THE NEWS FOR THE CAMPAIGN-GREAT INDUCEMENTS TO CLUBS.

The importance of the great political contest upon which we have now fairly entered renders the dissemination among the people of sound political views and accurate and early information of the progress and incidents of the canvass, a matter of peculiar interest and expediency. Every individual who has any stake in the welfare of these Southern States, should give an active, personal and unflagging support to the candidates of the National Democracy-Sermous and Blaze. A triumph of the Radicals will result in the utter desolation and ruin of the South, and the placing of an ignorant and brutal race in all positions and places of honor and trust, to the exclusion of the white race. The government must be wrested from the thieves and plunderers who now have control of it, and power placed in the hands of a party pledged to give peace to a distracted country, and to make it a government for white men, and not for negroes. It is only necessary that the people should be thoroughly informed to accomplish this, and THE News will be an admirable means of diffusing this information. In order to piece the paper within the reach of all, we have adopted a scale of reduced rates of subscription for the four months covering the Presidential canvass, and offer besides peculiar inducements for the formation of clubs. We are determined that THE NEWS shall be the cheapest and best newspaper in the South. Its blows will fall thickly, steadily and rapidly; and if the friends of law, order and the Constitution do their duty by extending its circulation, its labors can be made powerfully effective for good. We appeal, then, to our readers to examine our remarkably low terms, and go to work with a will to get up large clubs for THE CHARLESTON NEWS. BATES POB THE CAMPAIGN NEWS.

Daily News (four months).....\$2 00. Tri-Weekly News (four months)...... 1 00

Five copies Daily News, four months, to 

Five copies Tri-Weekly News, four months, to one address ..... 4 25 Ten copies Daily News, four months, to one address......15 00 Ten copies Tri-Weakly News, four months,

One copy of The News free to every person who sends a club of ten subscribers at these rates. The cash must in all cases accompany

to one address..... 7 50

These prices should secure for THE NEWS a vast circulation, which would result in a corresponding benefit to the Democratic cause. May we not confidently ask the kind offices of our friends in this behalf?

Remittances can be made by money order at our risk, and all letters should be addressed to RIORDAN, DAWSON & CO.,

Our European Dispatches. [PER ATLANTIC TELEGRAPH.]

THE INTERNATIONAL TACHT BACE-THE ENGLISH

YACHT CAMBRIA THE WINNER-THE SAPPHO (AMERICAN) COMES IN FOURTH.

Southampton, Enc., August 25.—The International Regatta at Isle of Wight took place to-day. The following are the names and measurement of the English yachts entered for the race: Cutter Condor, 129 tons, owned by W. Ewings, of Greenwich; cutter Olmars, 162 tons, entered by C. J. Tennant; schooner Aline, 212 tons, owned by R. Sutton, of Portsmouth; schooner Cambria, 185 tons, entered by J. Ashbury. These boats are the champions of this year's races. The cutters had two-thirds tonnage added. The Sappho took the Oimara ntes and 12 seconds, and the Condor 12 minutes

even, but gave the Cambria and Aline 9 min-The course was from Cowes Castle around the island to the starting 1 oint, to be made within nine hours. The regatta created much excitement among boating men and others. Large crowds from London, Portsmouth and Southampton thronged the shores. Innumerable small craft were gathered around the place of starting, and a large fleet of tugs, excursion steamers and steam yachts followed the competing boats all the way around the island. The weather was clear, a brisk northwest breeze blowing. At ten o'clock the signal gun was fired and the yachts started amid cheers. The Aline soon took the lead, but was closely pressed by the Cambris. The interest was all centered upon these two. The Cambria slowly gained upon the Aline, and finally passing her, won the race m 6 hours, 15 minutes and 15 seconds. The Aline came in two minutes later, the Condor third, and the Sappho last. The Oimara was not placed. The result was hailed with great delight by the spectators. GOVERNOR-GENERAL OF INDIA—THE LATE BAIL-

BOAD ACCIDENT. LONDON, August 25 .- Notwithstanding the sharp opposition of a large portion of the British press, the appointment of the Earl of Mayo has been determined upon by the government. Lord Mayo will leave for India in October next.

to assume his new office. The charred remains of thirty-two victims of

the railroad accident near Abergele, Wales, were buried to-day.

GERMAN FESTIVAL CARLSBUHE, August 25 .- A grand festival was held here yesterday to celebrate the anniversary | of the .establishment of the constitution. In a speech the Minister of War express ed the hope that the southern States of Germany would soon reunito with those of the north, and thus complete the series of great

## Washington Items.

WASHINGTON, D. C., August 27 .- Senator Fowler, in a card, denies complicity in a ring against Rollins, as charged by the New York The customs for the week ending the 22d

were nearly four millions. The revenue to-day is \$523,000. It is stated that McCulloch has determined

to make an issue between himself and Rollins, and no treasury or revenue appointment will be made unless they are acceptable to McCul-

Gen. Schofield will not act on Judge Underwood's suggestions regarding the Virginia Indiciary.

The Georgia Legislature. ATLANTA, August 27.—In the Senate the bill econd Tuesday in December passed by a vote of thirty-three to seven. It also increases the ballot boxes at each poll to three. Campbell, a negro senator, opposed the postponement. He said it would give the negroes no chance, and

fight for their rights. In the House a long and animated discussion was held on the eligibility of negro members. Speeches were made by several of the Democrats, who said that the majority of the negro members could neither read or write, and knew nothing about framing laws, and that they could never become, politically or socially, the equal of the white man.

The Strike of the Bricklayers.

New York, August 27.—Eight bricklayers were indicted for conspiracy, as a test suit of the right of striking by craftsmen and to prevent others from working. The jury brought in a verdict of guilty.

Death of a Prominent North Carolinian. RALEIGH, N. C., August 27 .- Hon. David L. Swain, LL. D., and late President of the University, died at his residence last night, from injuries received by a fall from a wagon.

Newbern, N. C., August 27 .- Messrs. Whitford, Dill & Co. received to-day, from Mr. Wallace Ames, of Lenoir County, the first bale of new cotton. It weighs five hundred pounds. was classed middling, and will be shipped to New York.

FROM THE STATE CAPITAL.

[SPECIAL TELEGRAM TO THE DAILY NEWS.]

ING THE WHEELS-A BIG JOB-THE PER DIEM-THE ATTORNEY-GENERAL AND THE BANK OF THE

COLUMBIA (S. C.), August 27 .- In the House the Committee on Incorporations have reported favorably on the bill to incorporate the Wando Mining and Manufacturing Company. A resolution was adopted giving the stenographer of the House twelve hundred dollars for

the session. Boseman, of Charleston, gave notice of a bill to incorporate the Ashely Fire Company.

The Chatham Railroad bill was taken up. The twenty thousand dollars instalment already paid on account of the seventy-five thousand dollars bribe, worked well, and the bill was rushed through to a third reading to the neglect of other business, and notwithstanding the determined opposition of a small minority.

The bill was amended, so as to require the work to be begun within one year instead of three years, and to be completed within five years instead of fifteen.

A joint resolution authorizing the issue of pay certificates to the Legislature, up to August 31st, and appropriating seventy-five thousand dollars for the pay of members, was read a first time.

The following bills were read a third time The Homestead bill, the bill to fix the amount of the bonds of public officers, and the bill organizing the Educational D partment; also, the Charleston Pilots bill.

Printed copies of the opinion of the Attorney-General upon the legality of the bill to close the operations of the Bank of the State were laid u on the tables of the members to-

The opinion is, as already telegraphed BY TELEGRAPH. to you, favorable to the bill. It is very elaborate, and is said to be founded Porter & Conner, of Charleston, who, as counsel for certain billholders, filed a bill in equity to set aside the act of 1865, and allow the billholders to come in as prior claimants to the fire loan bondholders, giving an opinion, at the same time, that the State was liable for all the bligations of the Bank of the State.

The Attorney-General divides his opinion into two head-first, as to the liability of the State; and second, as to the legality of the bill. On the first head he makes ample quotations from the act creating the bank, and from subsequent acts relating to the subject, and then ums up as follows :

"The State, by express language-by clear ntention, and in reality-has made herself, in her own words, directly 'liable for, and chargeable with,' all the debts of the corporation known as the President and Directors of the Bank of the State of South Carolina." On the second point he calls in question the fairness and legality of the act of 1865, and cites numerous precedents, concluding as follows:

and legality of the act of 1885, and cites numerous precedents, concluding as follows:

The correct conclusion would seem to be this, that the pledge of the faith and funds of the State as made by the act of June, 1838, had no special reference to the funds of the Bank, and was simply equivalent to a general pledge of the resources and means of the State to the payment of the obligations then incurred and since known as the Fire Loan Bonds. This pledge, it is needless to remark, the State acknowledges and will redeem.

I am unable, therefore, for the reasons now stated, to discover any grounds of law or equity, which sustain the claim set up by the holders of the Fire Loan Bonds up in the assets and propercy of the Bank. The State has, in my opinion, in the exercise of her ordinary legislative discretion, a clear legal right to make such disposition of the assets and property of the Bank of the State of South Carolina;" and the fact that various parties are now contending in the courts for the assets and property of the Bank of the State of South Carolina;" and the fact that various parties are now contending in the courts for the assets and property of the Bank of the State in the policy of the Bank while it might approve the policy of the Bill in question, certainly cannot be regarded as opposing any legal obstacls to such action on the part of the General Assembly as may seem to best subserve the welfare and maintain the honor of the State.

(Signed) D. H. CHAMBERLAIN.

Attorney-General of South Carolina.

D. H. CHAMBERLAIN. Attorney-General of South Carolina.

The Senate was engaged nearly all day on

the Tax bill. The bill amending the charter of the City of Charleston is in the hands of the Governor. It is thought that he will sign it.

CORBIN'S CIVIL BIGHTS BILLY SCENE IN THE ASSEMBLY-SANCHO PANZ TION OF PER DIEM AND MILEAGE-FACTS AND FIGURES-THE EIGHTH INFANTRY.

[FROM OUR OWN CORRESPONDENT ] COLUMBIA, S. C., August 26, 1868.—Very little was done in the Legislature to-day beyond electing the eight Circuit Judges, whose names you have already learned by telegraph. In the House nothing was done but reading the Governor's Blue Ridge message. In the Senate Corbin introduced a bill entitled "A bill to secure the civil and political rights of citizens and provide the means of their vindication." It is founded on the Congressional Civil Rights bill, and follows its words and style as far as

During the election to-day, the Senate having proceeded to the Hall of the House of Representatives and Lemuel Boozer presiding over the joint Assembly, an amusing and character istic scene occurred. While the vote for Judge of the Sec and District was progressing, a Democratic member, who has keen relish for

a practical joke, held Hon. Sancho Panza Sanders, of Chester, in close confab, and succeedpostponing the election in Savannah to the ed in convincing him that Judge Aldrich was a good Republican, and that he would be doing the right thing and paying a handsome comtylby voting for him. When the clerk called "Mr. Sanders," Sancho hesitated and kept his seat. The clerk called again, "Mr. Sanders !" No rewarned the Senate that they were prepared to sponse. Boozer having espied poor Sancho, rose and said that "Mr. Sanders" was in the hall and must vote. There was no further escape. Sancho Panza stood bolt upright and answered bravely "Aldrich !" to the great amusement of all those members who were sufficiently well informed to appreciate the joke. A white Rad explained to him his mistake, and, at the close of the calling of the roll, he changed his vote

> I have reason to believe that the \$20,000 borrowed by the government to-day, about which I telegraphed you, was obtained from the Chatham Railroad Managers, and that Kingston is interested in the loan bill in a different matter and for a much larger scheme. He is to be financial agent of the State in New York. The Governor's friends claim that he could have obtained money long ago if he had been willing to give the discount asked, but he had too great a regard for the credit of the State. His \$20,000 will, however, be a mere drop in the bucket, as the following figures will show. The Legislature has been in session since July 6, and it is now August 26, just fifty-two days. They are paid six dollars a day, so that there is now due to each member for his per diem the sum of \$312. There are one hundred and fifty-two members of the Legislature, making the total amount of per diem now due \$47,424. In addition to the per diem the members are allowed forty cents per mile mileage, twenty cents each way. If we average the distance of the members' homes from the capital at one hundred and twenty-five miles, we will be under the mark That will give us \$50 for each member, or \$7600 as the total mileage. Add this to the per diem and we have \$55,024 as the amount which it will take to pay off the members of the Legislature alone, to say nothing of the salaries of subordinate officers, the printing, and other current expenses, for which \$15,000 is not a high estimate, which would give in all \$70,000 as a fair estimate of the amount necessary to pay

> the cost of the Legislature to date. There was quite an influx of army officers here to-day. Colonel Bumford and his staff, and several line officers of his regiment, the Eighth Infantry, six companies of which form the new garrison of this place. The Eighth, I inderstand, is a white man's regiment like the Sixth in your city, and it is hoped will give equal satisfaction.

THE BLUE RIDGE RAILROAD.

MESSAGE OF GOVERNOR SCOTT.

and House of Representatives :

and House of Representatives:

In my Inaugural Message I expressed the intention of submitting to your honorable body a plan for the early completion of the Blue Ridge Railroad. In accordance therswith, I now invite your earnest consideration of the subject, and invoke such action by you as shall speedily achieve this great result.

For more than forty years the importance of unting the West with the Nouth Atlantic coast has been urged by the leading intellects of the country; and many of the railroads constructed during that period, on both sides of the mountains, have been built with a view to their direct or tributary connection with this great national highway. Roads from Branchville to Columbia, from Columbia to Greenville, Abbeville and Anderson, from Columbia to Spartanburg, from Columbia to Charlotte, and from Charlotte to Statesville, Morganton and Asheville and the several roads extending from burg, from Coumbia to Charlotte, and from Charlotte to Statesville, Morganton and Asheville, and the several roads extending from Cincinnati and Louisville towards Knoxville, and from Knoxville towards the Blue Bidge, and from the Cristophe of this great enterprise. Even se early as 1836, when delegates from nine States assembled in a railroad convention at Knoxville, it was declared to be the

wenton at magnificent and important public work projected in our country.

After mature deliberation, and a critical survey by the most distinguished engineers, it was decided to locate the roue between Auderson, S. C., and Knoxville, Teon., the distance being only 195 miles. The total cost of the undertaking, it was estimated by Col. Gwin, the chief engineer in 1860, would not exceed \$7,575,677. The work was commenced under the most favorable auspices, and energetically pressed forward until 1860, when operations were suspended by the war. At this time thirty-four miles of the road had been completed and were in running order. Much of the grading and masonry in the remaining territory of South Carolina, Georgia and North Carolina was also finished, so that the work may now be said to be more than half completed. In this connection it is proper to state

may now be said to be more than half completed. In this connection it is proper to state that the grading in South Carolina alone is nearly equal to the whole grading in North Carolina and Tennessee; the bridge and arch masonry in South Carolina is nearly equal to all the bridge and arch masonry of the remainder of the road; while the tunnels in South Carolina exceed nearly all the tunnelsing on the rest of the line.

The sum expended upon this gigantic work is \$3,287,258 - about half the estimated cost of the whole road; and there has been incurred a debt of only \$230,000, besides interest, which is secured by an issue of first mortgage bonds. The State has subscribed and paid in State bonds \$1,310,000. The City of Charleston has subscribed and paid in Cty Scrip \$1,049,000; so that the State and city are incrested in the that the State and city are in erested in the fortunes of the road to the amount of about \$3,000,000. This estimate i cludes unpaid interest which has accrued upon the bonds. The rairoad company likewise own seventy thou-sand acres of land, and have the promise from terest which has accrued upon the bottes. Into railroad company likewise own seventy thousand acres of land, and have the promise from citizens living along the route, of three hundred thousand acres more as soon as the work is resumed. This land will, on its completion, become very valuable. Is it wise financial policy for the State, by withholding the further aid required, to hazard a sale of the assets of the road by the trustees under the first mortgage bonds, and permit some rival enterprise to enjoy the benefit so nearly within our reach? The advantages of the Blue Ridge Road over any other that has been projected are manifest. Ist. It is the shortest line through the mountains from the seaboad to the Ohio River. It must therefore always command both trade and travel. The great West exports corn, wheat, flour, bacon, lard, tobacco, whiskey, lime, salt, mules and cattle. These find an outlet through New York and Baltimore on the other. At the present time bacon may be round in Anderson which was shipped from Cincipnati to Wheeling, thence to Baltimore.

one side, and Mobile and New Orleans on the other. At the present time bacon may be round in Anderson which was shipped from Cincinnati to Wheeling, thence to Baltimore, thence to Charleston, and thence to the interior—a distance of more than fifteen hundred miles. Were the Blue Ridge Railroad completed, the distance from Anderson to Knoxville would be only one hundred and ninety-five miles, and from Knoxville to Cincinnati less than three hundred miles, making a total of four hundred and ninety-five miles, and saving in travel and expense one thousand miles. To illustrate this item of expense, corn, which in Columbia before the war cost one dollar a bushel, could be bought just across the mountains in Tennessee for twenty cents.

el, could be bought just across the mountains in Tennessee for twenty cents.

2d. During the winter months, Northern roads are frequently obstructed by snow, and business is seriously interrupted. At no time is such a casnalty likely to occur in the softer climate of these Southern States. Our ports will always be an outlet through which the West can supply the markets of the world and receive in return not only the wealth of distant peoples, but the rice and cotton of our own fertile fields. Terminating, as the road will, upon our coast at Charleston and Port Royal, it has a further material advantage over those lines which terminating. and Port Royal, it has a further ma-terial advantage over those lines which termi-nate upon the Gulf of Mexico. Here the freight-ed ship may proceed direct to sea. There she must round the capes of Florida, and encounter the increased difficulties and dangers of navigation, consuming time, and swelling the cost

of transportation and insurance.
3d. The Blue Ridge Bailroad passes through a country rich in resources of every kind. The

CHARLESTON, S. C., FRIDAY MORNING, AUGUST 28, 1868. soil is of unequalled fertility, and adapted to nearly all profitable species of agriculture. Gold, silver, iron, coal and copper mines abound, and only wait to be tapped by the hand of industry to add their vast stores to the wealth of the nation. Employment may thus be furnished to thousands of sturdy laborers from every portion of Christendom; emigration will be encouraged; hithert, no. laborers from every portion of Christendom; emigration will be encouraged; hitherto unsettled country will be opened to enterprise; our water courses will be peopled; manufactories will rear their pleasant shapes; villages will expand into towns and towns into cities; business will thrive and its pursuits become more diversified, and, in short, the whole State will feel the pulses of a new life throbbing through this great artery of trade.

4th. The Blue Ridge Railroad will be the feeder of every other railroad in South Carolina, and a large and remunerative local business must supercede the present stagnation.

ina, and a large and remunerative local business must supercede the present stagnation. Charleston and Columbia, as commercial centres of the State, are not only to be benefitted, but Port Royal with its best harbor on the Atlantic coast between Pensacola and the Chesapeake, must become a railroad centre from which imports will be distributed to the North, West and South, a harbor wherei salips will likewise be gathered from every quarter of the world, to receive at that terminus of this great hi hway the freight which the West and South would exchange for the products of the old world, and the East and West Indies. It is

South would exchange for the products of the old world, and the East and West Indies. It is well known to commercial men that during the winter season, the price of transportation to points north of Cape Hatteras is nearly double that paid on shipments to Southern ports.

5th. The building of the Blue Ridge Railroad is of vast military and political importance to the Union. Aside from the sympathy naturally existing between agricultural sections like the West and the South, and strengthened as it must be by all the ties of trade, the necessity of a great air line across the Continent in this direction, with Charleston and Port Royal for its objective points, is too great to be ignored by the General Government, and I feel confident that Congress will give its earnest consideration to an enterprise which may add so much to the military and postal facilities of the country. Such a western connection across so much to the mintary and postal facilities of the country. Such a western connection across the mountains has always been regarded as a political and military necessity, scarcely less important than the commercial wealth and

tion of the road.

This was the view taken even during the administration of Mr. Monroe, when his Secretary of War had a survey made through the identical gap in the mountains through which the Blue Ridge Railroad will pass, with the

ed more than \$5,000 000 upon her State road alone; North Carolna \$9,000,000, and Tennessee, to concentrate trade within her borders, has granted near \$30,000,000 in guarantee of the bonds of various railroads. South Carolina has also been liberal in the past: and yet with all her liberality her credit has been so sacredly guarded that her bonded debt at this time (exclusive of the war debt) amounts to only \$5,407,215. The interest in arrears and due on this sum on the last of January, 1869, will be only \$564,136. This is exclusive of the Bills Receivable, authorized by the act of 1865, not more than \$300,000 of which are likely to go into general circulation. To meet these liabilities of the State, namely, the accumulated interest and to redeem the Bills Receivable, the Legislature has authorized a loan of \$1,500,000. It will thus be seen that the total bonded debt of the State on the 1st of January next, after the payment of interest due, and the redemption of the Bills Receivable, and the redemption of the Bills Receivable, the Legislature has authorized a loan of \$1,500,000. It will thus be seen that the total bonded debt of the Bills Receivable, and to redeem the Bills Receivable, the Legislature has authorized a loan of \$1,500,000 recently authorized is all put upon the market, which is not likely to be the case—will be the comparatively small sum of upon the market, which is not likely to be the case—will be the comparatively small sum of

upon the market, which is not heavy to be the case—will be the comparatively small sum of \$6,907,215.

With a basis of \$300,000,000 in real and personal property, subject to taxation, it is evident that with an assessment of only three mills upon the above debt, together with the current expenses of the State, may be promptly met. When it is remembered that new and valuable enterprises are being developed—that capitalists from the North and West are seeking profitable investments in South Carolina; that our lands are being cultivated under an improved system of agriculture, which promises to yield more abundant results than heretofore; that the recent discovery of phosphate beds along the coast has opened a new mine of wealth, which has already enhanced the value of surrounding property; that an industrious and laboring population are preparing to come hither from various portions of the country, bringing new strength and energy; that manufacturers from the North are turning their attention to the magnificent water power which facturers from the North are turning their attention to the magnificent water power which abounds in almost every portion of the State; and to the extraordinary facilities whereby cotton is manufactured fitteen per cent. cheaper than at the North; that new railroads are being projected, and there is promise of increased facilities for trade; that the completion of this Blue Ridge Railroad will of itself open a or this Blue radge Raindar win the strong per a channel of wealth, the grand results of which no human being can fully estimate. When all these tacts are brought into review, we cannot but look with hopeful eyes up n the future, and realize that South Carolina sets forth in

and realize that South Carolina sets forth in her race of progress with advantages superior to those of any of her sister Southern States.

Having thus described the character of the road, its importance to every interest in the State and country, and made an exhibit of the financial condition of the State and its resources, which demonstrate your ability to grant further aid to the undertaking, I now invite your attention to the plan which I have to suggest as the most feasible, as the one which promises the speediest results, and which will suggest as the most feasible, as the one which promises the speediest results, and which will secure the sympathy and practical co-operation of those capitalists of the West, who are as deeply interested in the construction of the road as the people of South Carolina. I am confident that to effect this latter result it is only necessary to show that we are in earnest ourselves, and determined to complete the road selves, and determined to complete the road in the shortest time that energy and skill can

erform the work.

1st. It is essential that the Legislature shall remove the restriction imposed upon the com-pany by the act of 1854, which required the production of proof to the Governor of such production of proof to the Governor of such subscriptions or aid granted in the States of North Carolina and Tennessee, as to give reasonable assurance of the completion of the road. These promises of aid were based upon a contract by contractors, but as the latter failed to comply with the terms of their contract, South Carolina withheld her guarantee of any of the bonds of the company.

2d. With the removal of this restriction, the State should pass an act guaranteeing the bonds of the company to the amount of one million of dollars, and authorizing the President to hypothecate or dispose of said bonds in such manner as is best calculated to secure the immediate resumption of the

to secure the immediate resumption of the undertaking.

The engineer, Colonel Gwin, states that the entire tunnelling can be completed in one year. Three-fourths of this work has already been Three-fourths of this work has already been finished, and there is no reason why the remainder may not be completed within the time above specified. The rolling stock can then be put upon the road. In less than one year and a half from this time, therefore, we may have the satisfaction of seeing a through train from the Ohio River to Charleston, and a union between two sections of our country, which protween two sections of our country, which prac-tically have been to each other as straugers. Reference has already been made to the importance of this road in a military point of view. Many leading public men have recently

urged its construction on this ground; and there is no doubt that Congress is prepared to lend a willing ear to any reasonable proposition which may promise to result in the attainment which may promise to result in the attainment of so valuable an object. I therefore respectfully suggest that your honorable body shall request the senators and representatives of the State in Congress to lay this subject before that body at the earliest

while the State will have derived the advantage of a complete road without having been compelled to pay interest on the bonds issued. In a few years the vast business done upon the line will enable the company to pay all of its indebtedness.

This subject is one of the gravest with which we have to deal, because it largely involves the material interests of the State, and promite the company of the state, and promite the company of the state, and promite the state of the state, and promite state of the state, and promite state of the state

can be suggested.

I submit these considerations to your honorable body, in that spirit of earnestness which I trust will find a response in your early Accompanying this message, is a memorial

Accompanying this message, is a memorial addressed to the Executive of the State, by the President of the Blue Ridge Railroad, and a report on the condition and prospects of the company prepared by the same officer, to both of which I respectfully ask your attention.

Very respectfully,

ROBERT K. SCOTT,

Governor of South Carolina.

Governor of South Caroli CAPTAIN WILSON.

The Career of a Gallant Merchant Captain-The Recapture of the Emily St.

In our last issue we briefly announced the death, at sea, of one of the bravest and best known commanders in the mercantile marine, Captain William Wilson, the celebrated captain of the Emily St. Pierre. The Liverpoo Mercury, of August 12th, in noticing the sad event. says:

ministration of Mr. Monroe, when his Secretary of War had a survey made through the identical gap in the mountains through which the Blue Ridge Railroad will pass, with the intention of cutting a canal between the head waters of the Savannah and Tennessee Rivers, before the day of railroads.

In the event of a foreign war it would be of vital importance to the government to have a naval station at Port Royal, where there is depth of water and room abundant to float the largest feets of the world. From this point to Cincinnati is almost an air line, and the shortest route to the great heart of the nation.

Such are some of the benefits which must accrue to the State and country from the construction of this great thoroughfare. Upon you, as legislators, depend the completion of the work. You may render add which, in sixty or ninety days, will permit operations upon the road to be resumed, and once resumed, we may confidently look for encouragement to the capitalists of the country, if not to the public treasury itself. But whatever is done by you should be done promptly. Georgia and North Carolina are surrounding us with a network of railroads, the object of which is to divert both trade and travel trom our midst. They are our competitors for Western commerce, and if we are idle they will succeed. Virginia has loaned her credit to encourage railroad enterprises to the extent of \$12,000,000; Georgia has expended more than \$5,000,000 nod Tennessee, to concentrate trade within her borders, has granted near \$30,000,000 in guarantee of the bonds of various railroads. South Carolina has also been liberal in the past: and yet with all her liberality her credit has been so escredly guarded that her intended the their important with orders to make the coast of South Carolina, has also been liberal in the past: and yet with all her liberality her credit has been so escredly guarded that her intended to the presidence of war; it was to take a nilot and enter the careful has been so escredly guarded that her intended to the

any one speaking to me. I was afterwards told by flag-officer Goldsborough that I had saltpetre on poard, that I was a lawful prize to the Federal Government, that I could take a passage in the ship to Philadelphia and allow the officers the use of my instruments and charts. I replied that they should have allow the officers the use of my instruments and charts. I replied that they should have the use of them, but that my cargo was not saltpetre, and that my ship was British prope ty. I returned to my ship in an hour, found my crew all taken away. exc. pt the cook and steward, and a new company on board, consisting of Lieutenant Stone, master's mate, twelve men, and a passenger—fifteen in all. We weighed anchor and proceeded to sea. On the moraing of the 21st of March (being Lieut. Stone's watch on deck) I called the cook and steward into my state-room about half-past four, and said to them that I had made up my my mind to lose my life or have my ship, and asked their assistance, which was obtained. I then gave a pair of irons and a sheet to them, and told them to follow me. The master's mate was asleep in his berth, and after handing out his revolver and his sword I grasped his hands. The irons were fixed, and the gag was in its place in a minute. I then went to the passenger (an engineer), and having taken the arms from his berth I secured him in the same way. I then went on deck as if I had just turned out, and walked the deck for about ten minutes alongside Stone, remarking the fair wind the and soon after I asked him down to minutes slongside Stone, remarking the fair wind, &c., and soon after I asked him down to wind, &c., and soon after I asked him down to the cabin to look at the chart, and saying that the coffee would be down directly. He start-ed from the poop and I followed, laying hold of an iron belaying pin on my way down. I entered the fore cabin just as he was at the door of the after cabin, where the chart was spread out ready. I brought him up by saying Stone!' and, holding the belaying p.n over his head, I told him that my ship should never go to Philadelphia. The cook and steward nis nead, I told nim that my ship should never go to Philadelphia. The cook and steward were both ready, and before he could utter a sound the irons were on his wrist, the gag in his month, and he pitched into a berth. I lock-ed him up, and having secured my cabin in-truders, went on deck. These man wave walttruders, went on deck. Three men were waking the deck; one was at the helm and one on the lookout. I called the three men aft, and pointing to the hatchway of the storeroom near the helm, said that a coil of rope was wanted up. I shoved off the hatch, and pointing to a corner where it was, they all three

wanted up. I shoved off the hatch, and pointing to a corner where it was, they all three jumped down. I immediately closed the hatch, and warned the man at the helm of his danger if he moved or spoke. The lookout was ther called aft, and when asked whether he would help to work the ship to a British port he said no. I therefore put him with the others, guarding the hatchway. I then called the watch, and as sailors do not come on dack all together, we got two att secured deck all together, we got two att secured before any suspicion was aroused; the third man of the watch below drew his knife at the man of the watch below drew his knife at the steward, upon which he fired, and the shot went through his shoulder; the others were soon secured, and in the space of a morning's watch I was again in charge of my ship. I soon came down and announced the fact to Lieutenant Stone. I told him I would take the gaz out of his mouth and the iron off his wrists if he contented himself to remain a wrists if he contented himself to remain a prisoner in his berth. He was at liberty to take a passage to England. I promised him good treatment, and lood when the steward good treatment, and note whet has several could prepare any. He dined at the cabin table under guard, and was then replaced in his berth. The crew were supplied daily with bread, beef and water, and buck its were pro-vided to answer nature's requirements. After bread, beef and water, and buck is were provided to answer nature's requirements. After consideration, four volunteered to lend a hand rather than be in confinement; but these were landsmen, and only one could steer, and that imperfectly. This, then, gentlemen, was my position. I was three thousand miles away from my native land, without a helmsman in all my crew but myself; for while some cooks and stewards can steer, mine could not. I experienced a heavy gale of wind; and feared that after all I should not make my passage, for my tiller was broken dumy passage, for my tiller was broken during the storm, and I was nearly welve hours fitting a temporary one. You may easily

practicable moment, to the end that the General Government may be induced to render such assistance to the road as its importance, in a military point of view, may justify. This assistance to the road, such as its importance, in a military point of view, may justify. This assistance may be granted without hazard.

Bonds of the road, endorsed by the State, may be deposited in the United States Public Treasury, and their equivalent in the United States Public States currency be issued to the road, which will thus be put in possession of an active working capital. Every dollar expended upon the road will then increase the value to the General Government of the security. And, finally, when the road is completed, the government will have a lien upon property worth nearly eight millions of dollars, for which it has really advanced less than half that amount, while the State will have derived the advantage of a complete road without having been are also due to be British sailor, who in the head, and waving to my faithful cook and steward how to move the helm. I arrived in the Mersey after a passage of thirty days from the recapture; and I des

will be a spur to the British sailor, who in the hour of trial and heavy responsibility may be encouraged, that his efforts for the right and true will not be lost sight of or go unrewarded by the first maritime nation in the world."
Captain Wilson, after his Emily St. Plarre exploit, settled in Laverpool, and embarked in business. He was unsuccessful in his commercial pursuits, and once more returned to his original profession, and died while acting as the commander of an English ship. During his residence in this town he was regarded as one of the "institutions," and was pointed to with pride on account of the brave action he had performed. He was in appearance and manner "every inch a sailor." He had for many years "followed the sea," and seemed to be

A man whom both the waters and the wind In that vast tennis-court hath made the ball For them to play upon.

He was exceedingly popular with the me He was exceedingly popular with the memors of his profession in Liverpool; his kindness and urbanity-endeared him to all who knew him, and his loss is deplored by the whole maritime community. Although he has gone, his name will not be forgotten; for so long as acts of courage are recorded, the story of the recapture of the Emily st. Pierre will find a place among the brave deeds done by British seamen.

Politics in Washington.

THE CARPET-BAGGERS THEOUGHOUT THE SOUTH-ANNOYANCE OF THE BADICALS-CHANCES OF A SEPTEMBER SESSION.

The shrewd and well-informed Washington correspondent of the Baltimore Sun says :

correspondent of the Baltimore Sun says:

Intelligence from the South contains butslight comfort for the Badicals. Letters received here daily from that section, as well as
information derived from Southerners here, all
show a great change of sentiment on the part
of the colored people. It seems that they have
at last opened their eyes to the fact that they
cannot hope for the realization of any of the
promises made by the adventurers who went
South only to use them as tools, and their
eyes are now turned upon the bona fide Southern people as their best and surest friends
and guides.

Intelligent Southerners say that in all the

ern people as their best and surest friends and guides.

Intelligent Southerners say that in all the States reconstructed by act of Congress, and especially in districts where the Freedmen's Bureau is not all-powerful, the colored people will vote with their old masters, and there is now a well-founded hope that all these States can be carried for Seymour and Blair, and that, too, by the aid of colored votes. Nor need any force be used to compel the negroes to vote right.

The South is beginning to recover rapidly from the prostration caused by the war, and planters can now give employment to laborers and mechanics. A year ago this was not so. The laborers were many and the employers were few, and hence many of the negroes were dependent upon the Freedmen's Bureau for their daily bread. It is well known that this institution was but an electioneering card for Radicalism, and it appeared before the negro with a bone in one hand and a Republican ticket in the other. "Vote the ticket, and you will get the bone; refuse the ticket, and the bone will be withheld," was the Bureau mode of electioneering, and it was then effective.

All this has now changed. Farms and plantations which had been laid waste by war are again under cultivation, and the dependence upon the Bureau having ceased, the negroes begin to see their true interests, and will vote

again under cultivation, and the dependence upon the Bureau having ceased, the negroes begin to see their true interests, and will vote with the people of their section without regard to the promiss, and pledges of the carpet-baggers and adventurers, which they have at last learned can never be fulfilled. Seymour and Blair clubs, composed exclusively of colored men, are being formed all over the South, and orders are daily received here from such clubs and political organizations for Democratic papers and campaign documents.

ic papers and campaign documents.

This, of course, causes the Radicals a great deal of annoyance and vexation, for it seems that after all the twistings and turnings upon the reconstruction laws, the Republican majority in Congress has signally failed in its efforts to bind the Southern States to the Radical car. It is as much for this cause as for any other that the Southern Radicals are so anxious for that the Southern Radicals are so anxious for a session of Congress in September. At that time they will be on hand and will urge the passage of some law which will, in their opinion, perpetuate the power of their party. To this end many of the carpet-bag representatives have remained in this city, watching every indication that comes up from the South, and anxiously consulting with their friends from that section. But they find little or no encouragement of Congressional interference with the question.

Some of the very Radical members from the North have written here promising them aid.

Some of the very Radical members from the North have written here promising them aid, but the majority of the members have enough to do to take care of their interests in their own districts. Especially is this the case with the Pennsylvania, Ohio and Indiana members. The elections in the States named come off early in October, and they will therefore not be willing to risk a session on the 21st of September, which once commenced may be extended indefinitely and beyond the second a nesday in October. October.

## The Collver-Edwards Prize Fight-Fur ther Particulars.

The Washington papers contain full ac counts of the prize fight between Sam Collyer and Billy Edwards-the former the champion of the light weights of the United States, the latter a young Englishman and a novice in the ring. The fight took place on Monday at "Ship Neck," on the Cove River, in Northumberland County, in Virginia. The result of the fight says the National Intelligencer's report, is a victory for Edwards, after contesting with his adversary in forty-six rounds, which occupied one hour and twelve minutes. The result was most unexpected to all who have taken any in terest in pugilistic matters, and stamps the winner as a fine hitter and a good fighter, pos sessed in a high degree of pluck and endurance-qualities which are eminently necessary to aspirants for the honors of the prize-ring. The Intelligencer has the following accoun of the combatants:

Collyer is a modest, unassuming young man

Collyer is a modest, unassuming young man, who has, by his manly and correct deportment, made for himself many friends, who will no doubt cling to him closer now that his hour of defeat has arrived. He is by profession a clog-dancer and Indian-cluo performer, and his entire time is occupied in fulfilling, with his two boys, Tom and Eddy, engagements at various places of amusement in the country.

William Edwards, the successful party in the affair of yesterday, is, as stated above, a novice in the profession—yesterday being the first appearance he has ever made in the prize-ring. He has, however, acquired quite a reputation as a boxer of acknowledged superiority. By profession he is a monider, and up to the time when he commenced training for the present fight has been attentively engaged at his trade. His appearance is anything but that of a pugilist or rough, and his manners are quiet and gentlemanly. His age is about twenty-four years.

The following is the description of the last

The following is the description of the las round:

Round 47, and last.-Both parties promptly to the scraich, Edwards looking very mined, and apparently anxious to force my passage, for my tiller was broken during the storm, and I was nearly weive hours fitting a temporary one. You may easily judge my difficulties when you consider a thirty days' passage in such circumstances, with such a crew and such a number of prisoners. When I wanted to reef the topsails I had to t ke the reettackles to the capstan, and then lay aloft to pass the earrings and tie the points alone, at the same time keeping my eye upon the ship's

yer tried to defeat by throwing and falling up-

on him.

The reporter for the Intelligencer thus concludes his long account, written in the "fancy" style, in which he pays a marked tribute to the orderly and decorous admirers of the brutal sport. It must have been a marvellous proper crowd; though the sketch of their conduct on board the steamboats does not reflect

as much credit upon them : The men fought at one bundred and twenty-three pounds each, and the fight, from begin-ning to end, was a finely contested battle.

ning to end, was a finely contested battle.

All present seemed desirous of seeing the contest decided fairly and impartially; and the result is that Collyer has been whip ed by a man not only his equal in point of pluck and endurance, and ability to take punishment, but far his superior in the science of boxing. Edwards is not only a quick and powerful hitter, but he can take punishment with a good grace. Should he continue in the prize ring, he will undoubtedly become a bruiser of considerable notoriety.

The betting on the affair was nearly all made upon the two first events—viz., the first knock-down and first blood. A large amount bets made that Collyer would whip his man in less than an hour. The crowd around the ring was very large, and, to their credit be it said, a more orderly assemblage of the kind never gathered around a ring. The newspaper men were provided for through the kindness of Barney Aaron, who was tendered a unanimous vote of thanks by the enther reportorial fraternity. After the fight Edwards was raised upon the shoulders of his friends and carried to Collyer's corpar where the whipped champion was consistent. ner, where the whipped champion was cordially shaken by the hand by his victoriou; adversary. The party then re-embarked and started for home, the Washingtonians arriving here atten minutes before twelve o'clock last night.

THE SCHUTZENFEST IN GERMANY.-A letter from Vienna, referring to the great Schutzenfest just held there, says :

fest just held there, says:

One of the sharpshooters from America haswon a goblet. He is Mr. Timothy Gruaz, of Highland, Illinois. Mr. Gruaz first learned to handle the king of weapons in Switzerland. He has lived twenty years in the United States. I give the names of the competitors from the United States: They are Louis J. Ladner, of Philadelphia; C. J. Young of Baltimore; M. Briel, of Washington; Rud. Wick, of Louisville; Jacob E. Rommer, Peter Rath, J. Lederer, M. Oppenheim, Paul de Gimes and Joseph Schmidt, of New York; Max Feuerbacher and Gottfried Volker, from St. Louis; Sal. Eisner and Max Gruhn, from San Jose; Charles Lack, Henry Plasspole, Charles Meininger and Ferdinand Braus, from Cincinnati; Ulrich Miller, from Kutztown; Capt. Reichard, from Wilkesbarre; Timothy Gruaz and Karl Glatter, from Highland, Illinois.

THE MOST PERFECT IRON TONIO.—HEGEMAN'S FERRATED ELIXIR OF BARK.—A pleasant cordul, prepared from calisays bark and pyro-phosphate of iron phosphorous and calesya, without any injurious ingredients. As a preventive to fever ind ague, and as a tonic for patients recovering from fever, or other sickness, it cannot be surpassed. It is recommended by the most eminent physicians. Prepared by Hegeman & Co., New York, and sold by all respectable druggists in the United States. THE MOST PERFECT IRON TONIO. -HEGEMAN'S

## Shipping.

FOR NEW YOLK. REGULAR LINE EVERY WEDNESDAY.

THE NIEAM HIP SARAGOSSA,
Capt. M. B. Chowell, will leave Vanderborst's Wharf, on Wednes. Lty,
2d September, at Four o'cloca P. M.

FAST FREIGHT LINE TO BALTIMORE.

AND PHILADELPHIA. THE FAVORITE AND SWIFT THE FAVORITE AND SWIFT.

Serew Steamship SEA GULL, N. P.

DUTTON, Commander, will sail for

Bultimore on Saturday the 29th

Angust, at Three o'c ock P. M., fron Pier No. 1,

Duion Wharves, making c ose connections, and de
ivering freights in Philadelphia promptly and at loss.

The usual Through Bills of Lading will be given t Philadelphia, Boston, St. Louis, Louisville, Cin nati, and other Northern an: Western points.

For Freight engagements or passa: e, apply to COURTENAY & TRENHOLM, August 25 tuthes Union Wharve

NEW YORK AND CHARLESTON STEAMSHIP LINE.

FOR NEW YORK.

THE SPLENDID SIDE WHEE
STEAMSHIP CHAMPION
I OCKWOOD, Commander, will leav
Adger's Whart on Saturday, the 29t
nst., at Four o'clo k P. M.
The Steamers of this Line insure at three-quarter

For Freight or Passage, having elegant cabin ons, apply to JAMES ADGER & CO., Corner Adger's Wharf and East Bay (Up Stairs).

FOR GARDNER'S BLUFF, AND ALL INTERMEDIATE LANDINGS ON PEE-DEE RIVER.

THE SIEAMER ST. HELENA,
Captain J. G. RUMLEY, will receive
Freight on Mond by next, August 31, at commercial
Wharf, and leave on Monday N. At at Eight o'clock,
connecting with the steamer GENERAL MANI9AULT at Georgelown for the above landings.
No charge will be made for reshipping Freight at
leargetown.

eorgetown.
All Freight must be prepaid.
SHaCKELFORD & KELLY, No. 1 Boyce's Wharf.

FOR GEORGETOWN, S. C. TOUCHING AT SOUTH ISLAND, KEITHFIELD, WAVERLY AND BROOK GREEN MILLS. WAVERLY AND BGOOK GREEN MILES.

THE ST! AMER ST. HELENA,
Captain J. G. RUMLEY, will receive
freight on Monday next, august 31, at Commercial
Wharf, and leave as above on Monday Night at 8
o'clock P. M.

No frei ht received after sunset.
All freight must be prepai.
For freight or massage apply to
SHACKELFORD & KELLY, Agents,
No. 1 Boyce's Wharf.

August 28

(ONE TRIP A WEEK.) CHARLESTON AND SAVANNAH STEAM PA KET LINE, VIA BEAUFORT, HILTON HEAD AND BLUFFIOT

VIA BEAUFORF, HILTON HEAD ANT BLUFFION
STEAMER PILOI BOY.... Capt. W.T. McNaltr
STEAMER FAN. 1E... Capt. FENN FEOR
WILL leave charteston every Treaday
Morning, at 6 o'clock, and savannah ever Therday
Morning, at 6 o'clock
For Freight or passage, apply 10
For Freight or passage, apply 10
June 29
Accommodation Wharf

June 29 FUR PALATEA, FLORIDA, VIA SAVANNAH, FIRNANDINA, JACKSONVILLE AND ALL LANDINGS ON THE ST. JOHN'S

Captato (BA LES WILLEX, wileave Charleston ever Jues og Night at 9 o'clock, or
and Sava nab ever Wednesday Afternoon at 3
o'clock, to the above places, theru ning will leave
savannah for Charleston ever, Safurda, Morning, at 8 o'clock
All goods not removed by sunset will be stored at

the expense and risk of ow ers.

All freight must be predict.

J. D. VIKEN & CO., Agents,

YACHT M.GG. ..... THIS FAVORITE A. HI, HAVING

been thoroughly related for pleasure par-ties, is now ready for organoments by ap-plication to the capitals on bond, or to LLACK & JOHNSION, Intho wo