

The Charleston City

VOLUME VIII. -- NUMBER 1050.

CHARLESTON, S. C., THURSDAY MORNING, MAY 6, 1869.

SIX DOLLARS PER ANNUM

BY TELEGRAPH.

THE STATE SUPREME COURT.

(SPECIAL TELEGRAM TO THE DAILY NEWS)

COLUMBIA, May 5.—In the Supreme Court today the case of Martin Leaphart & Mrs. Mary and Polly Leaphart was resumed. Fort for the motion, Fair contra. The case of Moses R. Saunders et ux vs. Robert Rogers, trustee, was resumed and continued. The case of Laura E. Nance vs. R. & J. K. Nance, and the case of W. Nance by next friend S. the same, were taken up together and heard in part. Fair for the motion.

THE TIMES AND THE ALABAMA CLAIMS.

London, May 5.—The Times of this morning has another article on the Alabama treaty, recently rejected by the Senate. The writer sharply criticizes Sumner's speech and concludes as follows: "The question is one of law and not of feeling. It remains to be shown that Great Britain can be held answerable for any infringement of law or of excess over the ordinary justice of both countries."

CUBAN AFFAIRS.

Washington, May 5.—A republican committee on Cuba has been prepared in this city on the assumption that the Cubans will attain their independence and desire annexation. It provides for one of more States. Leading members of Congress are taking part in the movement, but as yet no bill is known. The Executive has taken no interest in the matter beyond tacitly authorizing the sale of useless or surplus war material to any applicant. Dispatches from Commodore Hoff state that an expedition, supposed to have sailed from Yucatan, consisting of a large steamer and several sailing vessels, had attempted to land men and arms for the Cubans on the south side and had failed. The Spanish Admiral had sailed in quest of the party.

The transport which sailed some time since with political prisoners for Fernando Po, put into St. John's, Porto Rico, for repairs. The Governor-General of that island determined to send some of them to the Canaries and some to Cadix.

Both Cubans and Spaniards seem to be exceedingly quiet, and there have been no success lately on either side.

WASHINGTON.

Washington, May 5.—Governor Wells, of Virginia, obtained nothing satisfactory from the President yesterday. "The election will not be held until a thorough registration is completed, and until Canby shall recommend a convenient time. The President seems to be in no hurry to act in regard to the uncompleted States." Dispatches from R. Ross Brown confirm the English reports that the Chinese Government is opposed to progress and will not willingly ratify Burlingame's treaty.

Advices have been received that Captain B. H. Hinkens, Thirty-fifth Infantry, was killed while pursuing deserters near Fort Bliss, Texas.

FIRE IN WILMINGTON.

Wilmington, N. C., May 5.—A destructive fire broke out at 6 o'clock, A. M., burning down the works of the Cape Fear Ship Company. Loss \$30,000. No insurance. The origin of the fire is not known.

SPARKS FROM THE WIRES.

Crowell has appointed James Sims, colored, the postmaster of Savannah, Ga.

There were many colored persons among those who called on General Lee in Alexandria last night.

William T. Ovenshank, of Massachusetts, committed suicide in Richmond, Va., by shooting himself through the heart.

H. C. Whitteley, of Boston, a prominent detective with Butler in New Orleans, has been appointed chief of the treasury detectives.

The committee from Charleston, S. C., Knoxville, Tenn., and Danville, Ky., will meet in Cincinnati this week to consider the Southern railroad question.

The announcement of Sims as postmaster at Savannah is probably premature. His commission has not been ordered to be made out at the appointment office.

COLONIZING SOUTH CAROLINA.

The New York Tribune publishes the following letter:

"On the semi-weekly Tribune of April 16, has just reached me. I have read the editorial entitled 'Colonizing from New York' with great interest. By the way, it contains, I think, some of the most valuable and timely remarks that have appeared in the North as yet on this subject.

My object in this communication is to call the attention of farmers struggling on small farms, to a section of the South Carolina, and to which I think offers superior advantages to the immigrant. The 'South Carolina Improvement and Trust Company,' incorporated by the late Legislature of South Carolina, and authorized to charter of great liberalty, under acts to do the very work you recommend Northern associations to undertake.

It is my object to buy large plantations and divide them into small farms of fifty and one hundred acres each. These farms are sold to actual settlers at a sum just sufficiently above the original cost to pay the expenses of transportation, and of other incidental expenses. The farms are well known Northern men, and it is their purpose to make each colony the center of such political education, social and religious influences as shall conserve the blessings bestowed by the war.

The first of the colonies is situated in Chesterfield County, S. C. Seven thousand acres of land have already been bought, and are now being divided according to the company's plan. Quite a number of the farms are already taken, and the foundation is laid for a prosperous community. On the general subject of climate, healthfulness, fertility, &c., I could fill an entire page of the Tribune. As I write to a section of the North, I will treat it far, surveys, and other incidental expenses, and it is their purpose to make each colony the center of such political education, social and religious influences as shall conserve the blessings bestowed by the war.

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THE PALMETTOES IN GEORGIA.

A ROUSING WELCOME.

Details of the Firemen's Celebration--The Trial of Engines--How the Palmetto Won--The Banquet, &c.

ATLANTA, Ga., May 4, 1869.—Nothing could be more agreeable than the various episodes which have marked the excursion of the Palmetto Engine Company of Charleston to this "Gate City" of the South. Leaving home last Saturday morning, in company with delegations from the Vigilant and Stonewall companies, we reached Augusta to be astonished by a greeting from the entire department of that city. No welcome could have been more kind. There appeared to be a universal desire, officially and individually, to reciprocate the attentions that had been bestowed upon some of their number while participating in our own parade and exercises of April 27, and all was done that men could do to mark with pleasure our entrance into the Empire State.

After a reception speech by Chief Bryson, of the Augusta Department, and an appropriate response by Chief Nathan, of Charleston, the several companies formed in procession and escorted the Palmettoes first to a hearty supper at the Planter's Hotel and thence to the engine houses of the Vigilant and Georgia Independents (one of the companies which visited Charleston). In each of these refreshments were liberally provided, of which the boys partook with becoming moderation. At 8 P. M. the escort was again formed, and at 9 o'clock we were once more on route to Atlanta. Two hours thereafter, after one walking through the care would have seen the human form divine distorted into every conceivable shape, from the longitudinal to the "T" shape, Chief Nathan, too fat to double, to the six feet form of President Ferguson, twisted into a very correct imitation of a figure 8. The morning reminded one of a chorus of coffee mills, and the tang of prodigious legs was a superb illustration of the intricacies of the labyrinth of Orestes. The early part of the night was warm, and the cars in a condition of tumultuous perspiration. This was distributed towards morning, however, by one of those sudden changes common to the climate of Georgia, which sends the mercury from fever heat down to freezing point, and made us shiver as if we had been in a cold bath.

Three several times that night we met with an accident. First, the truck conveying the Palmetto engine ran off the track, and after ineffectual efforts to the contrary, both truck and engine were left behind. Next, the engine departed from its ways, and was replaced with difficulty; and, finally, the sleeping car, containing a goodly number of the firemen, was going thumpety thump over the sleepers, at the rate of twenty miles an hour. There was an immediate change of base by sundry frightened individuals, and a series of manoeuvres calculated to exemplify all the gymnastic improvements of a modern circus, but fortunately no one was hurt. We arrived

ATLANTA. Sunday morning, at daylight, when delegations of the Fire Department, including the entire Company of Mechanics, No. 2—who were to specially entertain the Charlestonians—were in attendance. It should be mentioned here that the Georgia Railroad Company, through its officers, extended in their way the same hospitality which was shown by the citizens. They passed the engine free of charge, and a liberal deduction was made from the usual price of the passage. We were welcomed in Atlanta by the Chief of the Department, Thomas A. Haney, Esq., to whose brief but interesting speech President Buist, of the Stonewall, and Chairman of the Charleston Fire Department, were then escorted to the National Hotel.

Sunday was quietly and appropriately spent. Without exception, the men avoided the engine houses where, with open doors and open hearth, the Atlantas sought to show their kindly feelings to all guests. Monday morning, at about three o'clock, we were treated to a rousing fire, which, although not down on the programme of entertainment, was permitted to burn without much molestation, and did so with an industry which, in two hours, laid bare the ground that had before been occupied by four substantial wooden buildings. The truth is, the Atlantas wait to use every patch of ground in the heart of the city, now covered by shanties, for the construction of substantial stores and warehouses; every fire of this character is, therefore, a blessing in disguise. Before the ground is cold, on these occasions, heavy mechanics are set to work with brick and mortar, and a few weeks develop the stately proportions of structures which make the name of Atlanta a synonym for enterprise and progress. What the Gate City has done since her destruction by General Sherman is illustrated by a single fact, which is a volume in itself. Five thousand feet of the wall of the city were burned in the great conflagration. That occurred in 1855. It is now only 1859; yet scarcely a trace of the old ruin remains. In less than four short years, seven thousand houses have grown from the ashes; and while I write three hundred more are in course of completion. All this improvement is done with a population of thirty thousand people.

THE GATA DAY. The preparations for the parade and display were in keeping with the go-ahead spirit already described. The City Council—which, by the way, is composed of active men, and presided over by a live representative of Young America, in the person of Mayor Hulse, an ex-Confederate colonel—had appropriated a sum of money ample for all purposes, and the citizens generally co-operated with the Fire Department to give to the occasion all possible eclat. At an early hour, flags, bunting and banners of all descriptions, many of which bore words of welcome, were displayed from public and private buildings. A corps of workers were also busy in removing stones and otherwise preparing the streets in marching order. Teams from Augusta, Macon and Rome brought other visiting companies, and crowds of people came from all quarters, to enjoy the scenes of the day. The only drawback was the wind and dust. One played pranks with the petticoats, and the other made havoc with the organs of at least four of the senses—smelling, hearing and seeing—in a manner not calculated to develop a serene spirit of piety.

THE PROCESSION. Was formed at ten o'clock, and moved in the following order: First, music; then came the Chief Engineer and Assistants of the Atlanta Department, escorted Chief Engineer Nathan, of Charleston, who, in his black-sweet-potato-colored coat with a broadcloth covered individual on each side, looked like a solemn admiral on point in a parenthesis of black former slaves. Henry J. Fox, of the Atlanta papers first called him "hand-

some," but when they afterwards saw him raise his white hat to make a speech, and observed that he was "barefoot on the top of his head," they called him "handsome and venerable."

Then came the Firewardens of the city and the Judges of the Trial; the Mayor and Council and Atlanta Hook and Ladder Company. In the rear of these, and occupying as it were the post of honor, were the firemen of Charleston—Presidents Buist and Ferguson arm in arm, the detachment of Vigilants, detachment of Stonewalls, and then the Palmettoes, whose machine, handsomely gilded with flowers, was drawn by four of the finest looking horses Atlanta could furnish.

I need not tell you that all the representatives of the Charleston Department attracted general attention, and received the prettiest ladies "God bless 'em" imaginable from the ladies along the route of march. The "white coats" of the Vigilants, curiously enough, were supposed to represent the "votators" of the occasion. All alike, however—Vigilants, Stonewalls and Palmettoes—had a full share in the welcome, not only of the native Georgians, but of the old citizens of South Carolina residing in Atlanta, of whom there are a large number. Among the representatives of the Charleston Department present, was Mr. Peter K. Coburn, ex-President of the "Charleston," and one of the oldest of her ex-firemen. He wore on this occasion the uniform of Hook and Ladder No. 2.

Following the Palmettoes were: Clinch Steam Fire Company No. 2, of Augusta; Defiance Fire Company No. 5, of Macon; Vigilant Steam Fire Company No. 3, of Augusta; Augusta Fire Company No. 5, of Augusta; Fillmore Steam Fire Company No. 4, of Augusta; Rainbow Steam Fire Company No. 1, of Rome; Atlanta Steam Fire Company No. 1, of Atlanta; Mechanical Steam Fire Company No. 2, of Atlanta; Tallulah Fire Company No. 3, of Atlanta.

Although there were in the procession about eight hundred men. It was a good thing, and the sight of the handsome Georgia ladies making bouquets of windows and doorways compensated the strangers at least for the long tramp up hill and down, and back to the place of exercises. This was in front of the State House, or what is better known as the "Opera House," situated on Market-street, and one of the handsomest buildings in the South. An immense throng was here assembled, and from the sidewalks five stories upwards, every available foot of seeing room was occupied by a fair spectator.

A broad enclosure, in the centre of which was the well, was surrounded by ropes, and firemen and police united in keeping clear of the space reserved for practice. This commenced a little after twelve o'clock, subject to the following

RULES AND REGULATIONS. All steam and hand engines will be classed according to the capacity of their pumps. Any company may enter their engine for any prize above their class if they prefer, but will not be allowed to re-enter and contest for a prize in which they were classed.

The water in the cylinder from which the trial will take place will be kept at the same height for each engine.

Steamers will be required to play through no less than one hundred feet of hose, and hand engines not less than fifty feet of hose, and be allowed to play through any size nozzle. Each steamer will be allowed ten minutes play after their gauge shows sixty pounds of steam. Hand engines will be allowed fifteen minutes to play in.

The first to enter were the hand engines, and the first of these were the Tallulah (second class), of Atlanta. With a strong wind in her favor, she threw the extraordinary distance of 221 feet. It is proper to add, however, that the judges determined to measure by solid drops, and not by a solid stream, so that it may be said that the favoring wind won a good many feet of the victory.

The Defiance, a first-class machine, from Macon, played next, and threw only 209 feet. This was a Jeffers' piano engine, exquisitely beautiful in an almost solid dress of silver plate, and probably the most costly on the ground.

Third on the list of hand engines was the Augusta No. 5, of Augusta, whose steam measured 215 feet. This was one of the finest companies on the field. It is composed strictly of Irishmen, seventy-two in number—heavy, hearty, whole-souled-looking fellows, stout enough, apparently, to tear an engine into pieces; but fat was against them. Their machine is similar to that of the Vigilants, of Charleston, being built by Jeffers, and it was no fault of the boys in green and gray that they did not carry away the first prize. The stream itself was, beyond all comparison, the best of the three. P. Walsh, Esq., one of the editors of the Augusta Chronicle and Sentinel, is the President.

The great interest of the occasion centred in the trial between the steamers, and particularly between the Atlanta, No. 1, of Atlanta, and the Palmetto of Charleston. Of other companies, however, fairly divided the honors and compliments of the day. The first to play off was the Fillmore, Captain Cohen, of Augusta—distance, 229 1/2 feet. Second, Vigilant, of Augusta—distance, 229 1/2 feet. Third, Mechanic, No. 2, of Atlanta—distance, 245 1/2 feet. Fourth, Atlanta—distance, 273 1/2 feet. At this result the cheering was immense; men threw up their hats and ladies waved their handkerchiefs wildly. A few rash individuals offered bets that the figures could not be exceeded, all of which were quietly taken by the friends of the Palmettoes. One of the wagers made by a Charlestonian was of a hundred dollars that the Atlanta would sweep the field, and the Palmetto would beat the Atlanta. He won.

The Clinch, of Augusta, played next, and threw a stream of 238 1/2 feet. It was now late—after six o'clock; but the desire to see the Palmetto perform held the large crowd together, and it was not without difficulty that the police could keep the space clear around the judges. The engine took her place at the well, and the engineer (Mr. Thomas Miller) quietly made his preparations. Steam was generated, the hose laid, and in five or six minutes the water began to come—strong, steady and apparently with most determined intent. Few knew her quality, but all looked for the Palmetto to make at least the second or third place of the day. A minute or two more and under a full head of power that made her thrum in every part and almost jump from the ground in a mighty steam of air strength, the Palmetto was forcing a stream in successive spurts 250—60—65—70 feet through the air. Judges and jury alike tread the falling water when it touched the earth as if it had broken into diamond drops. The crowd could scarcely restrain its impatience, and only when by inch fell back before the pressure of police and citizens, who abouted, "Fair play for the Palmettoes, give 'em fair play."

With watchful care Chief Nathan and President Buist marked every sign, and from among the judges directed the elevation and course of the stream; and when at last, with a

giant impulse that made the throng around the hearing monster press back in terror, the Palmetto drove the water beyond the already judged measurement of the Atlanta, and the judges announced "two hundred and seventy-nine feet," a cheer went up from Georgia hearts that was of itself a reward for the best effort of the day. Outside of the defeated company, who behaved with great magnanimity, there was probably not one who did not feel glad that Charleston had borne away the first honor of the day.

It is due to the Palmettoes to say two things here; first, that there was no unseemly boasting before or after this event, but on the contrary, cheers for their adversary the "Atlanta," and second, that the wind which had blown so briskly during the afternoon, more or less favoring every other engine, suddenly lulled when the Palmetto came upon the ground and left her to depend, as it were, on the naked strength of her pumps and piston rods.

I ought not to omit the statement, in this connection, that the judges appointed for the occasion were Messrs. Colonel J. H. Flynn, Dr. J. A. Taylor, General G. T. Anderson, (Old Tiger) Wm. Ruxton, Esq., and Hon. L. J. Glenn, all of whom performed their respective duties courteously, firmly and well, affording, as we believe, satisfaction to all concerned in the result.

THE BANQUET. The shadows of evening bow began to gather, and the several companies, with their escorts, proceeded homeward. Later in the evening, about nine o'clock, they again assembled, and proceeded by the Post Band of Atlanta, marched to the banquet hall, which had been arranged in the Georgia Depot.

The scene which met the eye here is such as few eyes, since the war, have looked upon in this Southern country. Seven tables were extended the full length of the room, say two hundred and fifty feet long, and an eighth for the accommodation of the principal guests, ran transversely across the end of each. There were literally loaded with turkeys, chickens, pigs, salads of all kinds, condiments, bowls of punch, bottles of champagne, wine, and everything good to drink.

Seats were provided for fifteen hundred persons, and eight was embraced few lovelier spectacles than that conglomeration of red, white and grey, skirmishing with knife and fork among the edibles of that bountiful old time Georgia dinner.

The Chief Engineer of the Atlanta Fire Department sat at the head of the table, having on his right Chief Nathan, President Buist, Colonel Lamar, of Georgia, (the President of the Southern Press Association), Colonel T. S. Howard, Colonel L. J. Glenn, and other citizens of Georgia and invited guests. On the left of the chief was Major Steele, the venerable and distinguished editor of the Atlanta Intelligencer, who with rare grace and eloquence, presided in behalf of the citizens. Still, to the left of Major Steele were the detachments of Vigilants and Stonewalls, of Charleston; while scattered all around elsewhere might be seen such men as General Tiger Anderson, General Live Oak Walker, Colonel Waddell, of Columbus, Rev. Parker W. Morris, and T. Stobo Farrow, of Spartanburg, (who, by the way, has removed to Atlanta), and the rest of the guests.

(Owing to the constraints upon our columns we are obliged to omit from our present issue the account of good things said and done at the banquet in Atlanta, and other interesting proceedings which occurred on the following day. We shall resume the broken thread of our correspondence to-morrow.—Ede. News.)

THE ALABAMA CLAIMS.

A SIGNIFICANT CONVERSATION WITH SENATOR SUMNER.

We shall not have a War with England. The Washington correspondent of the New York Herald had a conversation, on Saturday, with Senator Sumner upon the subject of his famous speech on the Alabama claims. The senator was in the best of humor, and though dealing away at a mass of letters and papers on his table, very communicative also. Senator Sumner, the correspondent says, is perhaps the most industrious, hard working public man in Washington, but he is never so busy, never so much engaged, that he is not willing to communicate with the representatives of the public press when they call upon him.

The principal points of the conversation are these: Correspondent.—Mr. Senator, your speech on the Alabama claims is creating considerable feeling in England, and is doing much for the cause of the British press. Mr. Sumner.—I am not altogether surprised at the way they have taken it. England does not like to be told that she is in the wrong. I think she is the first time she has had the truth squarely told her about the Alabama claims. My friend John Bright does not agree with you this time. Mr. Sumner.—No; but he tells the British Cabinet in no many words that the embarrassment caused by my speech serves her right. It is, therefore, a very well that England is in the wrong in this matter.

Correspondent.—Do you think we will have a war with England, Mr. Senator, before this year is settled? Mr. Sumner.—No, sir; I don't think we shall have war. I hope there is enough intelligence and good sense on both sides of the Atlantic to avoid that. Our new minister, Mr. Motley, understands the question thoroughly. You are to know just what to do and how to do it.

Correspondent.—The tone of the English press is quite belliterous, you notice. One of our friends has couched in a similar spirit to (your speech) his missive will be fruitless. Mr. Sumner.—I am inclined to think that neither the British Ministry, nor the British press understand our position exactly on this question. The Alabama claims treaty, as it is called, is the first instance since I have been chairman of the Committee on Foreign Relations, that a treaty was not made. It was a treaty which was not made. It was a treaty which was not made.

The value of mineral waters has been prized and acknowledged by medical men since the earliest times. A celebrated author says: "The virtues of mineral waters have been shown in the treatment of obscure and chronic diseases." Agents for the Saratoga "A" Spring Water, J. B. HENRY, No. 21 Park Row, New York.

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of Mr. Motley. It was taken up out of its course, not as it is called the "Alabama," and that without a dissenting voice. The "no" of Mr. McCree's was not even heard on this question. Mr. Motley was unanimously confirmed. Now this has all done in one day, and it was all of a piece. It was all one thing—no act, as it were. The English ministry does not seem to understand this.

Correspondent.—According to the cable telegram Gladstone seems to think that the treaty was rejected on political grounds alone. Mr. Sumner.—Yes; he says he has assurance from reliable quarters that such was the fact. Now where could he get such assurance? Certainly not from any person in this country whose opinion would amount to anything. He must have got it from Mr. Beveridge Johnson. Mr. Thornton is too well posted to have commented any such intimation.

Correspondent.—Probably Mr. Johnson has represented to Mr. Gladstone that the treaty was rejected because the majority in the Senate was against both him and President Johnson. Mr. Sumner.—Very likely; but such is not the fact. The very next day after the Alabama treaty was rejected I moved in executive session to take up this British naturalization bill, which had not passed, and it was ratified. Now if we had been disposed to act in a spirit of revenge we might have rejected that treaty also. Mr. Johnson, I have no doubt, feels mortally; but he cannot help it. The British Ministry, British Ministry, composed as it is of politicians, that it should go on negotiating this treaty with Beveridge Johnson under the circumstances. You will notice that the negotiations were all carried out on general principles, and not selected President. The treaty was signed in January. It was in that peculiar time in our system of government between the two administrations, when the Acting President is supposed to have no power in the shape of a party behind him. Beveridge Johnson really did not represent anybody then, at least he did not represent the majority of the American people. The British Ministry should have been sharp enough to have seen this, and postponed negotiations until the new administration came into power. I thought one or two of calling Mr. Thornton's attention to the fact that he was in the position that he had any right to do. There is a curious circumstance connected with the rejection of the Alabama treaty for which I am at a loss to account. I notice that the London Times (Times of April 15, 16 and 17)—does not mention the rejection of the treaty nor refer to my speech. The Times of the 15th contains a column of an English article in relation to Mr. Motley and Mr. Jay. The Alabama treaty was rejected the same day, and yet there is no reference to it.

Correspondent.—How do you account for that, Mr. Senator? The only one I can think of, I think, that the announcement was sent from this side by the Associated Press. Mr. Sumner.—There can be but one theory about it—the fact must have been suppressed in London either by the Associated Press, or the British Government was apprised of it, however, at an early period, by cablegram. Mr. Thornton sent a dispatch by undersecretary of the Senate.

Correspondent.—How do you account for the English press not publishing your speech in connection with their comments on it? Mr. Sumner.—The English press is not so open as it is if they were afraid to let the people read it before the papers had a chance to prejudice public sentiment against it. I think, however, they will be compelled to print it.

Correspondent.—How does Mr. Thornton, the British Minister, like the speech? Mr. Sumner.—Mr. Thornton is now absent from the city. I have not seen him but once since he left. He is in London, and I will see him day after when I met him at dinner. He seemed to be very calm then. He is not the kind of man to make a row.

Correspondent.—Senator, do you think the Alabama business can be amicably arranged? Mr. Sumner.—I have no opinion on the matter, but I think much of the difficulty will vanish. You see, they say, "What is the use of such an intense feeling on the part of the Americans about a few ships? John Bull could not bear them in one day if they were the damages in an hour." But that is not exactly the point. They don't look at it as we do. They don't take into consideration the injury they have done to us, but they look at the injury we have done to them.

Correspondent.—Do you think we will have a war with England, Mr. Senator, before this year is settled? Mr. Sumner.—No, sir; I don't think we shall have war. I hope there is enough intelligence and good sense on both sides of the Atlantic to avoid that. Our new minister, Mr. Motley, understands the question thoroughly. You are to know just what to do and how to do it.

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Shipping.

EXCURSIONS AROUND THE HARBOR.

FOR NEW YORK. REGULAR LINE EVERY WEDNESDAY. PASSAGE \$50. THE STEAMSHIP SABBAGO, Captain C. BROWN, will leave Charleston on Wednesday, May 12, 1869, at 12 o'clock. For Liverpool, see below.

FOR LIVERPOOL. THE STEAMSHIP SABBAGO, Captain C. BROWN, will leave Charleston on Wednesday, May 12, 1869, at 12 o'clock. For Liverpool, see below.

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