

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 Alicante, Leon and Asturias, and that the provinces of Malaga, Bejar and Alcoy have pronounced in favor of the revolution. The insurgents have again occupied Cordova and destroyed the bridge over the Guadalquivir and cut the railroad. Novalesche had arrived within fifteen miles of Cordova, and sent for reinforcements. The officers of the navy have sworn to accept no 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. 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 exiles 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, Huelva, Grenada, Valencia, Alicante, Algeiras, Malaga, Vigo, Ferrol, Corunna, Togo, and Oviedo, and many armed bands have appeared in the provinces of Huesca, Saragossa and Navarra. General Pavia has 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 reinforcements from Badajoz and Ciudad Real, which, at last accounts, had not yet 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 Franco, 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 Spanish throne, with a despot from Paris says General Prim, a fleet of iron-clads, was expected at Barcelona yesterday.

FRENCH REPORTS FROM SPAIN.

PARIS, September 26.—The Monitor 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 nearing each other. Salamancas sent to Queen Isabella by General Concha, saying 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 Novalesche are gradually approaching each other, and it is probable a decisive battle will soon take place. Novalesche asks for reinforcements. General Prim is not well received by other rebel 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, September 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 Legislature 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 in 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 case 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 Tories. The United States will be requested to send representatives to the European Peace Congress at Bern. The bark Tupper, from Leghorn for Boston, has been abandoned at sea. The crew are all safe. 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 demonstration at Mobile on Monday night. Twenty-five clubs, aggregating eight thousand persons, marched in procession. In the serrate case an appeal has been taken from the decision of Judge Wylie, and a new indictment will be submitted to the jury. More earthquakes and volcanic eruptions have taken place in the Sandwich Islands. 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

doubtful whether he will get about this fall or winter—at all again. The municipal election in Nashville, Tenn., on Saturday, resulted in the re-election of the present incumbent. Both candidates were Republicans. Confederate General J. C. Hindman has been assassinated at his residence, Helena, Ark. A man named Robbins, of Springfield, Missouri, who served under him, has been arrested, but denies being the murderer.

THE COTTON CROP.

Misleading Statistics—What are the Figures? TO THE EDITOR OF THE NEW YORK WORLD.

NEW YORK, September 25.—Sir: The cotton crop of the United States is always a subject of general interest, and to those who are interested in the staple, one of special interest. The annual statement made up to the 1st inst. leads to the following suggestions relative to the comparative supply of 1867 and 1868, and especially to the uncertain amount of the crop and home consumption of the year just ended:

Table with 2 columns: Item, Amount. Rows include New York Price Currents, Stocks of cotton at the ports, Receipts at the ports, and Consumption.

In the Price Current statement of 1867-7, the delivery of 49,000 bales manufactured in Ohio, and 75,000 bales manufactured in Pennsylvania, New York, &c. For these 124,000 bales there is no corresponding charge in the statement, therefore, as to "receipts at the ports." These 124,000 bales should be added to 1,951,898 for 1867-7, and make 2,075,898, instead of 1,951,898. 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 1,124,000 bales, instead of an apparent excess of 487,900 bales. Again, the statement for 1867 made the home consumption from the ports 573,367, and from the interior 280,672, together, 854,039. For the same year, however, adding the 124,000 bales before referred to, to the takings from the ports, and deducting it from the interior consumption, the total would be 854,039 bales, the change, however, seems to throw a doubt upon the correctness of the estimate, which has been made in the statement on the Ohio, in Pennsylvania, New York, &c., and it upsets the statement of 1,951,898 bales as the crop at the ports for 1867-7, without showing what became of such a case. The statement makes the home consumption of 1867-8 as from the ports 759,817, and from the interior 163,348, together, 923,165 bales (and 20,000 bales less consumption in Virginia; in all, 983,165 bales). In the statement of 1867-8 (the last one), Virginia is charged with receipts 187,437 bales, with this remark: "The large items of Virginia receipts will be stated in another column." The growth of the State has not probably exceeded 30,000 bales, her shipments and consumption are placed by our statement at 157,427 bales, and she has exported to South Carolina, North Carolina, and East Tennessee, and not otherwise accounted for." Can the compiler use his authority for how much came from each of the cotton-growing States? It is hard to prove that much of it may not have been counted in his statement or how once?

THE POSTAL CAR SERVICE.

THE OLD AND THE NEW SYSTEMS.—THE POSTAL CARS—CATCHING THE MAILS—ORIGIN AND EXTENT OF THE RAILWAY POSTAL SERVICE. Although still regarded as an experiment by the 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 established. 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 a letter before and since the introduction of railway postal cars.

THE OLD SYSTEM.

Under the old system, when a letter was posted, for instance, at any of the small stations of Missouri, it was placed in a box communicating with St. Louis, addressed to a town in Massachusetts, near Boston, it was sent by the local postmaster with the miscellaneous Eastern mail to St. Louis, the next morning, in the distributing office. There it lay overnight, 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 is made necessary, inasmuch as the letter was again rebagged with matter forwarded to the New York distributing office, where several hours more had been 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 stations, at least two days, were unavoidable. It would have been impossible for any of the Western cities to make up bags for every town and village of the Eastern States; and as there was no way of finally clearing 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, was indispensable. In consequence of these delays, 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 many miscellaneous matters that postal cars were originally established.

THE NEW SYSTEM.

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 be caught by the mail train passing over the road in that direction. As soon as it is taken into the car, it is placed in a box addressed to the mail agent in charge 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 to the mail agent running between Chicago and his car, and is immediately transferred to the Boston distribution, where it is forwarded to its ultimate destination. In this manner, 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 the case of accidents, and the letter is 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 are only an hour or so lost by avoidable delays. This brief comparison between the old and new systems will serve to show the advantages derived by the public from the new system. It is the saving of time on long transits, however, is only a part of the benefits derived from the new system. The reception and delivery of local mails between stations is an important part of the service, and is accomplished without slackening the speed of the train, in an invaluable accommodation, affording more rapid and frequent communication between the various small postoffices than could otherwise be enjoyed.

THE OUTSIDE OF A POSTAL CAR IS SIMILAR IN APPEARANCE TO AN ORDINARY BAGGAGE CAR, WHILE THE INTERIOR RESEMBLES A MINIATURE DISTRIBUTING OFFICE.

At one end are placed the compartments for letters, each carrying the name of the local or distributing 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 letter and its contents. In sorting the mails 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 the branch of the service. At the other end of the car are the boxes for newspapers, which are made up in separate sacks. Many thousands of these are daily forwarded to subscribers by the postal cars, and their sorting forms an important part of the clerks' labors. On the long routes, such as the Erie Road, between New York and Buffalo, the work performed on the cars is very great, and occupies the clerks from early morning 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 along the route without checking the speed of the train. The bags in charge of the clerks are placed beside the track so as to be within reach of 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 Y formed by the extended roof and the side of the car. The bag is 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 reception and delivery of mail adds greatly to the labors of the clerks. Sometimes bags are missed or knocked down by the arm attached to the car, but never when they are properly suspended. The force with which they are suspended by the compressed springs is such that they are employed in this service; but, as they are inexpensive canvas sacks, it is a matter of slight consequence, considering the many advantages of the service.

ORIGIN AND EXTENT OF THE SYSTEM.

In the summer of 1864 certain officers of the Postoffice Department conceived the idea that the prompt transmission of mails might be

greatly facilitated by having the labor of distribution, which was then performed in despatching the mails, done on board the cars. At first the mails were in transit. As usual with all important reforms, the new system met with almost universal opposition during the first two years of its operation. It was the clerical duties; and even by the Postoffice Department it was regarded as a costly experiment. It was finally determined to experiment with the new system, 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 the transmission of eight thousand three hundred 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 a year. It 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 Chicago and Memphis to New Orleans, and from New York and Philadelphia to Atlanta. These carry the extensive mail 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:

Some of the establishments have as many as twenty 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 eight o'clock in the morning, and remain kept up 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 the pressure of a long and arduous day. At ten o'clock they are to be at their desks, and at noon they must hurry out for a hasty lunch and be back as soon as possible, flying the day through until 8 o'clock at night. In the winter of this year a total of 111,111 or 112 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 in the house, and been faithful in every way. It is a well-known fact that New York merchants care nothing for the interests of their clerks, and are ready to sacrifice them for the sake of a few dollars. The more anxious it is to save a few dollars by cutting down hands in full times. The supply of clerks is always so large that the approach of busy days they can easily be replaced. In the winter of this year a total of 111,111 or 112 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 in the house, and been faithful in every way.

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THE STATE OF SOUTH CAROLINA.

CHARLESTON DISTRICT.—DANIEL BAYNE, 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 public advertisement in one or more leading newspapers in the cities of Charleston, Cincinnati, Nashville, New Orleans, Mobile, Augusta and New York, call upon all the creditors of the Planters and Mechanics' Bank of South Carolina to present statements of their claims, designating the number of Bill or Note of such denomination, wherever they form a part of the claim, at the Banking House, No. 121 East Bay street, on or before the first day of October next.

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NOTICE.—ALL DEMANDS AGAINST THE ESTATE OF THE LATE THOMAS LYNCH MUST BE PRESENTED, duly attested, and all persons indebted to the same are requested to make payment to JOHN F. O'NEILL & SON.

P. E. H.—ARE SYNONYMOUS WITH HEALTH, Strength and Vigor. The secret will be revealed by investing in a bottle of PANKIN'S HERB PATIO BITTERS. For sale by all Druggists.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only dye that perfect Dye; harmless, reliable, permanent; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the hair soft and beautiful black or brown. Sold by all Druggists and Perfumers; and properly applied at Batcheelor's Wig Factory, No. 121 East Bay street, New York. 1st January 3

PRINTERS' Wholesale Warehouse.

WALKER, EVANS & COGSWELL, No. 3 BROAD AND 109 EAST BAY STREETS, CHARLESTON, S. C.

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Funeral Notice.

The Relatives, Friends and Acquaintances of Mr. GEORGE A. LOCKE and Family are respectfully invited to attend the Funeral services of the deceased, ANNE W. LOCKE, at half-past Four o'clock this afternoon, at the Unitarian Church, September 30.

Special Notices.

UNION DISTRICT.—IN EQUITY.—HENRIETTA KAISER, et al. vs. JULIUS KAISER, et al.—BILL FOR PARTITION.—Pursuant to a Decree of Order of his Honor Chancellor JOHNSON, in the above stated case, the creditors of CH. KAISER, deceased, and of the firm of CH. KAISER & SONS, late of the County of South Carolina, are required to present and establish their demands before me, on or before the first day of January next.

WM. MUNRO, C. E. U. D. Commissioner of the Office, Unionville, South Carolina, September 26, 1868.

THE MERCANTILE CO-OPERATIVE ASSOCIATION.—The subscribers to the Capital Stock of the MERCANTILE CO-OPERATIVE ASSOCIATION are hereby notified that the undersigned will be prepared to receive that office, in Johnston street, on and after Tuesday, the 22d instant, payment of subscription for one Share each, at the par value of TEN DOLLARS, and they are respectfully requested to respond to this notice accordingly within ten (10) days from the date hereof.

L. G. HENDRICKS, Secretary and Treasurer.

THE STATE OF SOUTH CAROLINA, CHARLESTON DISTRICT.—DANIEL BAYNE, 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 public advertisement in one or more leading newspapers in the cities of Charleston, Cincinnati, Nashville, New Orleans, Mobile, Augusta and New York, call upon all the creditors of the Planters and Mechanics' Bank of South Carolina to present statements of their claims, designating the number of Bill or Note of such denomination, wherever they form a part of the claim, at the Banking House, No. 121 East Bay street, on or before the first day of October next.

It is further ordered, That, if so required and notified 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 consideration 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 proofs required notice shall be given of the time and place of proof to all the Solicitors in the cause.

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

OFFICE OF THE PLANTERS' AND MECHANICS' BANK OF SOUTH CAROLINA, CHARLESTON, EAST BAY, June 1, 1868.

In pursuance of the order of Chancellor H. D. LESSENSE, made in the above stated case, extracts 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 office.

W. E. BASKELL, Cashier.

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

All papers will send bills to the Charleston Mercury. September 15, 1868, oct 1

CURE FOR ASTHMA.—THOSE WHO are suffering from this complaint, and cannot be relieved by medical aid, find immediate relief, by calling on Dr. J. D. ZANOGA, at No. 215 King street, corner of Society. September 28

WE ARE NOT CAST IRON.—CAST 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 steel and iron, and is susceptible of being changed, and unless protected by wise precautions, are sure to be disastrously affected by them.

At this season the difference between the temperature of night and day is greater than at any other period of the year, and the stomach, the liver, the bowels and the nervous system are apt to receive violent shocks from these changes, resulting in fever, bilious attacks, de-liver, 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: HOSTETTER'S STOMACHIC.

THE EFFECT OF THIS MEDICINE IS INVARIANT TO BRACE up the whole system, invigorate it, and regulate the action. Used at all seasons as a means of procuring 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 are so common. It is found, by those who are in the habit of using this agreeable and unequalled tonic, that it so strengthens and fortifies the body as to render it proof against the morbid influences which infect the air during the prevalence of epidemics.

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, but I don't feel well." Look at the countenance of 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 flaccid, and the hair falling out. The result of a disordered stomach and a torpid liver, is at the bottom of the mischief. "That's what the matter." Whoever has experienced the effects of TARRANT'S EFFERVESCENT SELTZER APERIENT in such cases, need not be told to recommend it as a remedy.

TARRANT & CO., Wholesale Druggists, No. 278 Greenwood and No. 100 Warren streets, New York. Sole Proprietors. Sold by all Druggists. 30ms 22 July 6

BRIDE AND BRIDEGROOM.—ESSAYS FOR YOUNG MEN on the interesting relation of FRODOUR to BRIDE in the institution of Marriage.—a guide to matrimonial felicity and true happiness. Sent by mail in sealed letter envelopes free of charge. Address HOWARD ASSOCIATION, Box P, Philadelphia, Pa. 3ms 20 September 2

A YOUNG LADY REFURNISHING her country house, after a sojourn of a few months in the city, was hardly recognized by her friends. In place of a coarse, rustic, shaggy face