VOLUME VI.-NUMBER 8181.

CHARLESTON, S. C., THURSDAY MORNING, APRIL 2, 1868.

[EIGHTEEN CENTS A WEEK

BY TELEGRAPH.

Our European Dispatches.

[BY ATLANTIC TELEGRAPH.] THE DEBATE ON THE IRISH CHURCH ESTABLISH MENT-MR. GLADSTONE THE CHAMPION OF RE-FORM-LORD STANLEY'S APOLOGY AND ATTACK UPON THE IBI8H-THE SCHLESWIG-HOLSTEIN

London, April 1 .- The Hon. W. Ewart Gladstone, in a speech to-day in the House of Commons, advocated the abolition of the Irish church establishment. He stated that since the repeal of the penal laws against Catholics. the whole number of Protestants in Ireland was only one-fifth of the population. Hence the injustice of making the whole country support a church for the benefit of so small a minority. He praised the Catholic clergy for their loyalty and firmness in opposing Fenianism, and was heartily cheered throughout.

Lord Stanley, on the part of the government, moved to postpone the consideration of the subject. This was vehemently opposed by Mr. Gladstone. Lord Stanley, in pressing his motion, said that the Irish people cared more other leading men are canvassing the State. It for land than church, and called for a division, when, without definite action, the House adiourned.

The negotiations between Denmark and Prussia regarding the Schleswig-Holstein the Radicals. territory continue. The latest telegrams say that Prussia objects decidedly to the propositions of Denmark.

MADRID, April 1 .- The Spanish Government will grant the army of Cuba an organization similar to that of the home army.

LIVERPOOL, April 1-Noon.-Cotton opens active and excited with prices unchanged. Estimated sales 25,000 bales. Breadstuffs 41s 9d. LIVERPOOL, April 1-Afternoon.-The cotton market though active, is now somewhat easier in tone. Prices have advanced to 111d for Uplands on the spot and to arrive, and 12d for Orleans. The shipments from Bombay for the week ending March 21, were 34,000 bales. Provisions active.

LIVERPOOL, April 1 .- Evening .- Cotton closed buoyant, with sales of 30,000 bales; Uplands on the spot 11fd; aff at 11fda11fd; Orleans 11f. Breadstuffs and provisions unchanged.

London, April 1-Atternoon.-Consols unchanged. 5.23's quiet at 72a724. London, April 1 .- Evening .- Consols 93.

Bonds 72a721. FRANKFORT, April 1 .- Bonds 751.

Impeachment Proceedings.

CHASE PATTED ON THE BACK AND SLAPPED IN THE FACE-BULES MADE TO SUIT THE EMERGENCY-WHAT THOMAS SAID AND DID-BUTLER UP-BOARIOUS-SHABP PRACTICE-A GIGANTIC PO-

WASHINGTON, April 1 .- The House of Pepresentatives on assembling went into Committee of the Whole, and thus proceeded to the Senate chamber, without transacting any busi-

The Senate had no legislative session, and at 12 o'clock the impeachment proceedings

During the reading of the journal, Mr. Sumner made a motion to the effect that Mr. Chase had no right to give the casting vote yesterday. This was defeated by a vote of twentyone to twenty-seven.

The question of the admissibility of certain evidence for the prosecution which was interrupted yesterday by adjournment, was then resumed. Both managers and counsel consumed their hour in argument. The decision of Mr. Chase was then sustained by a strict party vote.

Pending the discussion, the managers declined to say what use they intended to make of the disputed evidence, as it would expose their plan of prosecution.

The question at issue was, whether what Gen. Thomas said and did, could be received advanced 10c. as evidence.

Under the affirmative ruling, it was then proved that General L. Thomas said he in- 26a26ic. tended using force, and to break down the doors of the War Office, and that afterwards he said he was deterred from using force by 27tc. Receipts 800 bales. his arrest.

The next contest was upon the admissibility of a statement of what General Thomas did | 3700 bales. and said previous to receiving orders to take possession of the War Office. Mr. Chase ruled this out. Mr. Drake appealed, and the appeal was sustained by a vote of twenty-eight to Receipts 312. Exports 3,511. Gold 1 395a1 40.

The managers stated that, before taking a vote, that they intended proving by this evidence that Thomas, in the line of this conspiracy, attempted to corrupt the employees in the War Department.

During the controversy, General Butler violently assailed General Thomas as having been disgraced by Lincoln and Stanton, stating that General Thomas, aside from assisting the President in his conspiracy, had gratified his personal revenge.

Under the ruling of the Senate, on appeal the managers then proved that, shortly after his reinstatement as Adjutant-General, General Thomas called up the heads of Bureau and chief employees, and informed them that these remarks were confined to employees in the Adjutant-General's Department, and that no allusion was made to the probability of General Thomas becoming Secretary of War. This point created a buzz. Further evidence showed that Gen. Thomas

said he intended applying to Gen. Grant for a force to put him in possession. Only three witnesses were examined to-day

In the management of the prosecution Gen Butler takes the lead almost entirely, an amongst the managers he is the emergence

court style, except that the thrusts are more

Our Washington Dispatches. THE STRONG CASE-WHAT'S IN A NAME-DEET, REVENUE AND CUSTOMS-A WITNESS FOR THE PRESIDENT TO COME FROM ALASKA.

WASHINGTON, April 1 .- The case of Strong, a fugitive from Virginia, arrested under a requisition from Gen. Schofield, is now progressing before the Supreme Court of this district. The Supreme Court has adjourned to Mon-

day, when the term will close. The Senate to-day, in executive session, rejected John Hancock as successor to General

Steadman. The debt statement will show an increase of two millions. Internal revenue to-day, \$971,000. Customs

for the past week, \$15,000,000, which is unnanally large. General Hancock received his department officers to-day.

Mr. Burlingame, the Chinese Minister, has

arrived at San Francisco. The President's counsel have summoned a number of witnesses, amongst whom are Louis

An Incendiary Document.

SAVANNAH, April 2 .- Bradley, the Boston negro, is circulating through the city and country the following circular, which causes considerable excitement:

"Notice to all bad men in the City of Savannah, who now threaten the lives of the leaders and nominees of the Republican party, presidents and members of Union Leagues of America: If you should strike a blow, the man or men will be followed, and the house in which he or they take shelter will be burned to the ground. Take heed! Mark well! Members of the Union rally! rally! rally! for God, life and liberty."

The Political Campaign in North Caro-

RALEIGH, April 1 .- The canvass upon the new constitution is going on briskly. Mr. Holden, the Radical candidate for Governor, and Mr. Ashe, the Conservative candidate, are both in the field. Each side claims the victory. The white people of the State have not been so much aroused in any election since 1844.

All over the State the excitement is intense. Ex-Governors Wm. A. Graham and Vance, and is calculated that not less than two hundred speeches are being made daily in the different

The Conservatives are more energetic than

Politics in Louisiana New ORLEANS, April 1 .- The Democratic Central Committee have withdrawn their ticket, and recommend that nominations be made by ward and parish conventions. It is still recommended that a full congressional, legislative and judicial ticket be put in the field, and that the present incumbents, as far as practicable, be re-nominated.

John Gauche, a wealthy merchant, died this

The Man With the Flag.

RALEIGH, N. C., April 1 .- Sergeant Bates, carrying his flag, arrived here this morning, and was received by the municipal authorities and tendered the hospitalities of the city. He was repeatedly cheered, and C. M. Busbee, Esq., an ex-Confederate soldier, delivered a short and tasteful address of welcome.

Rival Conventions in Mississippi.

JACKSON, April 1 .- The Constitutional Convention adjourned to-day, in order to give the use of its hall to the Immigration Convention, which has assembled, and is attended by prominent citizens of many States. A plan of mmigration will be submitted to-morrow.

A plan of immigration has been submitted. which provides for forming a Stock Company, whose objects shall be to purchase, lease and improve land, and have power to borrow money

Market Reports.

New York, April 1-Noon .- Gold 138}. Money very active at 7 per cent. Exchange. 109½a109§. Virginia 6's, 47. Tennessee 6's, excoupons, 68. New, 672. Cotton excited and higher. Sales 5000 bales at 28c for Uplands. Freights firm. Evening .- Cotton ic better; closing quiet

after much excitement; sales 14,000 bales, at 28c. Flour 10a15c lower; State \$9 80a11 25; Southern \$9 85a14 75. Wheat dull and 1a2c lower. Corn heavy and 2c lower; white Southern \$1 17a1 18. Pork steady. Lard 15\frac{1}{2}a16\frac{1}{2}c. Turpentine 66a66dc. Rosin \$3 75a7. Freights firm. '62 Coupons 1094. BALTIMOBE, April 1 .- Cotton firm at 271c.

Flour quiet and unchanged. Wheat unchanged. Corn dull; yellow \$1 19; white \$1 18 al 15. Oats active at \$1 88a1 93. Mess Pork active at \$25 50a25 75. Lard quiet at 17c.

WILMINGTON, N. C., April 1 .- Spirits of Turpentine firm at 62c. Rosins active; Common \$2 20; Strained \$2 25a2 30; No. 1 \$3. vanced 4c.; Uplands 26c.; sales 225 bales. Tar

AUGUSTA, April 1 .- Cotton market active; sales 1180 bales; receipts 470 bales; Middlings SAVANNAH, April 1 .- Cott in opened firm, but

became excited; Sales 3240 bales; Middlings MOBILE, April 1 .- The Cotton market closed firm; Uplands 27ic. Receipts 351 bales; sales

NEW ORLEANS, April 1-Evening,-Cotton has been excited and prices have advanced. Sales 8000 bales. Middling Uplands 28a28ic. Sterling steady and unchanged. New York sight & premium.

CINCINNATI, April 1 .- Provisions buoyant and higher, with a speculative feeling. Mess Pork \$25; Shoulders 112c; Clear Sides 154c. Lard dull at 16c.

Notices in Baneruptor.-Meetings of the creditors of the undermentioned bankrupts, to prove debts and choose assignees, will be held at the office of the Registrar, Hon. R. B. Carpenter, No. 72 Broad-street, on the days and at the hours named: Date | Hour. | Name.

| - 1 | 20000 | | | |
|-----|----------|----------|---------------------|----------------|
| 1 | Apl. 6 | 1 9 A.M. | McCall, W. J | Manning. |
| 25 | Apl. 6 | 10 A.M. | Kelly, Henry | Clarendon. |
| 9. | Apl. 6 | 11 A.M. | Keels, Jas. H | Williamsburg. |
| 9 | Apl. 6 | 11 A.M. | Kennedy, W. H | Manning. |
| , | Apl. 6 | 1 P.M. | Huogins, H. H | Clarendon. |
| 4 | Apl. 6 | 3 P.M. | Gasque, S. S | Lynch's Creek |
| 3 | Apl. 7 | 9 1.M. | Hagood, Wm. H | Barnwell. |
| 8 | Ap'. 20 | 1 9 A.M. | Benbow, W. W | Wright's Bluff |
| 9 | Apl. 90 | 110 A.M. | Billups, R. R | Wright's Bluff |
| | Anl 20 | 11 A.M. | Bochett, Wm. H., Jr | Clarendon. |
| 8 | Apl. 20 | 12 M. | Benbow, P. G | Wright's Binn |
| | Apl. 20 | 1 P.M | Mahoner, Jno. H | Wright's Bluff |
| 3. | Apl 90 | 2 P.M. | Hodge, B. E | Manning. |
| 26 | Apl 20 | 3 P M | Bennett, Geo. A | Beaufort. |
| = | 1 21 | GAM | White, W. J | Manning. |
| | Apl. 21 | 10 4 3r | s.mmons, Arthur E | Bamberg. |
| | April 91 | 11 A M | Lesesue, W. T | Manning. |
| 931 | And of | 10 M | M. Connell, John T | Black Mingo. |
| 1 | 1 21 21 | 2 P M | Nelson S. Warren | Manning. |
| 7 | Whie er | ****** | | |
| CO. | | | | |

An important error, in translating the The practice is very sharp, precisely in police | Prussian treaty was brought to light in the executive session of the Senate on Friday last, by a letter of Mr. Bancroft to the State Department, in which he gave an account of the negotiations for the treaty. This letter was written toward the last of February, and immediately after the signing of the agreement on the part of the King of Prussia. From this letter it appears that the treaty is broader in its terms and more favorable to our citizens of foreign birth than was at first supposed here, after the treaty was received. The correction of the error referred to makes the treaty apply to all former citizens of the North German Confederation who have been already naturalized in the United States, as well as those who may hereafter become so. According to Mr. Bancroft's explanation, it is also intended to cover the five years during which a foreigner is waiting for citizenship after having filed his

Accounts of great destruction of life come to us from China. The Chinese rebels, it is said, have committed great atrocities in the Province of Shantung, and the people have destroyed a large number of them. Thirty thousand are said to have perished in this way and by cold and hunger. Several daring acts D. Campbell, and Generals Sherman, Steadman of piracy have been perpetrated off the Saddle Islands, near Shanghai.

intention.

THE NORTHEASTERN RAILROAD.

ITS PRESENT! CONDITION AND FUTURE PROSPECTS.

ORIGIN - COMPLETION - BUSINESS - THE MEET-ING - REPORT OF THE DIRECTORS - THE ELEC-

Some years ago a number of influential gentlemen from Wilmington visited Charleston for the purpose of urging upon our leading citizens the construction of a road along the coast, passing in the vicinity of Georgetown, to connect the two cities by the shortest practicable line, and towards which they were willing to pledge a subscription to the extent of one-half its cost. At that time the bulk of the travel between New York and New Orleans passed this way-the connection between Charleston and Wilmington being kept up by a daily line of steamers. These, however successfully managed, were deemed objectionable, and, to retain this travel, these gentlemen proposed the road above referred to. Their arguments, however, failed to convince the parties here, and they returned to Wilmington annoyed and disappointed at the issue of their visit. If we mistake not, they then conceived the idea of building a road from Wilmington, in the direction of Columbia or Augusta, which eventually resulted in the completion of the "Wilmington

and Manchester Road" to Kingsville. As soon as it became apparent that this project would be carried out, it was no less evident that the stream of travel would be directed from Charleston. To counteract this to some extent, the Northeastern Railroad was devised, and a charter was obtained in December, 1851. A sufficient amount of stock was subscribed to warrant a commencement of the work in 1853-and in 1857 the road was opened to Florence, a point on the Wilmington and Manchester Railroad, one hundred and seven miles from Wilmington, and one hundred and two from Charleston. In view of its construction, the Cheraw and Darlington Road was projected, and completed to the same point, thus affording a continuous line of one hundred and forty miles into the heart of the State. Much of the country through which the Northeastern Railroad passed had been previously deprived of those facilities of transportation which are an essential element to the development of its resources, and the local importance of the road is shown by the increased quantity of produce which, year by year, it has brought

to market. FREIGHT. In 1857 the freight receipts were \$15,425, but by the next year the receipts had increased to \$17,383. One year later they had swollen to \$108,271, and in 1860 they were \$149,782. After the war the country was in a half ruined condition, and the freight receipts for 1866 were but \$95,345. In 1857 the receipts, however, were \$176,301, and for the year just closed they were \$172,648. In the number of bales cotton transported there has been a similar movement. In 1857 the road carried but 1,714 bales, in 1860 it carried 58,401 bales. In 1867 it car-

ried 24,589 bales, and last year it carried 26,961 The number of barrels naval stores transorted shows a marked increase, the total being in 1866, 6966 for eight months, in 1867, 22 080 for twelve months, and in 1868, 34,072.

The general character of the cotton business of the road is shown by the fact that out of a total transportation in 1868 of 26,961 bales, no less than 18,488 came from the Wilmington and Manchester Railroad, Cheraw and Darlington Railroad and from Florence. From Gourdin's there was a total shipment of 1542 bales, and from Oakley a total shipment of only four

PASSENGERS.

In 1857 the company receive d from passenthis source stood at \$89,045, and in 1866 they were as high as \$88,283. In 1867 the receipts amounted to \$120,018, and for the past year they are \$92,088. Of the total passenger receipts, \$44,161 were derived from through pasengers, and \$40,255 from way passengers. The average sum received from each through passenger was \$3 81, and from each way passenger \$1 43.

THE MEETING.

The annual meeting of the stockholders of the Northeastern Railroad Company was held at the hall of the Planters' and Mechanics' Bank on Wednesday, 1st April, 1868.

A majority of the stockholders being repre ented, the meeting was organized by calling the Hon. M. Cogswell, Mayor, to the chair, and appointing C. Williman Secretary.

The reports of the President and Superintendent were then read, and on motion made, received as information. They are as follows : REPORT OF THE PRESIDENT.

PRESIDENT'S OFFICE, NORTHEASTERN RAILROAD COMPANY, CHARLESTON, S. C., March 31, 1868. To the Stockholders of the Northeastern Railroad

GENTLEMEN-We respectfully submit the follow ing report of the company's operations for the fiscal year, ending 29th February, 1868: The gross earnings have been \$279,232.75 The operating expenses 173,655.82

A comparison of the above, with those of the preceding year, will show, as follows:

5,632.00

sources..... 20,127.67 14,495.67 \$317,775.35 \$279,232.75 \$38,542.60 Operating expenses 251,088.04 173,655.82 79,432.22

\$65,687.31 \$105,577.93 \$38,889.62 From this you will observe, that the largest defied to it every requisite facility and accommodation, the failure to attract it more largely, must be attributed to the recent multiplication of coastwise steamers, the restricted means of our own people for travelling, and, especially, to the absence of any daily direct communication with Savannah and the chain or roads to the southward of us. The deficiency in our freights and other sources of income, is due to the reductions in our tariffs, which had become necessary to the retention of produce, which, other

wise would have been diverted from us. During the past year, there have been transported 26,961 bales cotton, 34,072 barrels naval stores, and 2,212,300 feet lumber, against 24,589 bales cotton, 22,080 barrels naval stores, and 2,000,000 feet lumber, the previous year. It will further be observed, that our operating ex-

penses have been reduced in a greater ratio, than the reduction in our receipts, and, consequently, that the balance, or net revenue of this year, exceeds that of the preceding, by the sum of \$38,889.62. For further details on these points, you are referred to the accompanying report of the Superintendent. At the close of the past year there remained to the

Profit and loss account.
Since which it has been turther credited with proceeds of transportation for 1867-'68.... credit of-\$8,460,27 1867-'68..... Sales of old material....

CR.....\$122,157.13 And charged with following amounts current interest..... 90,851.59

Balance at credit of profit and loss account.\$10,403.14

The total amount expended upon the reconstruction of the road, since the close of the war, has been \$215,398.61, of which \$102,398.49 was derived from sales of material, and the balance, \$113,000.12, from transportation. Tois account, we may add, is now

From the treasurer's statements, it will be seen that the indebtedness of the company is as follows:

1400 First Mortgage Bonds, each \$590, due interest Jan. 1, 1875.

due interest Jan. 1, 1875.

dustanding interest to Jan. 1, 1867, yet
to be funded

utstanding interest due in cash.

teal estate bonds. 104,990.80 33,341 44

\$2,204,041.62 To meet this indebtedness, we have the road (102 miles long, with its sideings, equipments, &c., at a cost of\$2,148,130.65

\$2,204,041.62 The amount of second mortgage bonds, originally issued, was \$300,000-of which \$145,000 were sold: the remaining \$155,000 were subsequently pledged, and deposited with three trustees, as a security for a corresponding amount of preferred stock, say \$155 .-000, on which an interest, at the rate of 8 per cent. per annum, was guaranteed. This preferred stock is then virtually a substitute for that amount of second mortgage bonds. Of the outstanding interest (\$123,-095), about \$100,000 has been placed in a temporary shape, satisfactory to the parties to whom it is due. and with whom, it is hoped, arrangements may ultimately be made for its permanent funding. The annual interest for which the company is responsible

It is proper that your attention should be directed to the early maturity of the company's bonds. A portion of the second mortgage bonds, \$145,000, beomes payable on the 1st September, 1868. We are under the impression that these can be extended, by the payment of the interest as usual, to the 1st September, 1869, on which date the first mortgage bonds will also mature. The renewal of the entire debt will then become necessary, but under what forms and conditions it would be premature on this occasion to discuss, as our action at that time will necessarily be determined by circumstances of which we cannot now judge. This point will, therefore, be reserved for your future consideration.

It affords us pleasure to confirm to you, the generally good condition of the road-indeed we believe there are few in the South, with which it will not favorably compare. Its machinery consists of twe lve comotives, all in fair order-one of thes; has been ecently rebuilt, and may be considered a new machine; and the others, though advanced in age and service, can be kept in an efficient condition for auother year, at a very moderate cost. We have sixtyseven box and forty-three platform cura; eight paseenger, four second-class, three baggage and two mail and express cars. No addition to this equipment will be required the ensuing year, and our expenditures in this department will be confined simply to keeping it up to its present s'anuard. The shops of the company are still retained at Florence, in the emporary buildings erected there several years ago. Although on a limited scale, they will answer our purposes, until the company's means shall permit their enlargement and removal to the city. The depots, station-houses, tanks, &c., will be found in

But while the roal is thus physically competent to meet every demand upon its facilities, the fact is not to be disguised, that the necessity for them to any remunerative extent, does not at present, exist. Our road, as you are aware, is essentially local in its character, and dependent for its income upon a comparatively limited section: it has no extended links or feeders to widen the field of its operations, and consequently when from any causes the business of th country thus tributary to it, is unfavorably affected. severe reaction upon our revenues inevitably follows. As all are familiar with the circumstances which have brought about and are still contributing to this result, it would be needless to refer to them or their probable duration.

So far as the probable results of the coming ye

are concerned, we apprehend that the losses of the gers \$15,360. By 1850 the yearly receipts from past will deter many planters from repeating, and rent wear of the others have, to the usual extent, others from extending their operatious, and hence crease in the quantity of cotton and upward is ights to be transported the ensuing season. We shall be agreeably disappointe? at finding it otherwise, but it seems to us that this is a ready foreshadowed in the imited quantities of guano and other fertilizers now being sent into the interior, as compared with previous years. The prevailing diffiulty has been a want of capital; could this have been had at reasonable rates, the removal of the late tax on cotton, and its recently enhanced value, might have encouraged our planters to mather experiments with the labor at their command; but while it is only to be reached by high rates of interest, and the pledge of se urities outside of the crops to be grown, the recuperative process must be slow, and confined mainly to those who can comply with these stringent conditions. In this state of things our policy is clear. We must conform to what we cannot alter. We should make every reasonable and proper concession to the development of the local business of the road, by as low tariffs as our necessities will permit, the encouragement of immigration, and, in short, by every measure which would foster new enterprises and diversify the products requiring our transportation. The opportunities for its application, have so far been rare, but whenever presented we have sought to improve them. It is to be regretted that our financial condition is not one to warrant the application of this policy to our tariffs in its widest and most liberal sense. The latter are. to a great exient, controlled by competing routes, and are so adjusted as to draw towards us all the produce fairly within our reach, still they are and, of necessity, must be somewhat higher than on onger and more favorably situated roads with a much larger business. The common argument that because we have them our facilities should be em. ployed at, or even less than, their cost rather than lose their immediate product, and the chances of future business is not without weight, but an intelligent management will readily discriminate between thos cases, when it can be judiciously applied, and others where it simply covers a disposition to subordinate the interests of the company to those of the indicloney has occarred in our travel. Having extend- vidual. All know that any business conducted barely at its cost, or under a competition only permitting a minimum and uncertain profit, cannot and favora bly, unless its proportions are to be largely and speedily swelled thereby. It would seem reasonable then, that while our tariffs are only producing an income equal to our requirements, and are yielding no dividends to stockholders, they should be generally recognized and submitted to as an unavoidable necessity. Our urst obligations are to the company's ondholders, and its tariffs should be so arranged as not to jeopardize the ability to meet them.

But while the income of the road may fluctuate with the varying conditions of the country-its expenses are, measurably, under our control. At no period since its opening have we been in a better position for their reduction, than at present. The recent renewa's of many of the most costly portions of the read-its generally good condition, and the fair order of its equipment, should render this practicable for the ensuing year at least without mate rially impairing the value of the property, or the safety and regularity of our trains. A rigid economy has been introduced into every department of the company's service, and as our expenditures will be confined only to such work as is absolutely necessary, we hope to accomplish a saving of twentyfive per cent, in this direction. In closing this report, we would bring to your no

evidence we can offer of the careful and active attention of the company's officers and employees to their respective duties. All of which is respectfully submitted. A. F. RAVENEL, President. Druggists.

tice the gratifying fact of our having passed through the year without an accident, or any det-ntion of

note in the movemen's of our trains. It is the bes

REPORT OF THE SUPERINTENDENT. SUP'TS OFFICE, NOBTHEASTERN RAILBOAD, CHARLESTON, February 29, 1868.

Mr. A. F. Ravenel, President: SIR-I beg leave to submit the following (being the 15th) annual report of the operations of the road, for the year ending February 29, 1868, and of its condition at that date.

The accompanying statements, numbered from 1 t , will show, in detail—the monthly earnings and the sources from which they were derived-the current monthly disbursements under their appropria heads—the stations whence the chief products of the country were exported—the service performed by the motive power, with the cost of maintaining th same, and a comparative statement of the operations of the road from its completion to this date. From these statements the following summary

Gross earnings of the year ... \$279,232.75 \$317,775.35 Earnings from passengers ... \$2,088.76 \$20,018.40 Earnings from reight ... 172,648.32 177,692.28 Earnings from Express Co... 6,723.53 12,355.75 Earnings from mail service ... 7,772.14 7,771.92 No. of through passengers ... 12,992.00 Receipts from through pass ... 18,308.40 63,183.70 Receipts from through pass ... 18,308.40 63,183.70 Receipts from local pass... 40,258.36 66,834.70 Receipts from through pass ... 18,308.40 63,183.70 Receipts from local rezight ... 76,125.58 71,575.18 Receipts from up freight ... 48,326.75 Receipts from work freight ... 48,326.75 99,704.91 No. bales cotton transported ... 26,961.00 24,58.00 No. bales cotton local transported ... 21,838.00 19,970.00 5.157.00 No. bbls. naval stores trans-34,072.00 No. feet B. M. lumber trans 2.286,000.00 1.996,000.00 ported...... Cost of maintaining railroad 43,265.84 83,861.57 way..... Cost of maintaining motive 57,813.13 G6,012.72 20,912.57 45,379.50

This summary erabraces all the important and interesting facts connected with the past year's operations of the road, and comparing them, as it does, with those of the preceding year, supplies the data upon which to base an intelligent opinion of the management of the company's affairs.

It is with much satisfaction that I report the superior condition of the roadway. The rails are generally well preserved, and free from serious wearnew cross-ties have been liberally used, and the la bors of a ditching gang, which has been employed during the year in widening cuts, embankments and ditches, and in ballasting, has given to the whole un-

usual stability and smoothness of surface This improved condition of the road will have the good effect of diminishing the cost of its maintainance for the coming year, while, at the same time, it will contribute in a great measure towards lessening the usual wear and tear upon the machinery and cars, and secures to its whole business operations increased safety and regularity. But little has been done during the year towards filling trestles, for the reason that the income of the road did not justify its continuance. Should opportunities occur in the future, by which this work can be resumed, they will be applied to that end, and every effort used to further its accomplishment. The bridges and trestles have been mostly rebuilt within the past two years, and hence are in good repair. The labors of the com ing year will be confined chiefly to maintaining them in their present safe condition. Among the materia improvements effected in this department during the past year, have been the building of a new bridge across Lynches' Creek, and the rebuilding of the two

miles of trestle through the Santie Swamp, on the

MOTIVE POWER. The machinery of the road has been greatly improved, and, in point of efficiency, is superior to what it has been at any period within the past five years. Of the twelve engines belonging to the comnany sleven are in good order, and only one-the small gravel engine-reported merely in running order. None are laid up for repairs. This improv nent is not due simply to ordinary repairs, for since the close of the war, five engines have been thoroughly rebuilt, while, at the same time, the curbeen provided against, and the power of the whole, "Echo." embraced in the number reported as rebuilt, is an entirely new machine, including even the boiler. Her cost (\$10,000) has been classed as current expense for the reason that she supplies the place of the engine "Kingstree," previously con-

demned and destroyed. CARS. We have added ten new platform, and two new mail and express cars to the stock reported last year, and have condemued none. This add tion has been effected in our own shops, by the force employed for ordinary repairs, and their cost been charged as a current expense. Our passenger cars do not present the most desirable appearance, but they have been kept safe, sound and comfortable. They will here after receive such improvements as the means of the company may authorize. The stock of freight cars are in fair order, and in number quite ample to meet the prospective demands of the road.

TRANSPORTATION. The operations of the transportation departm offers no unusual subject for comment. The trains have been run with great regularity, the passenger trains, with a few exceptions, having met their co nections promptly, and the freight trains performed their duties satisfactorily, and both escaped the occurrence of any accident worthy of note. The requ'rements of the patrons of the road have been an wered with slacrity, and all reasonable application for concessions to their interests been restonded to Our depots and wood and water station arrangements have been overhauled, and may, for the pres ent, be considered complete.

The officers and employees of the company have shown their accustomed zeal and interest in its welfare, and merit therefor an appreciative recognition. Respectfully submitted,

S. S. SOLOMONS, Superinten lent. On motion made, it was

Resolved, That a committee be appointed to verity proxies and conduct the elections for officers for the ensuing year.

Resorted, That the reports of the officers be printed and distributed among the stockhold-

The committee appointed to verify proxies and manage the election, then reported the following result:

DIRECTORS:
Hon. C. Macbeth, Daniel Ravenel, L. D. Mowry,
A. Macfarlan, D. L. McKay. On motion made.

and are hereby authorized to take such steps as in their judgment may seem best, to arrange for the payment or refunding of the bonds of this company, falling due on first September On motion, it was Resolved, That the thanks of this meeting

Resolved. That the Board of Directors b

be tendered to his Honor the Mayor for his courteous discharge of his duties as Chairman, and also to the officers of the Planters' and Mechanics' Bank, for the use of their hall on this occasion. Adjourned. C. WILLIMAN, Secretary.

BATCHELOR'S HAIR DYE .- THIS splendid Hair Dyn is the best in the world; the only true and perfect Dye; harmless, reliable, by instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the hair soft and beautiful black or brown. Sold by all Druggists and Perfumers; an properly applied at Batchelor's Wig Factory, No Bond-street, New York. 1yr January

AF A NOVELTY.-THE LATEST AND most effectual remedy for the cure of debility, loss PANKNIN'S HEPATIC BITTERS. For sale by all

Special Motices.

ATA CARD.-I SEE IN YOUR PAPER OF resterday, a card signed P. J. JOHNSON, which he says he can prove, although I don't know what he has

About two years ago I was sent to Augusta as an agent and building collector from the Church. I went, discharged the duty, returned, reported and

was discharged. If he has any thing more than this to prove, I don't know what it is . Let him come forward.

JOHN EVERETTE. OFFICE OF THE CITY ASSESSOR, CITY HALL, APRIL 2, 1868 .- This Office will continue open for the receipt of returns for CAPITA-

TION TAXES, until Wednesday, the 15th of April inclusive, from 9 A. M. until 2 P. M. By order of the Mayor. W. N. HUGHES, City Assessor.

THE BOARD OF DIRECTORS OF THE Graniteville Manufacturing Company have this day declared a Dividend of Five Dollars (\$5) a Share, payable on demand.

SPECIAL NOTICE.—GENERAL TAX OFFICE, FIRE PROOF BUILDING .- Under authoriy from Brevet Major-General ED. R. S. CANBY, this office is This Day re-opened for ten days for the further receipt of the general State taxes, due 31st uit. Persons who have failed to make returns, are em braced in the above extension, as also those who have not paid the capitation tax. Special attention is requested, as executions

be issued on the closing of the books. FLEETWOOD LANNEAU. Tax Collector for St. Philip and St. Michael

WINIMPE ACHABLE .- INDIGESTIONthe most fruitful generator of disease, so common as saps the foundation of health; for, with impaired digestion, it is impossible for food to afford strength to the system. Dyspepsia invariably follows this disease, and dyspeptics owe all their sufferings to indigestion. Nervous and sick headsche also spring from derangement of the digestive organs. Person of sedentery habits frequently suffer from these evils, which are attended with a nervous irritability of temper, extremely unpleasant to others, and a source of misery to themselves. HOSTETTER'S STOMACH BITTERS has been found the safest and best means of removing all digestive obstructions, as well as bracing up the falling system. Those whose occupations are mental recognize in this preparation the perfection of medical skill, as it soothes the excited brain, headache disappears under its potent charm, and the patient rapidly regains aged as well as delicate ladies and children, it is admirably suited, as it possesses the quality of invigo rating without excitement or reaction.

An immense amount of unimpeachable evidence can be produced to prove that HOSTETIER'S STOMACH BITTERS is unequalled for its prompt and 67er reliable action in alleviating and curing all diseases of the stomach. Its superior excellence and consequent renown is readily accounted for from the well known fact that it is made under the person supervision of the proprietors, in strict accordance with pharmaceutic science. 6 REMOVAL NOTICE .- WM. M

THIESSEN has removed his Clothing House from No. 219 King-street to No. 291, at the Corner of Wentworth street, where he is opening an elegant supply of Spring Clothing and Furnishing Goods for FYARMOUTH BLOATERS, SCALED

HERRING, CODFISH, SWEET CIDER, (on draught); Davis' Diamond and Clark's HAMS, Prime GOSHEN BUTTER, Allsons, Muir & Sons, Jeffrey's Bass PALE ALE, London PORTER. Exton's BUTTER CRACK-ERS, GINGER SNAPS, MILK and CREAM BIS CUITS. A fresh supply of above received this week.

* WM. S. CORWIN & CO., No. 275 King-street. TEAS, TEAS, COFFEES, COFFEES.

At WM. S. CORWIN & CO., No. 275 King-street, will be found a full supply of TEAS and COFFEES that are good and pure. We parch and grind JAVA COFFEE and warrant it pure and unadulterated. A trial of our TEAS and COFFEES will convince the consumer s are as repres WM. S. CORWIN & CO.,

No. 275 King-street. FOR THE ACCOMMODATION of Correspondents, an authorized Postoffic ger, will. until further notice, be found daily (except Sundays) at the hours given below, at the office of th City Railroad, corner of East Bay and Broad Streets, to receive and convey to the Postoffice letters and pa pers intended for the mails, viz :

For the South Carolina Railroad Mails-August Savannah, and Western, from 8 A. M., to 9 A. M. For the South Carolina Railroad Mails-Columbia and Greenville, from 3 P. M., to 4 P. M.

For the South Carolina Railroad Mails-August and Western, from 5 P. M., to 6 P. M. For the Early Morning Mails-from 7 P. M. to STANLEY G. TROTT, P. M. P. M.

NO CURE NO PAY .- DR. FORREST'S "JUNIPER TAR" is warranted to cure Cough, Croup, Throat and Lung Diseases, of whatever nature, if not hopelessly bed-ridden, or the price wil be positively refunded. INSTANTANEOUS RELIFF PRODUCED. Try it, and if not satisfied return the ampty bottles and get your money back. For sale by druggists everywhere. Price per bottle-35 cents.

I. CHAPIN & CO., General Agents. No. 20 Hayne-street, Charleston, S. C. thstu 3mos

MERVOUS DEBILITY, WITH ITS gloomy attendants, low spirits, depression, in voluntary emissions, loss of semen, spermaterrhos loss of power, dizzy head, loss of memory, and threatened impotence and imbecility, find a sove reign cure in HUMPHREY'S HCMEOPATHIC SPECIFIC No. TWENTY-EIGHT. Composed of the most valuable mild and potent curatives, they strike at once the root of the matter, tone up the system, arrest the discharges, and impart vigor and energy, life and vitality, to the entire man. They have cured thousands of cases. Price \$5 per package of six boxes and vial, or 31 per single box. Sold by druggists, and sent by mail on receipt of price.
Address HUMPHREY'S SPECIFIC HOMEOPATHIC CITY TAXES—MONTHLY RETURNS. MEDICINE COMPANY, No. 502 PROADWAY, NEW September 19

A YOUNG LADY RETURNING TO her country home, after a sojourn of a few months in the city, was hardly recognized by her friends. in place of a coarse, rustic, flushed face, she had a soft ruby con plexion of almost marble smoothess, and instead twenty-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 CIRCASSIAN BALM, and considered it an invaluable acquisition to any lady's toilet. By its use any Lady or Gentlemen can improve their personal appearance an hundredfold. It is simple in its combination, as Nature herself is simple, yet ansur passed in its efficacy in drawing impurities from, also hearing, 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,

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

NEW MARRIAGE GUIDE.—AN ESSAY for Young Men, on Physiological Errors, Abuses and Diseases, incident to Youth and Early Manhood, which create impediments to MARRIAGE, with sure means of relief. Sent in sealed letter envelopes free of appetite, headache, torpor of the liver, etc., is of charge. Address Dr. J. SKILLIN HOUGHTON, Howard Association, Philadelphia, Pa. January 31

Shipping.

FOR BALTIMORE. THE SWIFI SCREW STEAM—SHIP "FALCON" E. C. REED Commander, will sail for the above por t on Saturday Afternoon, 4th April, a t 3 o'clock, from Pier No. 1, Union Wharves.

Through bills lading eigned to Philadelphia, Boston, Louisville, Cincinnati, St. Louis, and other Northern points.

forthern points.
For Freight or Passage, apply to
COURTENAY & TRENHOLM.

2 Union Wharves. FOR NEW YORK.

PEOPLE'S MAIL STEAMSHIP COMPANY.

THE STEAMSHIP E. B. SOUDFER, Captain Lebby, will leave
North Atlantic Wharf on Friday Aftermoon, April 3, at 4 o'clock.

JOHN & THEO. GETTY. Agents,
March 31

North Atlantic Wharf.

FOR NEW YORK.
REGULAR LINE STEAMERS.
THE STEAMSHIP SARAGOSSA,
Capitain M. B. CROWELL, will leave
Vanderhorst's Wharf, on Saturday,
April 11, 1868, at - o'clock.
For Freight and Passage, apply to
March 30
EAVENEL & CO., Agents.

PACIFIC MAIL STEAMSHIP COMPY'S

THEOUGH LINE TO
CALIFORNIA, CHINA AND JAPAN,
FREIGHT AND PASSAGE AT GREATLY REDUCED RATES! STEAMERS OF THE ABOVE.
Ine leave Pier No. 42, North Biver,
foot of Canal-street, New York, at
20 c'clo-k noon, of the Ist, 11th
and 21st of every mouth (except when these dates.
follow Sunday then the Saturday preceding. 12 o'clock noon, of the 1st, 11th and 21st of every mouth (except when these dates fall on Sunday, then the Saturday preceding).

Departure of 1st and 21st connect at Panama with steamers for South Pacific and Central American ports. Those of 1st touch at Manzanillo.

Departure of 11th of each mouth connects with the new steam line from Panama to Australia and New Zealand.

No California steamers touch at Havana, but go lirect from New York to Aspinwal One hundred pounds baggage free to each adult.

Iedicine and attendance free. For Passage Tickets or further information apply at the COMPANY'S TICKET OFFICE, on the wharf, foot of Canal-street, North River, New York.

March 14 1yr F. R. BABY, Agent.

STEAM TO LIVERPOOL. CALLING AT QUEENSTOWN. THE INMAN LINE, SAILING-SEMI-WEEKLY, carrying the U. S. Mails, consisting of the following steamers:

CITY OF PARIS,
CITY OF BALTIMORE,
CITY OF WASHINGTON,
CITY OF WASHINGTON,
CITY OF WASHINGTON,
Sailing every Saturday and every alternate Monday,
at 1 P.M., from Pier No. 45 North River, New York.
RATES OF PASSAGE.

\$20, Steerage, \$10; payable in gold.

Passengers also forwarded to Havre, Hamburg, remen. &c., at moderate rates.

Steerage passage from Liverpool and Queenstown, i40 currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's offices.

No. 15 Broadway, New York.

TOUCHING AT SOUTH ISLAND, KEITHFIELD AND WAVERLY MILLS. AND WAVERLY MILLS.

THE STEAMER "EMILLE," CAPT.

Isaac Davis, will receive freight This.

Day at South commercial Wharf, and leave as above.

To-Morrow (Friday) Morning, 3d inst., at 7 o'clock.

Returning will leave Georgetown on Monday Morning, 6th instant, at 6 o'clock.

All Freight must be prepaid.

No Freight received after sunset.

For Freight or Passage apply to

SHACKELFORD & KELLY, Agents,

No. 1 Boyce's Wharf.

S. S. FRASER, Agent, Georgetown, S. C.

April 1

FOR EDISTO, ROCKVILLE, ENTER-PRISE AND WAY LANDINGS. THE STEAMER ST. HELENA, Captain D. Borle, will receive Freight This Day, and leave To-Morrow Morning at 2 o'clock and Edisto Saturday Morning, at 11½ o'clock. For Freight or Passage, apply to JOHN H. MURRAY, Market Wharf.

JOHN H. MURRAY. Market Wharf.
The Steamer will leave again on Tuesday Morning,
7th inst., at 5% o'clock, and Edisto Wednesday Morning, at 4% o'clock.

1* April 2 TOWAGE. STEAMER "EMILIE." CAPTAIN.

Isaac Davis, can be engaged to TOW

SSEL's to and from sea on Tuesdays, Wednesdays

February 29

VESTLES as a series apply to Captai 1 DAVIS, on board, at Commercial Wharf, or to SHACKELFORD & KELLY, February 29

Stuth Boyce's Wharf. INLAND ROUTE TO BEAUFORT, VIA ENTERPRISE, NORTH EDISTO, BOCKVILLE, CHISOTAYS LANDING &c.

CHISOLM'S LANDING, &c.

THE FINE STFAMER FANNIE,
Capitain FENN FECE. will leave on
Thursday, 2d April, at 12 o'clock M.

Returning will leave Beautort and Chisolm's Fri
day Night, Rockville Sturday, 4th, at 12 M., 1 orth
Edisto at 1 P. M., Martin's Point and Enterprise at
2 P. M.

Freight received daily, and stored free of charge.
For Freight or Passage apply to
JOHN FERGUSON,
March 31 3 Accommodation Wharf.

THROUGH TICKETS TO FLORIDA, BY CHARLESTON AND SAVANNAH STEAM-PACKET LINE, VIA BEAUFORT, HILTON

HEAD AND BLUFFTON. THE STEAMER "P:LOT BOY,"
Captain W. T. McNeltt, will leave
Charleston every Monday Night, at 12 o'clock, and
Savannah every Turaday Monting, at 7 o'clock,
All Way Freight, also blufton Wharfage, must be

For Freight or Passage, apply to JOHN FERGUSON, Accommodation Whart. March 3 FOR PALATKA, FLORIDA,

VIA SAVANNAH, FERNANDINA, JACKSONVILLE, AND ALL LANDINGS ON THE ST. JOHN'S RIVER. STEAMERS DICTATOR ND CITY POINT, will leave Charleston ver; Tuesday and Friday Eccnings, at 9 o'clock, or above linces, and Savannah every Wednesday and Saturday, at 3 o'clock P. M. Steamer DICTATOR, Capt. L. M. COXETTER, sails Tuesday Evening.
Steamer CITY POINT, Capt. S. ADXINS, Sails Fri-Steamer CITT FORSA, Order day Eccuring, the DICTATOR will leave Savannah every Saturday Mornine, at 7 o'clock.
For Freight or Passage apply on b'ard or at office of January 3 South Atlantic Wharf.

City Advertisements.

OFFICE OF THE CITY ASSESSOR.)
CITY HALL April 1, 1868.

NOTICE IS HEREBY GIVEN TO ALL CONCERNED, that the Monthly Beturns for the month of March wast, in compliance with the Tax Ordinance, ratified on the 28th of January, 1868, must be made on or before the 15th instant.

TAXES ON THE FOLLOWING ARE PAYABLE MONTHLY.

On all sales of Goods, Wares and Merchandise.
On all gross receipts of all Street Rairoads.
On all g oss receipts of all Express Companies.
On all sales at Auction.
On all Carriages and Engeles.
On all income derived from the pursuit of any acapity, protession, occupation or employment.

faculty, profession, occupation or employment.
On the gross receipts of all Commercial Agencies.
On all commissions received by Factors, Commission Merchants, Bathers, Brokers, and others.
On all premiums received for or by any Insurance Company, or by agencies for individuals or companies. omies.
On all gross receipts of all Gas Companies, and

other manufacturing companies located in this On every Herse and Mule used or kent within On every horses and name used or sett within the city excepting horses or mules used in any public. licensed carriage, cart, dray, or other vehicle. On all Retail Dealers in all articles whatsoever... On all Huck-ters and Barber Shops. On all gross recei its of Hotels and Public Eating and Boarding Houses.

and Boatding Houses.

On all receipts of Livery Stable keepers.

On the gross receipts of Cotton Presses,

On the gross receipts of all Printing Offices, Newspapers and Publishing Houses.

On all Goods sold in the city by persons not readdent, by sample or otherwise.

On all sales of Horses and Mules brought to the city.

city.
On sales of Stocks, Bonds, and other securities.
On the gross receipts of Magnetic Telegraph Com-On the gross receipts of all Tavern Keepers and

Liquor Dealers.
All the defaulters will be dealt with as the ordinance directs.

W. N. HUGHES, W. N. HUGHES,

14 April 1