanics' Bank, and the Bank of the State, were doing their business quietly, and respectably; and the merchants and factors, during the quiet hours of the day, read the "Courier" or the "Mercury," or perhaps discussed the contents of the latest issue of the "Southern Patriot," then edited by the now venerable J. N. Cardoza. Mails arrived irregularly, and editors were put to hard shifts to find "later and fresher news;" but, when the regular journals were exhausted, recourse could be had to the richly laden shelves of the Charleston Library, and the excellent collection of books possessed by the Apprentice's Library Society. The Charleston Chamber of Commerce, which was founded in 1783, and in 1803 active, and advanced ic.; sales 1825 bales; receipts 970 bales; Middlings 17c. Receipts of had fallen into disuse, renewed its charter just forty years ago; and its members drew up a memorial to Congress against what was then known as the "Bill of Abominations." This memorial is said to have been the first protest against a protective tariff which was sent to Congress

from the South. Forty years ago men were living who had fought with Sumter or Marion, Green or Lee; and gentle-women walked on the battery who had witnessed the British evacuation, and had waved their kerchiefs to the returning troops of freed Carolina. In those days the city extended only to Boundary, now Calhoun-street, but a few scattered houses beyond the limits showed that the city was quietly creeping northward. Hayne-street, Meeting-street, King-street, in their present garb, were then unknown. The great fires had not swept from shore to shore, and made a way for iron fronts and modern decorations. Merchants did their trade was centred. Day by day, the lor trains of wagons loaded with indigo, tobacco and cotton, rolled in from the interior, lining King-street from one end to the other. The Charleston Hotel and the Mills House were still in the womb of the future; and the fashionable hotel was the Planter's, at the corner of

Church and Queen streets. nearly settled, and he will soon return to New Orleans. He has been visited by a number of prominent gentlemen, among them several who desired to talk politics, with him, but on this subject he has preferred to say little. I am surprised to find a man of his fame so youthful in appearance. He does not look over forty-five; his cheeks, full and without a wrinkle, are as ruddy as a boy's, and though his hair and the beard on the lower part of his face are liberally sprinkled with gray, he has all the appearance of a man in the very midsummer of life. He converses in a low clear tone, giving his views in plain, concise sentences, and in a manner so unobstrusive that the person he addresses can hardly imagine he is listening to the famous General Longstreet. A moment's conversation with him shows that he is a true gentleman, and a man possessing the best quality of common sense. Many may doubt the wisdom of his political views, but his unselfishness and sincerity should not be questioned. Speaking of my impressions alone, without implying anything in the conversation. I so not believe any position that But forty years ago the bells of St. Michael's chimed with mellow notes the call to prayer and praise. They chimed in the midst of a temperate, honorable, united, and God-fearing people;- they chime still, but they, and the circumstances of all around them, are sadly

and pitifully changed. THE FIRST RAILROAD. It is a little more than forty years ago that the practicability of railroad communication with the interior was first discussed in South Carolina. Horse power was all that was contemplated; and those who favored the project believed that horse power alone, upon a rail or tram-way, would be so superior to the ordinary road as to be highly profitable to the company as well as convenient to the public. One of the earliest projectors was Mr. Alexander Black, an Irishman by birth, and a man of great energy and perseverance. He was ably econded by Mr. Tristram Tupper, a man of great force and considerable influence; and Mr. Wm. Aiken, Gov. Bennett, Mr. B. J. Howland, and Dr. Samuel H. Dickson, gave the un-

dertaking a hearty and consistent support. These gentlemen mot with every kind of discouragement. They were laughed at and told that they were vague dreamers,-that wagons were good enough, that there was not trade enough to support a railroad, and at them was hurled every objection with which anti-Phillistimes have been threatened since the world began. One gentleman, at a public meeting, said that it was well known that only about three trip of the stage, which then ran three times a week. No one denied this fact, and the speaker continued thus: "Suppose you increase trade, suppose you double the communication between the two cities and bring down six passengers each trip; suppose even that you treble it, and bring down nine passengers each trip;-I ask you, as sensible and practical men. will that support a railroad?"

But Mr. Black and Mr. Tupper, and their friends, would not be disheartened. They persevered, they made converts, they gained strength; and, as the result of their labors, South Carolina may claim:

1. The first railroad of any considerable size built in the United States. 2. The first steam propelled cars, running regularly with passengers and baggage, in the

3. The first application of American im coaches which improvements have since been almost universally adopted.

EARLY MOVEMENTS. Canal and Railroad Company was obtained by Major Black, and, in February of that year, books were opened for additional subscripuntil a late hour of the night; and in May, 1828. the company was formally organized. The com-

non, of Camden; Christian Brighthaup, Paul Fitzsimons, and Samuel L. Watt, of Hamburg; and Timothy Ford, Stephen Elliott, and Rene Godard, of Charleston.

Little, however, was really done for some nonths. The work hung fire; but, in February, 1829, an experiment which was made on Wentworth-street, where Mr. Memminger's nouse now stands, turned public attention anew to the railroad project. To show the advantages of a railroad or tram-way, a railroad of one hundrel and fifty feet in length was laid down, and upon this tram one mule drew, without difficulty, a car containing forty-seven bales of cotton. It is true that the rails were laid on a slight incline, but the success of the trial was still surprising. Only two months later, a temporary track, about one hundred and seventy yards long, was laid on Chisolm's Wharf, and upon it the rails for the South Carolina Company were moved from the ship to the shore. It worked admirably, and the only accident was that a boy, who was taking a clandestine ride, fell from the truck and had his leg cut off.

In June, 1829, a meeting of the stockholders was held. It was resolved to commence the work at once, and the directors were authorzed to construct and complete forthwith a portion of the road between Charleston and Hamburg. Five hundred tons of rails had already been received, and in December an act of the legislature was passed authorizing an advance of \$100,000 by the State to the company by way of loan. This practical aid gave life and strength to the company, and in January, 1830, the work was commenced. BEGINNING THE WORK.

There was still prejudice and ignorance to fight against; and, to save themselves from satire and ridicule, the directors stole quietly out to Line-street, on the night of January 9th, 1830, and turned the first sod of what is now the South Carolina Railroad. There was no parade and fuss, silver shovel or plated barrow, -the work was begun, and those might

But since 1827 new discoveries had been made. The practicability of the application of steam power to railroad locomotion had been fully demonstrated, and the Directors of the Charleston and Hamburg Road, giving up their idea of a horse railroad, resolved that steam power alone should be used.

The first of April, 1830, was a "golden day" in the estimation of railroad men. One mile of the iron track had been laid, and a number of persons sailed gaily up the road. They had but a weak four-wheeled car, with a large square sail; but, propelled by the wind, it carried thirteen persons and three tons of iron at the rate of from twelve to fifteen miles an hour. By the middle of June two and a half miles of the road had been completed, and two ocometives were ready for work. A little later eighty-eight miles of the road were under contract, and, for the edification of the multitude, a miniature working model of a locomotive was exhibited at the company's office. In August the subscription to make up the capical to \$600,000 was complete, and in November the "Best Friend," of Bouth Carolina, made her first appearance in the State, which she and her successors were destined to revolu-

tionize. The "Best Friend," the first railroad engine built in the United States, was designed by Mr. E. L. Miller, of Charleston, and was built in New York. She was a small four-wheeled engine, with an upright boiler, with flues close to the bottom, and the flames circulating around them. The engine was brought out in parts, and put together in this city. But, even when complete, she was far different from the powerful and handsomely decorated locomotives-with their ten wheels, their artistically business in king-street, where the principal decorated cabs, their ingenious spark arresters, and the varnish,-with which we are now fa

The "Best Friend," however, was the first ocomotive engine that had been seen in the South, and its performances on its trial trip in December 1830, were regarded with wonder and, perhaps, apprehension.

In January of the following year, 1831, the directors were formally authorized to locate the road, and by the end of the month the Best Friend" was running over eight miles of track to Goose Creek. But in June the "Best Friend" met with a serious accident. Her boilers blow up, and the engineer was severely scalded. This was not allowed to daunt the energy of our first railroad men. The "Best Friend" was rebuilt by the company, and, as the "Phœnix," was again placed on the road. Still the work was pushed on. In August 1832, the road was completed to Summerville twenty-one and a half miles, and two locomo tives were running on the road. In December the road was opened to Branchville, and the dcubters and sceptics began to fear that they had went and foreboded in vain.

FAIRLY UNDER WAY. Sixty-two miles were now open, and trains were running with considerable regularity. The road was in fair condition, but it was very different from the road-beds and railroad superstructures of twenty years later. Heavy T. and bridge rails were unknown; and those used on the South Carolina Railroad were nothing more than flat iron bars about three inches in width and five-eighths of an inch in thickness. It was considered necessary that the rails should be made rigid and have but little spring or play, and a sleeper was used upon which the rail lay along its entire length, and to which it was spiked. This plan, however, had some disadvantages. The spikes became loose, the persons came through from Augusta at each rails cracked and bent; and, occasionally, the loose ends would fly up, run through the bottom of the cars, and place the heads and bodies of the passengers in imminent peril. Tradition says that upon one occasion a passenger had his coat sleeve torn off by one of these intruding rails, but no lives are known to have been lost by any such cause. During the year 1832 an act was passed by

the legislature exempting certain officers and employees of the company from jury and militia duty, and authorizing the company to run their trains from their terminus on Line-street to the boundary line of the city, at what is now known as Calhoun-street.

Eighteen hundred and thirty-three was an eventful year. In April the road was completed to Midway, seventy-two miles. and a train was run up to that point at the rate of twelve miles an hour. Much to the astonishment of the good people of Charleston, the provements to locomotives and passenger train wont up and returned on the same day. In October the entire road to Hamburg was completed and thrown open for traffic. The main line of the South Carolina Railroad was In 1827, the charter of the South Carolina an accomplished fact, and it will be well to glance at the company's condition.

The entire capital of the South Carolina Railroad, in 1833, was \$681,840, including the tions. The stock was all taken, although not State loan of \$100,000. In addition to this there was a floating debt of about \$200,000. It was estimated that the freight receipts of the missioners to open subscription books under road would be about \$250,000, and the passenthe charter, were William Law, David Ewart ger receipts \$200,000. This was then thought and James Boatwright, of Columbia; Thomas to be a high estimate, but the receipts of the was good, and in 1836, its shares were selling

\$499,000 from freight in the same year.

The road was fairly stocked with engines and cars, but they were of a weak and incomplete description. The engine "Phœnix," for instance, was three-horse power-and was capable of hauling six thousand pounds of freight. The "West Point" was elevenhorse power, and could haul five cers of a capacity of two thousand pounds each; and the "Barnwell," a mammoth among the locomotives of thirty years ago, was twentyfour-horse power, and could haul ten cars of two thousand pounds each.

It is interesting to compare these locomotives with those of the present day, which have a power of three hundred horses, weigh from twenty to twenty-six tons, and can haul with ease twenty cars of a capacity of sixteen thousand pounds each, or an aggregate of three hundred and twenty thousand pounds

The cars, also, were more curious than comfortable. The freight cars ran on four wheels, had wooden frames, and were covered in at the sides with canvas curtains. The passenger coaches were of the same description. They were divided into compartments holding about eight persons each, which compartments were while the train was in motion, communicate with those in another compartment, whatever were built in the shape of a barrel, so as to combine "great strength with small resistance to the air." They were hooped and banded, and from being either pleasant or safe.

Eason & Dotterer contracted with the company to build a locomotive in this city for the South Carolina Railroad. Of this locomotive our contemporary, the "Courier," recently spoke as follows: "There are those now in our midst who recollect the trial trip of the little "Native," and the incidents connected therewith. Steam being raised, the engineer in charge was directed to run up the road until | Carolina, and but one passenger had been sehe met the down train, and then return to the city. The day passed, and night came on, but nothing was heard of the little "Native." Many were the discouraging predictions made by those who were wedded to the belief that Charleston mechanics could not build a locomotive. Some went so far as to abuse the builders, by saying that the 'confounded little thing had broken down, and obstructed the road, thus delaying the arrival of the incom ing train.' Their surprise, however, was great when, at a later hour in the night, the little "Native" came puffing down the road, drawing the whole train, including the great English locomotive. It seems that the engineer, in road until he met the down train, which was at a much greater distance than was anticipated, on account of the locomotive attached having been disabled from some cause. This unlooked for event gave the little "Native" an opportunity to test her powers fully. Her arrival from Charleston to Hamburg and from Branchwas announced with long and loud cheers, and many were the praises bestowed upon the enerprising builders." This, to the best of our knowledge, was the first locomotive engine contracted to be built in Charleston by a night trains when freight could be obtained to Charleston firm, and by Charleston mechanics. justify it. The policy of the roads was de-

cent, per annum, a rate with which the present | strictly adhered to for more than thirty years. shareholders would be perfectly well satisfied. SPEED IN 1833.

hour for freight trains, and sixteen miles for two companies was effected. passenger trains,—the latter speed being yielded to, not from considerations of economy or durability, but solely to gratify the public in. their wishes for rapid travelling." this grave authority, the President of another railroad was cited, who said: "The motion of twenty to thirty miles an hour on railroads is fatal to wagons, loading, and road, as well as to human life." All which was very terrible, and, added to the fact that the English eight wheel engines broke down on the road besides damaging the road bed and pounding the rails, induced the directors, in 1833, to consider the propriety of abandoning steam and adopting horse-power. This backward step was, of course, soon retraced. The American engines were found to be free from the disadvantages of the English engines, and the trains continued to rumble along at the rate of ten or

twelve miles an hour. It was not pleasant travelling in those days, but it was far better than the wagon line between Georgia and Carolina. The road was running regularly from two to four trains, and by January, 1834, the business of the company had greatly increased. Its advantages were beginning to be understood; it was in a less degree a subject for fear and wonder, and persons became willing to trust themselves where they had already trusted their servants or their

CONNECTIONS WITH THE WEST. In 1835, sufficient had been seen to show the

vast benefits of railroad communication, and in October of that year, a public meeting was held in this city to consider what could be done to advance the scheme of connecting Charleston with the Ohio river. An appeal from the citizens of Cincinnati was extensively circulated, and, soon afterwards, it was recommended by the committee having the matter in charge, that the appeal be responded to, and all possible rid be given. Bishop Elliott, in the "Southern Review," in 1828, had demonstrated the importance to Charleston of building a line of railroad which should drain the trade of the West, and the idea soon spread and became generally popular. Mr. Poinsett, Mr. James Nicholson, Mr. Charles Edmonston and Mr. Elias Horry, were ardent advocates of the Cincinnati connection, and an able address explaining the whole scheme was speedily published. In this address there was the following paragraph:

"Railroads can only exist while dispensing blessings or affording protection. They can never be used as the instrument of war and conquest." But the writers of the address could not look forward to 1861 or 1865, nor could they have foreseen the inauguration of the United States Military Railroads, or the power that the railroad system would develope for war and conquest, as well as for the indus-

TRAFFIC.

Lang. James J. Murray, and Charles J. Shan- road have been, excluding the war period and at twenty-five per cent. premium. There was including the Columbia and Camden branches, —\$1,090,566 from passengers in 1859, and day over the line, and this was considered to be a great improvement upon the staging days, when the tri-weekly coaches usually brought about four passengers a trip. In 1859. however, the road carried four hundred and seventy-one passengers per day, a result never dreamed of by the original projectors.

1838 TO 1844. Eventful as were the years from 1838 to 1844 it is necessary to pass them over as briefly as possible. They were full of interest and importance, but their long consideration would delay the approach to the period when the South Carolina Railroad in its present form came into corporate existence. Early in 1838 ground was broken on the

Columbia branch which was to connect Charleston, by the Charleston and Hamburg Road, with Columbia. Shortly afterwards it was determined to make Branchville the connecting point; ground was broken, and during the year the whole of the proposed branch line was located. Shortly afterwards, an increase of rates of transportation upon the line from Charleston to Hamburg was authorized but, after General Havne's death, in 1839, the financial affairs of the new company became so involved that it was doubtful whether the conentered at the side. There was no passago, as tinuation of the Columbia branch was in any at present, along the entire length of the car; | way practicable. In the first months of the nor could the passengers in one compartment, following year, however, vigorous efforts were made for the pushing on of the Columbia road These efforts were in a measure successful the necessity or danger. Some of the cars and in July, 1840, the branch was opened to Orangeburg, eighteen miles, and in the following October it was opened to Lewisville, thirty miles. At this time the South Carolina Railcould not well be broken, but they were far road was operating both its own line from Charleston to Hamburg, and the Louisville Charlestonians were spurred on by the work | Cincinnati and Charleston line, as far as comthat they saw around them, and the firm of pleted, from Eranchville to Columbia.

The financial convulsion of 1841 caused a great falling off in railroad business, and the stagnation of trade in the State caused the receipts of the railroads to decrease. Still it was gratifying to know that the roads had been carefully managed. Not one passenger had been killed from the day that the first iron bar had been laid on the railways of South riously injured. On the other hand, the zeal of the employees of the company had led them to incur unnecessary risk, and no less than ten agents had at different times been killed.

In the year 1841 thirty-four miles of the Columbia branch from Branchville were completed, and, in this year, an undertaking of great importance was accomplished. As far back as 1837, the work of substituting

embankments for trestle-work had been begun, and it was determined to relay the whole road with flanged rails, in place of the flat iron rails. which were particularly poisy, and had the unpleasant habit, already referred to, of rearing themselves at random through car bottoms pursuance of instructions, proceeded up the and passengers' heads. This work of substituting the flanged rails was completed in 1841, to the great pleasure of all persons travelling on the road.

In July, 1842, the Columbia branch was comeleted, and the total income of the two roadsville to Columbia-was for the six months ending June 30, 1843, \$215,982. The roads now began to be worked jointly, and the shareholders passed resolutions looking to the running of No considerable income had yet been re- clared to be: frequent trains, low rates, good ceived, but estimates were prepared, and it was rolling stock and equipment, concert of action believed that the net profits would amount to | with roads in Georgia, and an extension of the at least 17 per cont. on the capital. This | Charleston terminus to the wharves. Here point was never reached, but the company did | was a compendium of sound railroad policy;—a in 1856 pay a dividend at the rate of 10 per | policy that with necessary exceptions has been THE CAMDEN BRANCH.

During the year 1842, permission was grant-Early in 1831, Mr. Allen, the engineer of the ed the citizens of Camden and Kershaw Discompany, recommended that the speed of the triots to construct a branch to connect Camtrains be limited to ten miles an hour. Amongst | den with the South Carolina Railroad, and, in other reasons, he stated that Mr. Stephenson, December 1814, an act of incorporation was the famous railroad engineer, in reply to an granted by the legislature. The Columbia inquiry of the President of the Boston and and Branchville and Hamburg and Charleston Lowell Railroad had said that "the speed of lo- Roads were now really one company, and it will comotives should not exceed eight miles an be well to explain how the consolidation of the

Married.

BUCKHIESTER-HAY.—On the 30th of January, by the Rev. Dr BACHMAN, Mr. WILLIAM C. BUCK-HIESTER to Nies MAKY EMILY HAY, both of this

CHASE—STRANGEWAY—In the City of New York, on Thursday evening, January 28d, 1868, by the Rev. T. A. EATON, Mr. CHARLES L. CHASE of this city, to Miss JENNIE A. STRANGEWAY, o New York. Inneral Motice.

AT The Priends and Acquaintances of

Mrs. CAROLINE P. BEHLING, her sone and their families, and her daughter, Mrs. F. HEIDTMANN are respectfully invited to attend the Funeral Service of the former at the German Lutheran Church, cor. ner Anson and Hasel streets, at 8 o'clock This After noon, withou; further invitation. * February 7

Obituarn.

Died, in this city, on the 25th ultimo, Miss CAROLINE N. SOLLEE, in the 73d year of her age. Simple and guileless of heart, amiable and benevoiout in disposition, fervent in plety, full of good works, she has passed from time to eternity "in the confedence of a certain faith, in the comfort of a reasonable, religious and holy hope, in favor with God, and in perfect charity with the world."

Special Notices.

NOTICE.-ALL PERSONS HAVING claims against the CHARLESTON RUBBER COM-PANY will present them at the Office of RUTLEDGE & YOUNG, per order.

JOSIAH J. BURGESS,

WUNDER DECREE IN EQUITY-FROST THE FARMERS' AND EXCHANGE BANK OF CHARLESTON .- Bids will be received in writing by the undersigned until 12 o'clock, M., of Monday, the 4th day of February, 1868, for the PURCHASE of all or any part of the Personal Assets of the Tarmers and Excharge Bank of Charleston, according to the schedule thereof on file in this Office.

JAMES TUPPER,

ST SOUTH CAROLINA, COLLETON DIS-TRICT .- IN EQUITY .- BILL TO MARSHAL AS-SETTS. AND FOR INJUNCTION, DIRECTIONS

14 m1

January 31

AND DOWER .- WILLIAM GODFREY ET UX. EXECUTOR OF M. E. CARN VS. MARY E. CARN ET AL.—It appearing to my satisfaction that MARY J. GILLING, one of the defendants in this case, is absent from, and resides beyond the limits of this State, on motion of O. P. WILLIAMS, complete ant's solicitor, ordered that the said MARY J. GIL-LING do sppear, and plead, answer or demur, to the bill filed in this case, within forty days from the publication hereof, or an order to take the bill pro con-

B. STOKES, C. E. C. D. Commissioner's Office, Walterboro', 14th Jan. 1868 January 17

fesso will be granted and entered against her

AF A FACT WORTH KNOWING .- THE pest investment for an invalid, who suffers from debility or loss of appetite, is a bottle of PANE-The credit of the South Carolina Railroad NIN's Hepatic Bitters, as it will be sure to give relief. For sale by all Draggists.

Special Motices.

49-THE FOLLOWING NAMES ARE SUG-GESTED as Directors of the South Carolina Raroad Company: STOCKHOLDER. TH. F. J. PELZER
L. D. DESAUSSURE.
JNO. HANCKEL
N. J. S. GIBBES.
IOLM. A. J. WHITE.
SON. B. H. BUR.
ELL. A. SIMONDS.
W. A. COURCENAY. I. COBIA. I. H. DELEON. G. A. THENHOLM.
L. J. PATTERSON.
C. T. MITCHELL

AS PALMETTO HAIR RENEWER AS ITS ame indicates, is not only a RESTORER and RE-It also removes dandruff, and ource all diseases he scalp, and leaves the head clean, cool and healthy. it is recommended and used by the highest medical authority. Give it a trial. For sale by Druggists and Merchants. DOWIE & MOISE,

General Southern Agents, Charleston

FOR COMSTOCK'S RATIONAL FOOD FOR INVALIDS, INFANTS AND DESPEPTICS.-A concentrated nourishment, prepared from Liebig's formula; easily digested by the weakest stomach; leasant to the taxte; highly recommended by amient Physicians se a nutritious, health-rest

General Southern Agents, January 29 wfm6 Charleston, S. C.

A CARD .-- WHAT IS TARRANTS EF-PERVESCENT SELTZER APERIENT and what are ts effects? These are questions which the great American public has a right to ask, and it has also right to expect a candid and satisfactory reply. The preparation is a mild and gentle saline cathartic, alterative and tonic and is most carefully prepared in the form of a snow white powder, containing all the the form of a snow white powder, contain vonderful medical properties of the far-famed Selt-

zer Springs of Germany.

Of its effects we would say that those who have ested the preparation are the best judges, and they declare over their own signatures, that the pregara-tion will promptly relieve indigestion. Regulate the flow of the bile. Cure every specie of headache. Tranqualize the nervons system. Refresh and invigorate the weak. Mitigate the pangs of Rheumstism. Neutralize acid in the stomach. Cleanse and tone the bowels. Assist the failing appetite. Cure

If you are a sufferer give this remaily one trial and it will convince you of the above facts. will convince you.

Sold by all Druggists.

TARRANT & CO.,

Sole Proprietors, New York. January 28

TRUTH STRANGER THAN PICTION. -NEWARK, LICHING COUNTY, OHIO, August 19, 1867.-Mesars. Hostziter & Baith : Gentlemen-My wife having received so much benefit from your Bitters, I deem it my duty to give testimony in their favor. About one and a half years muce she had a very severe attack of Dysentery, or Bloody Flux, which became chronic, and continued for the above period of time, baffling the most skilful physicians in the country. We finally become discourage gave up all hope of her recovery, when, by socident, my attention was called to your most variable Bit-ters by Mesers. Collins & Thurston, Druggists, handing me one of your Almanacs. Finding them recom-mended for Bloody Flux, I bought one bottle, and commenced giving according to directions; and selore one-third of the bottle had been taken also was entirely cured, and enjoys perfectly good health at

this time. Most respectfully yours,
W. D. NUTTER. BRANCHVILLE, ALA., March 11, 1967. Masers, Hostetter & Smith, Puttsburg, Pa .:

DEAR SIRS-I am hardly able to express my gratitude for the benefit I have derived from the use of your SIOMACH BITTERS. I have been afflicted ith Liver Complaint and Dyspepsia for more than five years, from which I suffered no little. My physicians falled to give me permanent relief., I became melancholy and unhappy; my constitution was much broken down by using mercury. Accordantally meeting with one of your alignment, it induced me to procure a lew bottles of your Bitters, which affordd me very great relief; and i. is my sincere opinion that they will soon effect a permanent cure. I was pronounced uncurable, and my recovery through your Bitters will be little short of a miracle. My neighbors express surprise at seeing me so much

covery as wonderful. Gratafully yours, out to BOBERT F, NEWTON,

26 in the low lands as if Shipping. and order

THE FINE SHIP "NARBAGANSETT,"
T. A. HARLEN Muster, having a large
part of her cargo engaged, win have dis-

FOR LIVERPOOL,

VESSELS WANTED. d GOOD RATES AND OUICE DISPATCE RISLEY & CREIGHTON.

Shipping and Commission Merchants, 25 Nos. 143 and 145 East Bay NEW YORK AND CHARLESTON STEAMSHIP LINE .- FOR NEW YORK.

THE ELEGANT SIDE WHEEL
STEAM-HIP MANHATTAN, M.
S. WOODHULL Commander, will
bave port on Saturday, Sti instant, at 4 o'clock P. For Freight or Passage, apply to

Jables ADGER & Co.

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Corner East Bay and adger's South Wharf, ebruary 7 2 Up Stairs FOR GEORGETOWN, S. C. TOUCHING AT SOUTH ISLAND, KEITEFIELD

AND WAVERLY MILLS.

THE FINE STEAMER EMILIE. Captain Isaac Davis, having
seen detail, et by the weather, will continue to receive Freight This Day, at South Commercial Wharf,
and leave as above To-Night, at 10 of clock.
Returning, will leave Georgetown on Monday
Morning, 10th inst., at 6 of clock
All Freight must be preprid.
No Freight received atter sunset.
For Freight or Fassage, apply to
SHACKELFOLD & KELLY, Agents,
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A. Hereatter the steamer Emilite will make reckly trips to Georgetown, eaving Charleston every riday Morning, at 7 o'clock, and deorgetown every londay Morning, at 8 o'clock.
Februar's Februar

THROUGH TICKETS TO FLORIDA, OV CHARLESTON AND SAVANNAH STRAM.

PACKET LINE - SEMI-WEEKLY VIA BEAU-FORT AND HILTON HEAD-WARKLY VIA BLUFFTON.

ONE OF THE ABOVE STEAM-ERS will leave Charleston overy Monday and Thursday Night at 12 o'clock; and Savannah overy Wednesday and Saturday Morn-ing, at 7 o'clock. To tching at Bluston on Mon-lay, trip from Charles. , and Wednesday, trip from iavannah. All Way Freight, also Bluften Wharings, must be

re-paid.

For Freight or Passage, apply to

JOHN FREIGUSON, Accommodation Wharf. FOR PALATKA, FLORIDA.

VIA SAVANNAH, FFRNANDINA, JACKSONVILLE, AND ALL LANDINGS ON THE ST. JOHN'S STEAMERS DICTATOR AND CITY POINT, will leave Charleston ever, Tuesday and Friday Evenings, at 9 o'clock, for above places, and Saya nah every Wednesday and Saturday, at 8 o'clock P. M. Steamer DICTATOR, Capt. L. M. COXXXXX, sails

Stemer CITY POINT, Capt. S. ADEINS, sails Friday Eccuing.

For Freight or Passage apply on board or at office of J. D. AIKEN & Co., Agents, January 3 South Atlantic Wharf.