### BY TELEGRAPH.

EUROPE.

PROGRESS OF THE REVOLUTION IN SPAIN. Madrid, September 26. -The Gazette, of this city, confirms a report that insurgents have appeared in the provinces of Alcante, Leon A man named Robbins, of Springfield, Missouga, Bejar and Alcoy have pronounced in favor of the revolution. The insurgents have again occupied Cordova and destroyed the bridge over the Guadalquivar and cut the railroad. Novalichez had arrived within fifteen miles of Cordova and sent for reintercements. The Cordova, and sent for reinforcements. The officers of the navy have sworn to accept no

have been received from Madrid since Friday. The following accounts come from other sources: The revolution in Spain is the result of a union of the constitutional, moderate and liberal parties in their efforts to overthrow the reigning dynasty. The fleet has joined the movement because it was unpaid, and the greater part of the army because of the exile of their favorite generals. The church, bound by every tie to the Queen, resists and holds the masses in check. The insurrection extends throughout the provinces of Cadiz, Seville, Cordova, Huelvo, Grenada, Valencia, Alicanto, Algesiras, Malaga, Vigo, Ferrel, Corunna, Togono. Almena and Oveido, and many armed bands have appeared in the provinces of Huesca, Saragossa and Navarre. General Pavia had arrived in the vicinity of Cordova, but his troops were deserting in large numbers, and he was obliged to stop his march and wait for reinnents from Badajos and Ciudad Real, which, at last accounts, had not ye reached him. The province of Biscay has sent troops to San Sebastian for the protection of the Queen. In Andalusia the telegraph wires have been cut and railroads torn up.

Official journals at Paris, reflecting the feeling of the Emperor, are apprehensive of the effect of a great revolution so near France, and seek in their leading editorials to discourage the movement, but it is generally believed here that the revolution will be successful, and will result in the expulsion of the Bourbons from Spain, and probably the accession of Duke de Montpensier to the Spanish throne. A dispatch from Paris says General Prim, with a fleet of iron-clads, was expected at Barcelons

Panis, September 26.—The Moniteur has the following news from Spain: "Catalonia is quiet. News of a battle between the royal army under Pavia and the insurgents under Serrano was momentarily expected, as at last accounts the hostile forces were aearing each other.

Salamancas sent to Queen Isabella by General Concha, praying that the young Prince of the Asturias might go to the capital and assume the government of the nation. The Queen refused, and returned reply that the Prince should not rule over a people of robbers and assassins.

> SPANISH OFFICIAL REPORTS. LONDON, September 27, evening .- Official

dispatches from Madrid received to-night say: "The rebel forces under General Serrano and the royal forces under Novalichez are gradually approaching each other, and it is probable a decisive battle will soon take place. Novalichez asks for reinforcements.

"General Prim is not well received by other ebel Generals, and is carrying out his own plans without their co-operation. The Spanish Government has received reports that the rebels have been driven from Alcoy, in the province of Alicante. Madrid remains quiet. No revolutionary demonstrations have been made in the Northeastern provinces."

## WASHINGTON.

WASHINGTON, Saptember 29.—A committee from the Alabama delegation met the President by appointment this morning, the Secretary of War being present. The President gave the committee assurances that order would be maintained in Alabama, and the State Government would be maintained.

The Secretary of War is preparing a letter for General Meade, which he will deliver to the committee at ten o'clock to-morrow, when they will depart, stopping at Atlanta to deliver documents to Meade. Governor Smith has no doubt that the Legis-

lature will adopt a measure authorizing the people to elect Presidential electors, and he has no apprehension of disturbances, now that the Federal Government is committed to their prompt suppression. Lieut. Scott states that in a recent fight in

Texas, among nine persons killed were five white men, painted like Indians.

Dispatches from General Sherman confirm the recent reports regarding Col. Forsyth's command. They had been all rescued.

Social Equality and Registration to New Orleans.

New ORLEANS, September 29 .- When the vote was taken in the House of Representatives yesterday on the Governor's veto of the Equality bill, seven whites voted to pass the bill over the veto, and five negroes voted to sustain the veto.

The mandamus on Judge Cooley's registration came before the Fifth District Court today, and an order was issued for the registration of the applicant, which was obeyed without question.

#### Condensed News by Telegraph. The government is to issue arms to citizens

living on the Indian frontier. The leading Fenians throughout Ireland are said to be forming coalitions with the

The United States will be requested to send representatives to the European Peace Con-

The bark Tupper, from Leghorn for Boston, has been abandoned at sea. The crew are all

The schooner Ida R., from Philadelphia for Richmond, laden with coal, sank in the Potomac in eight feet of water. There was a grand Democratic demonstra

tion at Mobile on Monday night. Twenty-five clubs, aggregating eight thousand persons, marched in procession. In the surratt case an appeal has been

taken from the decision of Judge Wylie, and a new indictment will be submitted to the More earthquakes and volcanic eruptions have taken place in the Sandwich Islands. The

on Saturday, resulted in the re-election of the present incumbent. Both candidates were Re-

Confederate General J. C. Hindman has been assassinated at his residence, Helena, Ark. and Asturia, and that the provinces of Mala- ri, who served under him, has been arrested, but denies being the murderer.

### THE COTTON CROP.

TO THE EDITOR OF THE NEW YORK WORLD. reward for serving in the revolution, declaring that they have risen to free the country of oppression and a corrupt dynasty. It is rumored that the Balearic Islands have pronounced in favor of the revolutionists.

ENGLISH REPORTS FROM SPAIN—CAUSES OF THE REVOLUTION.

LONDON, September 27.—No official advices have been received from Madrid since Friday.

TO THE EDITOR OF THE NEW YORK WORLD.

New YORE, September 25.—Str: The cotton crop of the United States is always a subject of general interest, and to those whose business is in the staple, one of special interest. The anual statement made up to the lst inst. lead to the following sugg stions relative to the comparative supply of 1867 and 1868, and especially to the uncertain and unsatisfactory manner of estimating the production and home consumption of the year just ended:

Compartive supply in bales....2,516,852 2,679,567 Disposed of as follows: .....1,553,345 1,651,626 . 573,367 Taken for consumption not from the ports.

Burnt at New York, Mobile, &c..

Manunactured in Virginia.

Stock remaining at the ports august 31, 1867, and August 31, 1868. 15,000 80,296

In the Price Current statement of 1866-7, the

there is no corresponding charge in the statement of 1867-8. To reconcile the two statements, therefore, as to "receipts at the ports," these 124,000 bales should be added to 1,951,983 these 124,000 bales should be added to 1,501,505 for 1866-7, and make 2,075,988, or they should be deducted from 2,430,893 for 1867-8, and leave 2,306,893. If, therefore, the statement was made up for 1867-8 on the same basis it was for 1866-7, it would show an excess of receipts for 1867-8 of 354,905 bales, instead of 2,430,895 against 1,951,988, or an apparent excess of 479,905 bales. Again, the statement for 1867 made the home consumption from the ports against 1,951,988, or an apparent excess of 479,905 bales. Again, the statement for 1867 made the home consumption from the ports 573,867, and fro a the interior 280,672; together, 854,039 bales. For the same year this has been altered in the statement of 1868, by adding the 124,000 bales before referred to, to the takings from the ports, and deducting it from the interior consumption, calling it consumption from the ports 697,367, and from the interior consumption, calling it consumption from the ports 697,367, and from the interior 156,672, but making the same total—viz: 854,039 bales. The change, however, seems to throw a doubt upon the correctness of the estimates which had been made of the consumption on the Ohio, in Pennsylvania, New York, &c., and it upsets the statement of 1,951,988 bales as the crop at the ports for 1866-7, without showing what became, in such case, of the 124,000 bales. The statement makes the home consumption of 1867-8 as from the ports 759,817, and from the interior 168,348, together 968,165 bales (and 20,000 bales are added for consumption in Virginia; in all, 988,165 bales). In the statement of 1867-8 (the last one), Virginia is charged with receipts 187,487 bales, with this remark: "The large items of Virginia is ceepits will arrest the attention of all concerned in the cotton trade, for while the growth of the State has not probably exceeded 30,000 bales, her shipments and consumption are placed by our statement at 187,487 bales—most of it coming inland from South Carolina, North Carolina, and East Tennessee, and not otherwise accounted for." Can the compiler give us authority for how much came from each of the places named, and at the same time prove that much of it may not have been counted in his statement more than once?

Again:

\*\*Marches\*\*

\*\*Health\*\*

\*\*Health\*\*

\*\*Health\*\*

\*\*Bales\*\*

\*\*Health\*\*

\*\*Health\*

Memphis, Nashville, other places in Tennesse, Kentucky, &c., and crop of Illinois, Indiana, Missouri, &c., are charged with And credited with shipments to New

Would leave....

through the cotton-growing States, the rainfords through the cotton-growing States, to westward and eastward, have so much changed the mode of transportation as to render it far more difficult than formerly to count the crop correctly; and this may be an increasing difficulty, rendering mere transit cottons liable to duplicate count at railroad changes and tranship-

ments.

The Chronicle also makes an annual cotton statement, in which for the year 1867-8 the home consumption is computed at 885,015 bales (103,150 bales less than the Price Current), and endeavors to prove itself correct by returns of consumption to the National Association of Cotton Manufacturers. These returns are stated to be from 475 mills, 5,139.602 spindles, which consumed 695,964 bales. The mills from which no returns had been received are estimated at 1200,000 spindles. If these consumer in the same ratio as the 5,139. these consume in the same ratio as the 5,139,-602 spindles, they would take 162,494 bales, and make an aggregate consumption of 858,458 bales. The statements of the Price Current

and the Chronicle for 1867-		
Pric	e Current.	Chronicle.
	Bales.	Bales.
Exports	1.651.626	1,657,015
Home consumption	988,165	885 015
Burnt, &c	2,348	1.890
Stocks, Sept. 1, 1868	37 398	38,230
Total	2,679,537	2,582,150
Deduct stocks, Sept. 1, 1867	80,296	83,155

Making the two estimates of daking the two estimates of crop......2,599,241 2,498,995
The Chronicle 100,246 bales less than the Price Current. If we take the statement as per the National Association of Cotton Manufacturers as the basis of home consumption, it would make the crop 126,803 bales less than the Price Current's estimates. Both the Prince Current and Chronicle have, doubtless, aimed at accuracy, but the comparative figures prove clearly what we contend for. viz: the fallacy of clearly what we contend for, viz: the tallacy of statements made largely upon estimates, instead of positive data, and of charging a particular item (in this case, "home consumption"), whatever may be necessary to balance the accounts. And the data should be such as to make the weekly statistics really as correct as the annual—not leave them astray so that when the weekly come to be compiled for the year (W. P. Wright & Co.'s for instance) 245, 000 bales have to be added as "corrections."

However opinions may differ, in the absence of positive or reliable statistics, it seems to us difficult to believe the home consumption of

of positive of reliable statistics, it seems to as difficult to believe the home consumption of 1867-8 amounted to 858,458 bales, not to speak of 988,165 bales. The largest consumption was in 1859-60 estimated at 972,643 bales (of the

reported sinking of the southeastern shore of Hawaii is confirmed.

Ex-President Pierce is very feeble. His nervous system is quite shattered, and it is very

Interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid in the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid in the rapid interest in correct statistics relative to the production of raw cotton. In all the rapid in interest in correct statistics relative to the pro-

THE OLD AND THE NEW SYSTEMS-THE POSTAL CARS-CATCHING THE MAILS-ORIGIN AND EX-TENT OF THE RAILWAY POSTAL SERVICE.

Although still regarded as an experiment by he Postoffice Department, the new railway postal car system has become an important feature in the mail service of many of the leading routes of the United States. During the comparatively short time it has been in operation, however, its advantages over the old system of route agencies have been fully estab-

The object of the postal cars now running on many of the railway lines is to simplify the work of the distributing postoffices, and avert the delay in the transmission of letters that were unavoidable under the old system. How these results are accomplished can best be shown by tracing the course of mother before and since the introduction of railway postal cars.

THE OLD SYSTEM. make up bags for every town and village of the Eastern States; and as there was no way of finally classifying the letter until it reached the distributing office nearest to its destination, the frequent resorting of the miscellaneous Eastern mail, of which it formed a part, ous Eastern mail, of which it formed a part, was indispensably necessary. In consequence of these detentions, at least two days were lost in the transmission of the letter from Missouri to Massachusetts. It was to avoid these delays and relieve the distributing offices of the work of handling so much miscellaneous matter, that postal cars were originally established.

Supposing the letter to be posted under the present arrangements of the Postoffice Department, the history of its course is very different. The local postmaster makes up a bag containing the Eastern mail, and places it where it will The local postmaster makes up a bag containing the Eastern mail, and places it where it will be caught by the mail train passing over the road in that direction. As soon as it is taken into the car it is opened and its contents sorted. Letters for way stations are bagged so as to be thrown off at the proper places, and the others are classified according to the general others are classified according to the general direction of their route. The letter we are tracing would be placed in a pouch addressed to the mail agent on the postal car of the road connecting with the one on which it first started. Instead of being detained at St. Louis for distribution, it is immediately transferred from one train to the other and started on its way to Chicago. While on the road to that city the mail is sorted, and letters for the Eastern States are made up and addressed to the mail agent running between Chicago and Buffalo. It is immediately transferred to his car, and on the way to New York bagged for the Boston distribution, where it is forwarded to its ultimate destination. By this means the letter from Missouri to Massachusetts from one train to the other and started on its way to Chicago. While on the road to that city the mail is sorted, and letters for the Eastern States are made up and addressed to the mail agent running between Chicago and Buffalo. It is immediately transferred to his car, and on the way to New York bagged for the Boston distribution, where it is forwarded to its ultimate destination. By this means the letter from Missouri to Massachusetts passes all the distributing offices without stopping, as formerly. Connections between the trains are never missed by the agents, except in case of accident; and instead of losing two days on the road, the letter is transmitted by the fastest express trains as rapidly as it two days on the road, the letter is transmitted by the fastest express trains as rapidly as it could be carried by a special messenger. The connections are made very close on the principal roads between the West and East, and scarcely an hour is lost by avoidable days. This brief comparison between the accusal continuous of the two explanes will see the scarce. workings of the two systems will serve to show the advantages derived by he public from the introduction of poetal cirs. The saving of time on long transits, however, is only a part of the benefits derived from the new system. of the beneats derived from the new system. The reception and delivery of local mails between towns and villages along the road, accomplished without slacking the speed of the train, is an invaluable accommodation, affording more rapid and frequent communication between the various small postoffices than could otherwise be enjoyed.

THE POSTAL CARS. The outside of a postal car is similar in appearance to an ordinary bagagae car, while the inside resembles a miniature distributing post-office. At one end are piaced the compariments for letters, each bearing the name of a local or distribution office. In sorting the mails the letters are boxed according to their addresses, tied up and bagged, in order to save the unnecessary labor of handling each separately a second or third time. In front of these boxes are convenient tables for the use of those engaged in the work of sorting, which is performed rapidly and accurately by the experienced men employed in this branch of the service. At the other end of the car are the boxes for newspapers, which are made up in separate sacks. Many thousand of these are daily forwarded to subscribers by the postal cars, and their assorting forms an important part of the clerks' labors. On the long routes, such as the Eric Road, between New York and Buffalo, the work performed on the cars is very The outside of a postal car is similar in apsuch as the Eric Road, between New York and Buffalo, the work performed on the cars is very great, and occupies the clerks from early morngreat, and occupies the ing until late at night.

CATCHING THE MAIL BAGS. One of the most interesting features of the Postal Car system is the "Catching Service," by which the mails are taken up at the stations ong the route without checking the speed of e traine. The bag is hung on a frame erected beside the track so as to be within reach of the agent. On the side of the car is an iron the agent. On the side of the car is an iron arm, which is operated by means of a handle acting as a lever. As the train approaches the station a bag is dropped from the car window, the arm is thrown out and the suspended pouch is caught up and wedged firmly against the side of the car in the joint of the V formed by the extended iron rod. It is then immediately and the mail for the review. opened and sorted, and the mail for the next station is made up and placed ready to be thrown out. This process is repeated many times along the route, and the constant recep-tion and delivery of mails adds greatly to the labors of the clerks. Sometimes bags are miss-ed or knocked down by the arm attached to the by the express trains soon destroys the bags employed in this service; but, as they are inex-pensive cauvas sacks, it is a matter of slight consequence, considering the many advantages of the service.

greatly facilitated by having the labor of dis-tribution, which was then performed in desig-nated offices, done on board of the mail cars while the mails were in transit. As usual with all important reforms, the new system met with almost universal opposition during the with almost universal opposition during the first two years of its operation. It was difficult to find competent men to perform the clerical duties; and even by the Postoffice Departmentit was regarded as a costly experiment that, in the event of success, could never be made to produce results commensurate to the expense of maintaining it. This opposition became so strong, that at one time the department contemplated abandoning it as a failure; but it was finally determined to experiment but it was finally determined to experiment awhite longer, and it has since demonstrated its claims to consideration as one of the great-

awhite longer, and it has since demonstrated its claims to consideration as one of the greatest improvements ever made in the postal service of the country.

The railway postal service is now in operation on seven thousand three hundred and forty-five miles of railroad in the United States. On one thousand and three miles of this double daily service is performed; making a total of eight thousand three nundred and forty-eight miles, and requiring the employment of two thousand and sixty-nine postal clerks, on salaries varying from nine hundred to fourteen hundred dollars per annum. There is a continuous line starting from Portland, Me., via Boston, New York and Washington, to Weldon, N. C. There are also in successful operation postal cars from Chattanooga to Memphis, and Chattanooga to Atlanta. These carry the extensive mails passing in those directions, distribute and send them to every point of the South and West without detention.

New York Clerks:

WHAT THEY ARE REQUIRED TO DO AND HOW THEY LIVE.

The New York correspondent of the Providence Press describes the life of the clerks in that city:

that city:

Some of the establishments have as many as two hundred clerks in their employ. They are expected to dress well, to keep up with the fashions, so as to be in keeping with the general style of things about them. They must be at business promptly at 8 o'clock in the morning, a strict account being kept of any failure to do so, which is reported by the head of the department to the general manager. All the day long they are kept on their feet, under watchful eyes, and with a multitude of details to attend to; and at noon they must hurry out for a hasty lunch and be back as soon as possible, flying the day through until 7 or 8 o'clock at night. In the busy season they are liable to be worked until 11 or 12 o'clock at night; and in the dull season, which comes on the city often enough, they are just as liable to be discharged at a week's notice, even though they have been years in the house, and been faithful in every way.

ful in every way.

It is a well-known fact that New York mer-chants care nothing for the interests of their clerks; and the larger and more prosperous the house, the more anxious it is to save a few dollars by cutting down hands in dull times. The supply of clerks is always so large that at the approach of busy days they can easily fill the supproach of busy days they can easily fill up again. With the exception of men who bring trade, and are engaged by contract, no clerk is sure of his place beyond the passing week. And for it all what salary is received? By careful search through all branches of trade, it is found the average is not over fifteen dollars a week, talling in some, yes in many cases, far below that, and rising, in a few exceptions, far above. Thus the head bookkeeper of a prominent Broadway house gets a salary of thirteen thousand dollars, who e under him are no less than six men, having the brunt of the work to do, who are paid three dollars a day. There are men in other houses who enjoy princely incomes, because they have drawn one of the prizes of trade; they have a trade of their own, which brings in large sums to their employer; they are paid for their work with unstinted hand. But all around them are men without this special advantage, though compe-

unstituted hand. But at around them are men without this special advantage, though competent, who are barely getting a living.

Go into other lines of business. An entry clerk in a great grocery, or produce, or tea house, is thought well paid, for the first few years at least, with five hundred salary. He years at least, with new hundred shifty. He must be a crack personan, and devote himself like a dray horse to business, even to retain the polition, where, as in this overcrowded city, so many are eager to get it. A young friend of mine worked six years in one wealthy

—Midshipman Edward D. Taussig, of the United States steamer Wateree, writes a graphic account of the earthquake in South America. He volunteered to take command of a boat which put off from the Wateree to pick up a man who was seen drifting by that ship on a mass of earth and weeds, but was caught by the tidal wave and prevented from returning. Finally his boat was thrown against the Peruvian corvette America, and he got ashore in a curious fashion. They boarded the corvette in a tremendous sea, but not before their boat had been dashed to pieces and sunk under them while they clung to the ropes. Hardly had they touched the deck before the vessel grounded, while the sea broke over her fearfully. The crew was crazy with liquor and clamoring for more. The captain had been drowned a few moments before, and the first lieutenant could not make his voice heard above the roar of the waves and the wailing and crying of his crew, until he finally gave it up in despair and wept. Two of the masts and crying of mission, that it was a continually breaking over the ship, when suddenly the water receded and they were left on the sand. They descended, joined hands in two ranks, and ran for life inland. The return of the sea caught them served by the property with great velocities.

WEEKLY LIST NFW BOOKS, &c.

ELLIOIT. Sermons by the Rt. Rev. Stephen Elliott, late Bishop of Georgia; with a Memoir by Thomas M. Hanckel, Eq. 1 vol., 8vo. \$5.

STEINMETZ. The Romance of Duelling, in all times and countries. By Andrew Steinmetz, author of History of the Jesuita, &c. 2 vols., 12mo. \$8.

SAINT BEUVE. Po traits of Celebrated Women; comprising Madame de Sovigne, de Duras, LaFavette, de Bemusat, de Souza, Krudener, Poland, Guizot, de Stael. 1 vol., 12mo. \$2.

GILLETT. Democracy in the United States; what it has done, what it is doing, and what it will do. By Ransom H. Gillett. 1 vol., 12mo. \$2.

POLLARD. The Lost Cause Regained. By Edward A. Polard. 1 vol., 12mo. \$150.

LIDDON, University Sermons; by Rev. H. P. Liddon. "He is now acknowledged, on all hands, to be the grea est living preacher in Eugland." 1 vol., 12mo. \$173.

MORRIS. The Farthly Paradise; a Poem by Wm. Morris, author of Jason. 1 vol., 12 no. \$3.

HOOPES. The Book of Evergreens; a Practical Treatise on the Conif-vo. or Cone-bearing Plants. Ey Josiah Hoopes. 1 vol., 1 mo. \$3.

FROCTOR. Half Hours with the Telescope; being a pountar guide to the use of the Telescope as a neans of amusement and instruction. By R. A.

funeral Motice.

The Relatives, Friends and Acquaintances of Mr. George A. Locke and Family are respectfully invited to attend the Futeral services of his youngest daughter, ANNA S., at ha'f-pas Four o'clock This Afternoon, at the Unitarian Church, Memphis papers please copy.

to present and establish their demands before me on or before the first day of January next.

Commissioner's Office, Unionville, South Carolina September 26, 1863.

THE MERCANTILE CO-OPERATIVE ASSOCIATION .- The subscribers to the Capital Stock of the MERCANTILE CO-OPER A FIVE ASSO-CIATION are hereby notified that the undersigned will be prepared to receive at his office, in Johnstreet, on and after Tuesday, the 22d instant, payment of subscription for one Share each, at the pa value of TEN DOLLARS, and they are respectfully in ten (10) days from the date hereof.

CHARLESTON DISTRICT .- DANIEL RAVENEL public advertisement in one or mara leading news papers in the cities of Charleston, Cincinnati, Nashcall upon all the creditors of the Planters' and Meform any part of the claim, at the Banking House, in East Bay street, on or before the first day of October next.

It is further ordered, That, if so required and not fied by the complainants in writing, every creditor shall go before one of the Masters of this Court and make proof of his claim, and also of the time when the Bills, Notes, Deposits, or other securities came into his, her or their possession, and the considera tion paid therefor, that the same may be considered by this Court in determining the amount of such claims and the disposition of the same; and that whenever such proof is required notice shall be given of the time and place of proof to all the Solicitors in

H. D. LESESNE. Signed on 26th May, 1868.

OFFICE OF THE PLANTERS' AND MECHAN-IUS' BANK OF SOUTH CAROLINA. CHARLE-TON, EAST BAY, June 1, 1868. In pursuance of the crier of Chancellor H. D. LE SESNE, made in the above stated case, extracti W. E. HASKELL,

The New Orleans Picayune, Mobile Register Nashville Gazette, Cincinnati Commercial, August Constitutionalist, New York Journal of Commerce will insert the above once a week for the month of Sei-tember, and await further orders.

All papers will send bills to the Charleston Mer September 15 sept 15 30, oct 1

are suffering from this complaint, and cannot be relieved by the doctor, can find immediate relief, by calling on Mr. J. D. ZANOGA, at No. 316 King-street corner of Society. September 28

WE ARE tected against sudden and violent variatio :s of temperature by wise precautions, are sure to be disastrongly affected by them.

ture of night and day is greater than at any other period of the year, and the stomach, the liver, the howels and the nervous system are apt to receive violent shocks from these changes, resulting in in digestion, bilious attacks, devility, low nervous fever, fever and ague, remittent fever, &c. Sustain and reinforce these organs, therefore, with the purest and most potent of all vegetable tonics and alteratives, viz: HOSTETIER'S STOMACH BIT-TERS. The effect of this matchless invigorant is to brace up the whole vital organization, and regula e its action. Useful at all seasons as a means of promoting perfect digestion, an even and natural flow of bile, and a healthy condition of the bowels and the skin, it is especially necessary in the fall when the complaints arising from checked perspiration the habit of using this agreeable and unequalled tonic, that it so strengthen, and fortifies the body as to render it proof against the morbid influences which inject the air during the prevalence of epi-

demics. WHAT IS THE MATTER WITH YOU! This is the familiar question put to every invalid. In many cases the answer is, "I don't know exactly, the man or woman who makes this reply, and you will generally find that the eyes are dull and lustreless, the complexion sallow, the cheeks flacoid, and the whole expression of the face dejected. Interrogate the invalid more closely, and you will discover that constipation, the result of a disordered stomach and a torpid liver, is at the bottom of the mischief "That's what's the matter." Whoever has experienced the effects of TARRANT'S EFFERVESCENT SELTZER APERIENT in such cases, need not to be told to recommend it as a remedy.

TARRANT & CO., Wholesale Druggists, No. 278 Greenwich and No. 100 Warren streets, New York, Sole Proprietors.

sold by all Druggists. 3mes 22 July 6 BRIDE AND BRIDEGROOM.—ESSAYS FOR YOUNG MEN on the interesting relation of a guide to matrimonial felicity and true happiness. Sent by mail in sealed letter envelopes free of charge. Address HOWARD ASSOCIATION, Box P., Phila-

in the city, was hardly recognized by her friends. In place of a coarse, rustic, flushed face, she had a soil ruby con plexion of almost marble smoothness, 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, at d considered it an in valuable acquisition to any lady's tofici. 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 unsur passed in its efficacy in drawing impurities fro 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 i should be clear, soft, smooth and beautiful. Price 51, sent by Mail or Express, on receipt of an order

MOUNT PLEASANT FERRY having been secured by the owners of the STEAMER POCOSIN, all parles indebted to the Ferry, to the 1st instant, are requested to settle their accounts; and all those having claims against the same will please present them to JOHN H. MURRAY, Agent.

FLOUR, CORN, HAY, &c .- MESSRS. JOHN CAMPSEN & CO. have opened a Branch to their Market-street Flouring Mills at the corner of East Bay and North Atlantic Wharf. The Store is large and commodious, and having secured a full stock of the various cereals, they are prepared to fur-

3, eow24 ATTAX-PAYERS OF ST. JOHN'S BERKE-LEY PARISH .- Collection of Taxes will close as ollows: At Biggen Church, September 23d; Strawberry Ferry, September 24th; Pineopolis, Septem ber 25th; Ca'amus Pond, September 26th; and The City residents interested can see me at the Court-

ket rates.

September 19 NOTICE.-ALL DEMANDS AGAINST the Estate of the late THOMAS LYNCH must be presen:ed, duly attested, and all persons indebted to the same are requested to make payment to JOHN F. Administratrix.

Health, Strength and Vigor. The secret will be re-vealed by investing in a bottle of PANKNIN'S HE PATIC BITTERS. For sale by all Druggists. w

BATCHELOR'S HAIR DYE .- THIS iid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, nstantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigo rates and leaves the hair soft and beautiful black or brown. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No Sond-street, New York. 1yr January 3

Brinters' Wholesale Warehouse. PRINTERS'

WHOLESALE WAREHOUSE. WALKER, EVANS & COGSWELL,

No. 8 BROAD AND 109 EAST BAY STREETS,

CHARLESTON, S. C.

FLAT PAPERS,

FOLDED PAPERS,

BOOK AND NEWS PAPER.

THEY ARE AGENTS FOR

R. HOE & CO.'s Printing Presses and Material DEGENER & WEILER'S "Liberty" Press GORDON'S "Franklin" Press

GEO. MATHERS' SONS' Book and Colored Inks C. E. JOHNSON'S Book and News Ink

THE BATH (9. C.) PAPER COMPANY, And all other kinds of PRINTING MATERIAL at

In buying of us it costs the Printer or Publisher no more than if he bought at the North, and he leaves some of his money in his cwa section of country, instead of sending it all there, and that too without cost to himself. All the profit which can be kept here benefits the South.

# COTTON SAMPLE PAPER,

SUPERIOR QUALITY,

MADE ESPECIALLY TO OUR OWN ORDER TO

SUIT THE REQUIREMENTS OF THE COTTON TRADE.

MARKING INKS

BY BARREL, KEG OR GALLON,

AT PRICES BELOW NEW YORK, Put up in neat packages of ten gallons ; just a good quantity for Factors', or Cotton Mcrchants' use for

MARKING BRUSHES AND POIS.

SAMPLE TWINE. For sale by

WALKER, EVANS & CCGSWELL, No. 3 BRUAD AND No. 109 EAST BAY

STREETS. Charleston, S. C.

Livern Stables. CHARLESTON HOTEL STABLES.

THESE PATENSIVE STABLES ARE NOW IN A FULL STOCK OF HORSES AND VEHICLE OF EVERY DESCRIPTION,

Which can be obtained at all hours.

GIES ALWAYS ON HAND. HORSES ALSO TAKEN ON LIVERY. 'DOUGLAS & JACKSON,

Charleston Hotel Stables.

OPEN AND CLOSE CARRIAGES AND BUG-

2mos\* Pinckney-street MERCHANTS OF C. ARLESTON ADVERTISE IN

THE SUMTER NEWS

THE ABOVE NAMED PAPER IS PUBLISHED weekly in Sumter, S. C., wa ch, being immediately on the Wilmington and Manohester Railroad, and hive ing a large circulation in the section in which it is published, is offered as a desirable advertising medium. Terms liberal. DARE & OSTEEN,

Shipping.

FOR BOSTON-DISPATCH LINE. THE FAST CLIPPER BARK MARY & LOUISA, DAVIS, Master, having all her engagements of heavy Freight, will take a small complement of light freight to fill up.

For engagements apply to September 30 WILLIAM ROACH.

FAST FREIGHT LINE TO AND FROM BALTIMORE, PHILADELPHIA, WASHINGTON CITY, WILMINGTON, (DEL.) LOUISVILLE, (RY. CINCINNATI, (O.) ST. LOUIS, (MO.) AND OTHER NORTHWESTERN CITIES.

THE FAVORITE AND SWIFT S.rew Steamship FALCON, Jasse D. Horser, Commander, will sail October, at Five o'clock P. M., from Pier No. 1, Union Wharves, making close connections, and delivering freight to all points in connection promptly and at los rates. nd at tow rates.

hippers of RICE are not fled that we will issue
Through Bills Lading" at the following rates pe 00 pounds: tharleston to Cincinnati.....

erchandise, oy
ent.
For Freight or passage, apply to
COURTENAY & TRENHOLM,
Union Wharves.

FOR PHILADELPHIA. THE STEAMSHIP PROMETHEUS, Captain A. B GRAY, will leave North Atlantic Wharf Saturday Morning, October 3, at Nine

o'clock.

For Freight apply to

JOHN & THEO. GETTY,

Agents NEW YORK AND CHARLESTON

FOR NEW YORK. THE SPLENDID SIDE WHEEL STEAMSHIP MANHAITAN, M. J. WOODHULL, Commander, will leave Adger's Wharf on Saturday, the 3d October, at half-past Seven o'clock. A. M. Through Bills of Lading on Cotton to Boston and Providence at low atea.

STEAMSHIP LINE.

For Freight or Passage, apply to
For Freight or Passage, apply to
JAMES ADGER & CO.,
Corner Adger's Wharf and East Bay (Up Stairs).
AT The JAMES ADGER will follow on Tuesdo
he 6th October, at half-past Nine o'clock A. M.

REGULAR LINE EVERY THURSDAY.

THE STEAMSHIP SARAGOSSA,
Capt. M. B. CROWELL, will leave Vanderhorst's Wharf, on Thurslat October, at half-past Three o'clock
RAVENEL & CO., Agents.

CALIFORNIA, CHINA AND JAPAN. FREIGHT AND PASSAGE AT GREATLY RE

THROUGH LINE TO

New Zealand.
Steamship JAPAN, leaves San Francisco, fo Chisa and Japan, November 2.
No California steamers touch at Havana, but go direct from New York to Aspinwall.
One hundred pounds buggage free to each adult, Medicine and attendance free.
For Passage lickets or iarther 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 statements.

NORTH GERMAN LLOYD.

STEAM BETWEEN BALTIMORE AND BREMEN, Via Southampton.

OF 2500 IONS AND 700 HORSE-POWER.

WILL RUN REGULARLY BRWEN BALTIMORE AND BRI.

MEN, VIA SOUTHAMPTON. From
Bromen on the 1st of each month. From
Baltimore on the 1st of each month.

PRICE OF PASSAGE—From Baltimore to Bremen
London, Havre and Southampton—Cabin \$90; Steer
age \$36. From Bremen to Baltimore—Cabin \$90
Steerage \$40

teerage \$40 Prices of passage psyable in gold, or its equiva Prices of passage payable in 7010, or its equivalent.
They touch at Southampton both going and returning. These vessels take Freight to London and Hull, for which through bills of lading are signed. An experienced surgeon is attached to each vessel. All letters must pass through the Postoffice. No bills of lading but those of the Company will be signed. Bills of lading will positively bot be delivered before goods are cleared at the Cuscomhouse. For Freight or Passage, apply to

No. 9 South Charles street, Baltimore.
Or to

MORD: CAI & CO., Agents,
East Bay, Charleston, S. O.
April 20

Accommodation wharf. (ONE TRIP A WEEK.)

PACKET LINE. VIA BEAUFOR P, HILTON HEAD AND BLUFFION STEAMER PILOT BOY...... Capt. W. A. VADEN. STEAMER FANGIE....... Capt. Fenn Pece

ONE OF THE ABOVE STRAMERS
ONE OF THE ABOVE STRAMERS
will leave Charleston every Tuesday
Morning, at 7 o'clock, and Savannah ever Thursday
Morning, at 7 o'clock.
For Freight or passage, apply to
J HN FERGUSON,

VIA SAVANNAH, FUENANDINA, JACKSONVILLE AND ALL LANDINGS ON THE ST. JOHN'S RIVER.

THE STEAMER CITY POINT

Captain W. T. MONELTY, will
leave Charlestor ever; Tuestay Aight at 9 o'clock, and Sava mah every Wednesday Afternoon at 8 o'clock, for the above places. tecturning will leave Savannah for Charleston every \$50'arday, Morning, at 8 o'clock

YACHT MAGGIE MITCHELL. THIS FAVORITE JACHI, HAVING been thoroughly refitted for pleasure parties, is now ready for engagements by application to the captain on board, or BLACK & JOHNSTON.

tuthstimos

| 1867. | 1868. | 1867. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868. | 1868

deliveries from Tennessee, &c., are charge I with 49,000 bales manufactured on the Ohio, and 75,000 bales manufactured in Pannsylvania, New York, &c. For these 124,000 bales there is no corresponding charge in the order of the corresponding charge in the corresponding ch

448,317 

in 1859-60 estimated at 972,643 bales (of the largest crop ever made, say 4,669,770, more than double the last crop, if estimated on similar basis), if the trade of the whole country, foreign as well as domestic, was in the fullest tide of prosperity, compared to which we suppose the trade of last year in cotton to have been upon a greatly diminished scale.

The commerce of the world has an important interest in correct statistics relative to the pro-

doubtful whether he will get about this fall or winter—if at all again.

The municipal election in Nashville, Tenn., the monopoly of Europe in short stapled cot-tons, having furnished seventy-five a eighty per cent. of this kind to Great Britain (the leading market). Now that monopoly is divi-ded with India, which and the United States each furnishes about an equal half of that kind of cotton; the United States crop being available in Europe the first six months of the year, and that of India six months of the year, and that of India the second. An over supply of either would naturally affect prices adversely, and a seriously short supply would be disastrous to the manufacturing commerce of the world. This is pertinent to the case in hand (correct statistical information) in the fact that, since the return of peace in the United States the annual supply of short stapled cottons, from both the United States and India, has not been equal to the consumption—the lessening stocks at the end of the successive years have proved it. Nor is there, and there may not be within any reasonable future, such a reserve of raw cotton as to save the trade from calamity in case of material failure of a cryp of either India or the United States. On the other hand, what may be called full crops of the present day would scarcely exceed the requirements of a generally prosperous trade of the world. B.

THE PUSTAL CAR SERVICE.

lished.

Under the old system, when a letter was posted, for instance, at any of the small towns of Missouri on the line of a railroad communicating with St. Louis, addressed to a town in Massachusetts, near Boston, it was sent by the local postmaster with the miscellaneous Eastern mail and forwarded to St. Louis, the nearest distributing office. There it lay over night, during which time it was rebagged with matter for the next distributing office, which was probably Chicago. At this place the loss of several hours at least was necessary, during which time the Eastern mail was again overhauled. The letter was then bagged with matter forwarded to the New York distributing office, where several hours more were lost in getting it ready for the distributing office at Boston. At this last named city it was finally sent to its final destination. The delays mentioned at the several principal offices between its starting place and final destination were unavoidable. It would have been impossible for any of the Western cities to make up bags for every town and village of the

PROCTOR. Half Hours with the Telescope; being a popular guide to the use of the Telescope as a means of amusement and instruction. By R. A. Proctor, B.A., F.R.A.S. With numerous illustrations. 16mo., cloth. Si 25.
CHAMMERS'—hneyclopædia. A Dictionary of Umversal Knowledge for the people; il ustrated with Engravings, Maps, &c. 10 vo a., royal 8vo. Per vol. \$4.50. The work is now complete.

NOVELS. Henry Powers, Banker, \$1.75; Dead Sea Fruit, by Miss Braddoa. 10c; Josh Billings on Icc. \$1.50; Horace Wide, \$1.50; All for Greed, 40c; Foul Play, 76c; Luida Fres-el, 40c; Lost Name, 50c; Poor Humanity, 50c; Love and Marriage, 50c; My Husbund's Crime. 50c; Cheap edition: Marryatt's, Disraeli's and Waverly Novels.

Special Motices. UNION DISTRICT .- IN EQUITY .-HENRIETTA KAISER, et al. us. JULIUS KAISER, et al .- BILL FOR PARTITION .- Pursuant to a Decretal Order of his Honor Chancellor JOHNSON, in the above stated case, the creditors of CH. KAI. SER, deceased, and of the firm of CH. KAISER & SON, late of Unionville, South Carolina, are required

WM. MUNRO, C. E. U. D. September 30

requested to respond to this notice accordingly with-By order of the Board. L. C. HENDRICKS. September 21 THE STATE OF SOUTH CAROLINA. PRESIDENT, AND OTHERS, DIRECTORS OF THE

PLANTERS' AND MECHANICS' BANK, VS. THE PLANTERS' AND MECHANICS' BANK OF SOUTH CAROLINA, AND OTHERS .- Upon hearing the Bill and Bill of Reviver, and the answers thereto, it is ordered, That the complainants in this cause, by ville, New Orleans, Mobile, Augusta and New York, chanics' Bank of South Carolina to present state ments of their claims, designating the number of Bill or Note of each denomination, wherever they

the cause.

from which are herewith set forth, all persons therein referred to are hereby notified to make proof to me of their respective claims, on or before the first day of October next ensuing, at the above mentioned

The L. JOHNSON Type Foundry CURE FOR ASTHMA .- THOSE WHO

iron undergoes marked changes under the alternate action of heat and cold, and the human body is not cast iron. On the contrary, it is a combination of delicate tissues and fibres, which are exquisitely sensitive to atmospheric changes, and, unless pro-

At this season the difference between the tempera are so common. It is found, by those who are

but I don't feel well." Look at the countenance of

Bridegroom to Bride in the institution of Marriassdelphia, Pa. 3mos September 22 A YOUNG LADY REPURNING 10 her country home, after a sogourn of a few montus

Special Aotices.

NOTICE.—THE RIGHT TO RUN THE

OFFICE CHARLESTON GAS LIGHT COMPANY, September 25, 1868.—A DIVIDEND OF FIFTY CENTS PER SHARE on the Capital Stock of this Company having been declared by the Directors, the same will be paid on and after Monday, the 4th

The Books of Atamondate to the 4th proximo. W. J. HEE101,
Secretary and Treasurer. The Books of Transfer will be closed from this

nish their customers with Grains at the lowest mar-

September 24 house, September 21st and 30th.

A. C. RICHMOND, 10 Tax Collector.

September 14 mwi9 P. E. H.-ARE SYNONYMOUS WITH

FOR NEW YOUK.

PACIFIC MAIL STEAMSHIP COMPY'S

DUCED RATES!

STEAMERS OF THE ABOVE
line leave Pier No. 42, North River,
foot of Canal-street, New York, a
12 o'clo-k noon, of the 1st, 0th, 16th
and 24th of every month (except when these dates
fall on Sunday, then the Saturday preceding).

Departure of 1st and 24th connect at Panana with
steamers for South Pacific and Central American
ports. Those of 1st touch at Manzanillo.

Departure of 0th of each month connects with
the new steam line from Panama to Australia and
New Zealand.

Steamship JAPAN leaves

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

Passengers also forwarded to havre, handlessengers also forwarded to havre, handlessengers from Liverpool and Queenstown, 140 currency. Tickets can be bought here by persons sending for their friends.

For further information syply at the Company offices.

JOHN G. DALE, Agent, No. 15 Broadway, New York. June 4

THE SCREW STEAMERS OF THE NORTH GERMAN LLOYD BALTIMORE.....Capt. VOECKLER, BERLIN.....Capt. UNDUETSCH. OF 2500 IONS AND 700 HORSE-POWER.

FOR WRIGHT'S BLUFF, AND ALL THE LANDINGS ON SANIEE RIVER THE STEAMER MARION, CAPT.
T. J. FOSTER, will receive Freigh
Monday, 28th instant, and leave on Thursday, 1st
October. JOHN FERGUSON,

CHARLESTON AND SAVANNAH STEAM

Accommodation Wharf. June 29 FOR PALATKA, FLORIDA,

All goods not removed by sunset will be stored a.
the expense and risk of owners.
All freight must be preo id

J. D. AIKEN & CO., Agents,
September 1 - outh Atlantic What