SIX DOLLARS PER ANNUM

BY TELEGRAPH.

THE MEMPHIS COMMERCIAL CON-

MEMPHIS, May 21.—The Committee on Direct Trade with Europe reported yesterday in favor of the formation of lines from Southern ports, which should be supported by subscription. The committee approved of the scheme inaugurated by the Norfolk Convention for a line between Norfolk and Liverpool.

Many letters and telegrams were read from distinguished persons, regretting their absence and endorsing the work a'ready done. A dispatch was received from General Beauregard, tendering a free passage to and from New Orleans to the Commercial Convention. The following dispatch was received in regard to the Southern Pacific Railroad:

NEW YORE, May 21 1883.—Our most cordial thanks to yourself and friends for the action of the convention. Our bonds are quoted at the Paris Exchange at 79 in gold.

J. C. FREMONT, for Directors.

The Committee on Levees have made an elaborate report, showing the necessity of Hon. John H. Crozier and V. H. Sturm, of government aid. The Banking Committee re- Knoxville; Colonel C. M. McGhee, of the East port in favor of a redistribution or an expansion of the currency, so as to give the West and South their due proportion of circulation. The of the Knoxville and Kentucky Railroad; Dr. convention favors the reduction of the interest on the national debt by means consistent with a faithful discharge of the country's duties to its creditors. A resolution recommending all States to repeal the usury laws via Emory Gap, Chitwood, &c., besides Mayor was adopted. The Committee on Commerce, Manufacturing and Mining reported in favor of the States freeing from taxation capital invested in work developing the resources of the country. Speeches were made in favor of improvement in the matter of transportation as beyond the reach of the machinations of the bulls and bears.

NEWS FROM WASHINGTON.

WASHINGTON, May 21.—The President has appointed Felix Coste the surveyor of customs at St. Louis. Alfred Sanford supervising inspector of steambosts in the Fourth District. P. M. Sheibly, postmaster at Rome, Georgia.
W. H. Howard declines the Chinese mission, and takes a position on the Wisconsin Rail-

The day for the Mississioni elections will not be named until after the Virgima elections, al-though both will probably take place in August. L. C. Norvell is the Reunbican candidate for Governor. Judge Lewis Dent, brother-in-law of the President, will assist Norvell in the cam-

The following assignments as superintendents of Southern Indians have been made: Choctaws and Chickssaws, Major J. M. Craig; Creeks, Ceptain G. S. Olmsted; Cherokees, Captain Warren.

There was a full Cabinet meeting to-day.

Two negroes have been appointed to clerk-shift in the Bevenue Department, and the Police Commissioners have sppointed negro police. Judge Bassett, the negro minister to Hayti, visited the Socretary of State, and will receive his instructions in a few days.

Douglass, the negro printer employed by Clapp, applied to Simon Wolf, the Register of Deeds, for a clerkship, saying that, in consequence of the combinations entered into by the Printers' Unions throughout the country, he is unable to obtain employment. Simon Wolf has given a favorable answer, and says that he is particularly happy at having the opportunity.

The President has announced that the Eight four law involves no reduction in wages. EUROPE.

IRELAND.

DUBLIN, May 21.—The Grand Lodge of Orangemen have petitioned the Queen against the disestablishment of the Irish Church.

SPARKS FROM THE WIRES.

The steamship Australia is in port at Key

West, repairing her bouer.

At the Old School Assembly of Presbyterians held at New York, yesterday, a committee of ten was appointed to confer with a similar New School committee on the subject of reunion. Dr. Fowler, a warm advocate of reunion, was chosen Moderator by a vote of 122 to 93.

THE ENGLISH SERMON TRADE.—The trade in sermons (manuscript sermons sold to clergymen for use in the pulpit) is an English institution, as nowhere else do we see them so freely advertised. This trade, we are told by the English journals, has grown enormously within a few years. The newspapers which circulate more especially among the clergy of the English (stablishments have regularly contained advertisements offering original, striking and orthodox manuscript sermons for sale and the fact of their extensive advertisecontained advertisements offering original, striking and orthodox manuscript sermons for sale, and the fact of their extensive advertisement shows that they are extensively used. Upon this subject the Observer of this city truthfully remarks that in this country it would impair, if not destroy, any man's usefulness in the ministry if it were known that he depended upon others in any way for his discourses, and the grossness of the evil seems to be working a cure abroad. Within a few weeks a private circular has informed the clergy in England that a periodical to be made up entirely of sermons is about to be issued, its sale being limited to gentlemen in holy orders. This is felt to be pushing the system too far, and the project seems likely to bring about a strong reaction. The Gnardian, which has been in the habit of publishing advertisements of this kind, declares that it will do so no more. The Gnardian says: "If the laity once come to the conclusion that preachers are commonly indebted to others for their a vronons, few clergymen will be above suspicion. Only the very able or very industrious will be able to dely the suggestion that they, too, have gone into the market for a discourse, and a taint of insincerity will attach to hundreds of excellent clergymen who have done nothing to deserve it. For our own part we have detera taint of insincerity will attach to hundreds of excellent clergymen who have done nothing to deserve it. For our own part we have deter-mined not to lend our advertising columns to a system which we are unable to defend. We will at least practice, at a loss to ourselves, what we preach."

Trust fall displayed and descapting and Mercantife facastic says.

On Tuseday evening an intensely exciting some was missassed at Bolton. In connection with Mr. Pably Panque's dreas, the "Female Bondon or the Mr. Pably Panque's dreas, the "Female Bondon or the Mr. Pably Panque's dreas, the "Female Bondon or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, the "Female Bondon" or the Mr. Pably Panque's dreas, and the port's in the Bondon's dream of the World offer equal advantages with Carried and advantages with Carried and the South Atlantics of the World offer equal advantages with Carried and the South Atlantics of the World offer equal advantages with Carried and the South Atlantics of the Carried Bondon's the Mr. Pably Panque's dreas, and the port's in the Bondon's dream of the World offer equal advantages with Carried Bondon's dream of the World offer equal advantages with Carried Bondon's proposal and the Port's in the Bondon's dream of the World offer equal advantages with Carried Bondon's dream of the World offer equal advantages with Carried Bondon's dream of the World offer equal advantages with Carried Bondon's dream of the World offer equal advantages with Carried Bondon's proposal and the Port's in the Bondon's dream of the World offer equal advantages with THE FALL OF THE FEMALE BLONDIN .- The London Shipping and Mercantile Gazette says:

THE IMPORTANT RAILROAD MEETING IN CINCINNATI.

THE CLAIMS OF CHARLESTON AND SOUTH CAROLINA.

Speeches by Governor Scott, General

Harrison, J. B. Lafitte, E. D.

Mansfield and Others.

The meeting of the Railroad Committees of the City Council, Chamber of Commerce and Board of Trade, which took place in Cincinnati on Saturday last, was the largest that had been held in connection with the vitally important

with the Southern railroad system. There were present Governor Scott, of South Carolina; J. B. Lafitte and S. G. Trott, of Charleston; General W. Harrison, President, and Colonel J. P. Low, Chief Engineer of the Blue Ridge Railroad; Mayor M. D. Bearden, Tennessee and Georgia Railroad (Knoxville to Chattanooga;) Colonel Adrian Terry, Engineer J. W. F. Parker, Wm. Harvey and Wm. Wood-cock, of Somerzet, Pulaski County, Kentucky; Colonel Gaw, of Chaltanooga, representative of the route from Chattanooga northwardly Torrence, members of the City Council, prominent railroad men and citizens, who, during the morning session, completely packed the

W. H. Harrison, Esq., chairman of the committee, called the meeting to order at ten o'clock, and announced that they were again assembled to listen to propositions and suggestions from representatives from the South, who were interested in the projected Southern railroad.

Colonel John H. Crozier, of Knoxville, was the first speaker in favor of the Knoxville route, and was followed by Colonel Terry, Chief Engineer of the Knoxville and Kentucky Railroad, who urged the claims of the Chattanooga

SOUTH CAROLINA AND THE SEABOARD. Colonel John P. Low, Chief Engineer of the Blue Ridge Railroad Company, next addressed the meeting.

He said there were three main advantages offered to Cincinnati by a Southern railroad onered to Cheinnati by a Southern railroad communication:

1. The extension of the area to which she may supply her manufactured articles, the grain and provisions for which she is a great market, and over which she may distribute

2. A connection with South Atlantic ports

through which she may with advantage export and import.

3. A connection with Gulf ports for West India trade.

All considerations of public policy and com-

mercial interest, then, seem to unite in urging you by no means to neglect the Knoxville con-nection. We are not here to disparage the merits of other routes which are here advocated. If the means were at hand for their construction, all of those proposed could be built with advantages to your city beyond the most extravagan; statements which have been made to you; but you can design that one terminus. Knoxville offers advantages which no other point can pretend to do, and which have been admitted without controversy, by your most able and far-seeing business men and statesmen for forty years during which the subject has been discussed.

It appears that you can secure the most im-portant of the advantages that you seek by a line of 112 miles less in length to build, and \$3,000 000 cheaper than by the line which would abandon Knoxville.

CHARLESTON - CONDITION, HARBOR AND FUTURE

ges of the Knexville connection, so far as the distance and compartive cost were concerned, he would confine his remarks to the commercial advantages to be derived from a close connection with the port of Charleston. He would, however, venture to express the decided opinion that should Knexville be selected as the Southern terminus of the Cincinnati Road, the Blue Ridge Railroad would be completed quite as soon as the former road would be built to the Tennessee State line. On the other hand, should Chattanooga be selected as the terminus, the Blue Ridge Road would, he thought, be abandoned. The people of South Carolina had pushed forward the work upon their road with much energy, so long as there was a reasonable prospect that Cincinnati would fulfill her part of the original agreement; and had the road to Knoxville have been completed, the Blue Ridge Road would long since have been finished to that point to meet them. The failure to complete the Blue Ridge Road long since was owing entirely to the apprehension of the people of the State that after completing it they would still be as far from reaching their much desired connection with the great Northwest as they were at present.

He said that since his arrival in this city he

west as they were at present.

He said that since his arrival in this city he He said that since his arrival in this city he had learned that the great object aimed at by the people of Cincitnati in building the projected road was to command the interior trade of the States lying south and east and southwest of this city, thereby offering new markets for her manufactures and surplus products, and making Cincinnati the great distributing point for supplying all those sections, which should naturally obtain their supplies from this centre.

inis contre. Herecognized the geographical position of Cincinnati as being such as to warrant her merchants in claiming for her the position of merchants in claiming for her the position of the great distributing centre for all the central part of our great country; but to accomplish this they must not only be prepared to supply them with the articles of her own manufacture, and with her surplus products, but must also be prepared to supply them with all other arti-cles they may need, whether of domestic or foreign production or manufacture. If you wish to rule the edit the great central distriforeign production or manufacture. If you wish to make it is city the great central distributing point of the country, you must be prepared to sell to every comer every article he may need; for if you cannot do that, he must, of necessity, go to other markets where he can supply those wants, and in doing so will be apt to make all of his purchases there, to the serious detriment of your trade in articles of your own product and manufacture.

Cincinnati, being a port of entry, and already importing a considerable amount of goods from Europe, it is only necessary that she should open a communication with some Southern

SOUTH CAROLINA AND THE WEST. from Europe to Charleston at exceedingly low | feet to the first limb; also cherry equally tall, without a limb. These trees would be worth

from Europe to Charleston at exceedingly low rates.

Another advantage Charleston was able to offer, was in the fact that she possessed warehouses, wharves and other fecilities for several times the amount of trade now passing through her limits. Before the war we received about 550,000 bales cotton and 140,000 tierces of rice; now those quantities are reduced to about 180,000 bales and 30 000 tierces. It is true the falling off in the value of our trade should not be measured by these figures, as the enhanced value of these articles owing to their diminished production, nearly or quite compensates for the falling off in quantity. Cotton before the war usually ranged from eight (8) to twelve (12) cents per pound; the past season it has ranged from twenty-two (22) to twenty nice (23) cents per pound. Rice usually sold at from two and a half (24) to three and a half (34) cents per pound, these for two years past (34) cents per pound; it has for two years past ranged from seven to ten cents per pound. Nevertheless, having the storage room, wharf room, and other facilities for handling the room, and other facilities for handling the greater quantity, we as a consequence, have the largest portion of our wharves and storehouses entirely unoccupied, their value has naturally become very greatly depreciated, and they can now be purchased or leased at a merely nominal price. You, therefore, have the opportunity, if you desire it, of becoming question af a railroad to connect Cincinnati merely nominal price. You, therefore, have the opportunity, if you desire it, of becoming owners of some of this property at the present depressed valuation, or by using our port as the one through which to make your importa-tions, and to export your surplus products you can still reap the full advantage to be gained by the reduced rates of storage and other

harges. Living in Charleston is very cheap as compared with any other seaport, and the price of labor is, as a natural consequence, also very low. These are but a few of the local advantages offered by Charleston as a seaport, to be used by you as an entrepot for your exports and im-

you as an entrepot for your exports and imports, and by building your road to Knoxville you may be in the full enjoyment of them within less than two years from this day.

Something having been said in reference to the necessity of a connection with a Gulf port, in order to command the trade of the West Indies, he would remark that Charleston was practically nearer to the West Indies than any Gulf port. There was, perhaps, a small difference in the actual distance from some of the West India islands to Mobilo and New Orleans, as compared with the distance to Charleston, but we are nearer to you, and whilst the cost of land transportation is increased with every additional mile of distance, the cost of transportation by sea was very the cost of transportation by sea was very slightly affected by such addition. As a mat-ter of fact, however, freights to Charleston from the West Indies were lowe: than to the ter of fact, however, freights to Charleston from the West Indies were lowe: than to the Gulf ports, owing to the low rates of expenses, commonly called port charges, to which your attention has already been called. What has been said of the West Indies is equally appli-cable to Rio de Janeiro and the other South American ports. The two great distributing points of Rio coffee for the great West are Bal-timore and New Orleans. With a short line of railroad communicating to Charleston, there is no reason why Cincinnati should not com-pete successfully with both of those points in supplying at least a considerable portion of mand from this and all the adjoining

Another important fact should not be overlooked, and that is the difference in the rates of insurance from Charleston, and to and from the Gulf ports. Cotton is insured by first-class sailing ships from Charleston to Liverpool at one per cent., with the usual discount; from New Orleans the rate by the same class of New Orleans the rate by the same class or ships is two and a half per cent, and from some of the other Gulf ports the charge is even higher. The difference upon other pro-ducts and merchandise is, of course, in the same proportion. This difference of the rates of insurance also applies to the ships them-selves, and is another reason why freights to the Gulf are, as a rule, much higher than to

the Guir are, as a rule, much nigher than to the Atlantic ports.

We would also call attention to the great ad-vantages offered by the port of Charleston, as a point of debarkation for the great tide of immigration, which has done so much to build up the wealth and power of the great West. Charleston, and he would add Savannah, are situated in a peculiarly favored latitude, being to a great measure exempt from those terrific gales which sweep over the Northern Atlantic for about eight months in the year, and which are particularly severe in the winter season. The sufferings of the the winter season. The sufferines of the immigrants by the Northern route must at times be terrible indeed, and many of them times be terrible indeed, and many or them who have long since become valued citizens of your State would bear willing testimony to what I have said. Many of those who have more recently come among you could, no doubt, add to this many truthful relations of the troubles and losses they have encountered before getting away from the cities at PARIS, May 21.—The French elections continue more or less disorderly. Since the 12th, one hundred and forty-nine arrests have been made for creating political disturbances—only seventeen of whom have been discharged. At Nismes the people sang the Marsellaise. The prison at Bourges was forced, and blood shed in the department of Aube.

CHARLESTON—CONDITION, HARBOR AND FUTURE PROSPECTS—CINCINNATI CHIEFLY INTERESTED by Your State would bear willing testimony to what I have said. Many of those who have more recently come annong you could, no doubt, add to this many truthful relations of the troubles and losses they have encountered before getting away from the cities at preceded him had fully explained the advantages of the Knoxville connection, so far as the distance and compart tive cost were concerned, he would confine his remarks to the commerimmigrant from the wiles of the "land sharks" who prey upon him; but in large cities it is impossible to give them the protection that could easily be extended to them in a smaller community. The trip from Charleston to this point could be made at all times at less cost than from a Northern port, and in winter with much less discomfort, not to say suffering. Thus, not only would the immigrant arrive in the protection of the same and suffering, but Thus, not only would the immigrant arrive in your mitst after less danger and suffering, but with more money in his pocket. He reiterated what he had said in the beginning as to the discouragement that would be produced by the location of the Southern terminus elsewhere than at Knoxville, and repeated that it was his firm belief that such action would defeat the completion of the Blue Ridge Road. They might have ano her terminus at Chattanooga, and as many other termini as they pleased, provided one of them was Knoxville, by any route that was direct from this point, or nearly so.

Mr. Lafitte concluded by saying that he was aware he had failed to allude to many important points, but that he would be at the Burnet House for some days, and felt sure that if any person feeling an interest in this matter would call upon him, he could, in a conversational way, explain the peculiar advantages of a direct connection with Charleston much more to their satisfaction and his own, and it would afford him much pleasure to have any would afford him much pleasure to have any one call, who desired fuller information.

SPEECH OF GENERAL HARRISON. General J. W. Harrison, President of the

Blue Ridge Radroad, was called for. He spoke of the evidences of prosperity that he saw in Onio. The business, the railroads and shipping of Cincinnati had far exceeded his expectations. He alluded to the early his expectations. He alitided to the early
efforts to get a connection between Cincinnati and Charleston. There was then a mutual
understanding between nine States on the
railroad question. There were inducements
that entered into public transactions that
could not be disregarded. He could not charge
Cincinnati with bad faith, if she failed to make
the read to Knowlife but certainly South the road to Knoxville, but certainly South Carolina had gone on with her system, upon the supposition that Cincinnati could meet

them.

A railroad connection had been made with Columbia, at a cost of \$3,000 000.

The State of South Caronna has built and projected a perfect net work of railways, that will give Cincinnati a direct communication with Charleston and Savinnah.

with Charleston and Savinnah.

The speaker said that, in attempting to tell Cincinnati what benefit as he will re-p from the Knoxville connection, he would say something of its benfits to his own people. They had x-peeted, for a generation, to high the advantages of your grain fields and green pasturage. We have planted cotton and rice, expecting to he fed from ather actions.

omething in your market.

The capitalists of the Southeast are waking The capitalists of the Southeast are waking up to the ocean trade. They cannot see why the produce of the West Indies should all be carried past the best of harbors at Port Royal to Baltimore, New York and Boston, to be thence brought back to us. A change will be effected in this regard. Many of us will live to see the day when the richest trade of the country will be from South America, Spain and the West Indies, through Southeastern ports.

Port Royal will, at no distant day, be a great naval station, which will vastly aid us in attracting that trade which, by the laws of nature, should come to us instead of passing by

tracting that trade which, by the laws of nature, should come to us instead of passing by us to Baltimore and New York. If you, of Cincinnati, will come to our aid, a great revolution will be speedily wrought in this regard! The State of South Carolina has loaned its credit to the Blue Ridge Road to the amount of \$1,000,000. This will enable us to push it to Knoxville in fourteen months, could a million of material aid from Cincinnati and another million from Louisville he prograd. He that private capitalists of Cincinnati would at

once subscribe a million.

It may be that if you don't make Knoxville your Southern terminus, we shall be discouraged. Cincinnati is worth more than the whole State of South Carolina, and yet our State has expended \$7,500,000 on railways, and has given

expended \$7,000,000 on railways, and has given her credit for \$4,000,000 more.

With such aspirations as the people of Cincinnati have in reference to her tainly given ness, how can she neglect to extend some material aid to the great universe about fier from which she expects to draw her resources?

Evening Bession.

At half-past two the convention again assembled, and Colonel McGhee made a speech in favor of the Chattanooga connection.

SOUTH CAROLINA—SPEECH OF GOVERNOR SCOTT.

Governor Scott, of South Carolina, was then introduced. In his opening remarks the Governor said it was not his intention or desire to address the committee and gentlemen present on this subject, af er it had been so fully discussed and clearly presented by others. There is no one, he said, who can not comprehend the importance of a connect in from the interior of the country which you occupy, with the scaboard, both to you and to the people of South Carolina, uniting, as it will, two regions hither to separated by the range of the Alleghanies.

The people of the Northwest and the Southern seaboard have long felt that a break through this barrier was of the utmost importance to them in a political, military and social point of view. Even during the administration of President Monroe, his Secretary of War ordered a survey of this region of country, SOUTH CAROLINA-SPEECH OF GOVERNOR SCOTT.

tion of President Monroe, his Secretary of War ordered a survey of this region of country, with the design of connecting the head waters of the Tennessee with the waters of the Savannah River by canal. The people of South Carolina and East Ten-nessee have constantly kept in view the impor-tance of this identical route, through which a road can be constructed with less expense than any other pass through the mountains. The any other pass through the mountains. The commercial and other relations it will open between the great Northwest, rich in every product of the soil, in manufactures and in everything that makes a people prosperous and great, and the Southern country, where the products are all or a different character, where the people have never turned their attention to manufactures, will be of inestimable advan-tage to two communities who are consumers of each other's products. This is a matter of such vital importance that we have felt it to be our duty to use every means in our power to secure this line of communication. Believing that Cincinnati was to be equally benefitted, if not more benefitted, by this connection than ourselves, we have constantly kept ourselves in communication with you in the hope that you might extend some of your abundant means in this direction. It has not been our expectation that you would build our road. We have it now nearly half completed, without any deof hanging over it. Six millions more will complete it. Four millions of this amount bonds guaranteed by the endorsement of the State of South Carolina. We think that on the completion of this line of road it will pay the interest on its bonded debt, and that it would even be a paying road to the stockholders.

As General Harrison, the President of the road, has in his remarks referred to the financement of the State it will perhaps not cial prosperity of the State, it will perhaps not be out of place for me to speak of it more in

be out of place for me to speak of it more in detail, especially as bearing upon the State indorsement upon the bonds. Mr. Lafitte, the distinguished commercial gentleman, of Charleston, who addressed you this morning, may have left the impression on your minds that the State was not as prosperous in its agricultural productions as formerly, which is, to some extent, true: that is, so far as the failure. some extent, true; that is, so far as the failure of the sea island cotton crop has resulted from the ravages of the caterpillar. Formerly, Charleston was a large exporting point, 500-000 bales of cotton passing through the hands of its merchants annually. It is to be noticed, however, that but about 200,000 bales of this were produced in South Carolina, the remainder coming from States lying to the west. During the first two years after the war the crops of all kinds were necessarily very short, the rice crop particularly so, on account of the great exponditure necessary to repair the injuries to dikes, water gates and machinery necessary to the culture of that cereal, and caused by the accident of war and the dilapidation resulting from abandonment. Partially necessary the accident of war and the dilapidation resulting from abandonment. Partially
to compensate for this, however, our people
have turned their attention to new branches of
industry. One which I will mention is the
manufacture of turpentine, which has been
rery grealy increased above the products before the war, absorbing much of the labor
which would otherwise have been employed in
the cotton and rice fields. In 1868 the cotton
crop was about an average one; from which
about twenty milhous of dollars have been received by the people of the State; and this notwithstanding the entire destruction of the sea
island cotton crop. It is well known that, prior to
the war, the credit of South Carolina slood at
a point not exceeded by any other. State; at no island cotton crop. It is were known that, prior to the war, the credit of South Carolina stood at a point not exceeded by any other State; at no time did she ever fail to meet her obligations; but the war swept away her capital, and she is now simply beginning to rise from the ashes of her ruins. At the time of the organization of the present state government, the credit of the State was at a very low point, her bonds emmanding but 36 cents on the dollar, and they had fallen even as low as to 27 cents. But I am happy to state that to-day they stand in the market at from 73 to 75 cents, and on the payment of the past duo interest, which will be made by the 1st of next July, they must take their place among the best State securities in the country. Even now the holders of these bonds evince their confidence in their appreciation by the pertunacty with which they are held. They are almost exclusively in the hands of the citizens of South Carolina, who have ever taken a commendable pride in being the holders of the securities of Carolina, who have ever taken a commondable pride in being the holders of the securities of their own State. It will thus be seen that the

their own State. It will thus be seen that the means upon which we rely for the accomplishment of our portion of the enterprise, in the interest of which we are here, are not visionary but substantial realities, and that we are able to perform what we premise. Our public debt is \$6,440,000, and there are in the treasury assets in the shape of stocks and honds to the amount of about \$3,500,000, leaving the State indebtelness but \$3,000,000 in round numbers.

This direct communication between the Northwest and the South Atlantic slope presents another element of great practical value. Out of nineteen millions of acres of heigh in south Carolina, only about one-fifth has ever been brought under cultivation. These lands

your city consummated. We believe that when you make an actual survey of the ground there can be no question about the final result.

In closing the few remarks that I have had the pleasure to address you on this occasion, I can truly say that I have spoken to you with all the feelings and sympathies of a former citizen of Ohio, although now representing the State of Suth Carolina. I feel, therefore, that in a peculiar degree I appreciate the interests State of Stuth Carolina. I feet, therefore, that in a peculiar degree I appreciate the interests of both Ohio and South Carolina. This proposed railroad connection will be the most efficient means of not only adding to the material prosperity of both States, but for bringing into contact and harmonizing communities which have heretofore been separated by mountain barriers and by differences of education, receivition and experiences.

association and experience. association and experience.

Whatever may have been true of the past, I can confidently assert in behalf of the great majority of our citizens, that while they are laboring to restore prosperity and harmony within our borders, they are equally desirous of contributing, by every means within their power, to the welfare and advancement of the whole country. whole country.

Dr. Parker followed in favor of Chattanooga and against Knoxville.

WHAT IS DUE TO SOUTH CAROLINA.

Harrison, the namesake of the gentleman from South Carolina who spoke to-day, was President, and I was Secretary. The proposition was made to build a great Southern railroad from the banks of the Ohio River to the Atlantic coast at Charleston. The proposition was met by the gitizens of South Carolina and Charleston with a directness and energy of effort I have never seen equalled, and we owe them something for that. South Carolina is a small State, but she pledges almost the entire wealth of Charleston to help make the road. She expected Cincinnati and Onio and Kentucky to have given correspo Onio and Kentucky to have given corresponding amounts. But they were disappointed; the enterprise for that time failed, but from that day to this, during thirty years of peace and of war, of controversy and conflict, South Carolina has always gone as far as she could forward in that work, until, as you heard to-day from the engineer of the road, they have completed much of their portion of the road. I say, then, we owe something to these gentlemen, but we owe more to great geographical facts, for as the gentleman from East Tennessee says, geography never changes.

Tennessee says, geography never changes. Time leaves the great elements of nature the Time leaves the great elements of nature the same. The necessities of Cincinnati are the same, and there is left us the same great work to perform that we undertook in 1836. I think there is some obligation resting upon us; if there is none on a community, there is certainly some on individuals, and while I can raise my voice and pen, I feel bound to do so for the interest of South Carolina, in that great work to which we pledged ourselves and fortunes in times past. There is a doctrine prevalent in this day, that one gentlemen cannot bind another, but this obligation binds me, and nobody can absolve me from it. and nobody can absolve me from it.

I now come to the routes. The law does not

I now come to the routes. The law does not prescribe that you shall go on a straight southern line. It says this—but it should not have said it—that you are to select the termini. This was putting the cart before the horse; the route should come first, and then the termini; but you must get along with the law the best you can. The termini meant by the law allows of two or more of them, and this is the point I make. There is not as much difficulty in the way as you have had represented to you. The make. There is not as much difficulty in the way as you have had represented to you. The state of the state o t were absolutely necessary to say A; but you

and Buffalo. You would not have a Southern railroad that didn't point toward South Caro-

ioa.

Now, make your trunk road, and put your energies in it, and make the line just where all these interests will meet it.

This is aboat all I wanted to say. But there are other things we ought to think about to encourage us in this enterprise. This is an age of revolutions, the country has just passed through one revolution, and for aught I see will pass through more. Fortunately, as I look at these things, revolutions are generally favorable for progress. What is going to happen? Thirty years ago South Carolina grew tea, and it was demonstrated beyond the possibility of deads that South Carolina could grow tea as well as China. It has not been done, because it requires small and cheap labor; but it will, sooner or later, be grown in the South in large quantities. They fired a broadside, in Chicago, a few days a zo, on the reception of the first tea received by the Pacific Railroad. It will not by more than a generation before we will fire a broadside in cloridation over the first car load of tea received over the Cincinnati Southern Railroad from South Carolina.

I close as I pegan, by saying that I think Now, make your trunk road, and put your

received over the Cincinnati Southern Railroad from South Carolina.

I close as I began, by saving that I think this community owes it to the State of South Carolina, which has remained steadfast to her first love for thirty years while a whole generation has passed away, to so locate this road as to afford them and us the freest facilities of intercourse. And I join with them in the hope that our whole Southern country will soon again bloom with the rose, and again be filled with the patrictism that belongs to our beloved with the patriotism that belongs to our beloved

THANKS TO VISITORS. At the conclusion of the discussion the fol owing resolution was unanimously adopted: Resolved. That the thanks of the joint committees of the City Council, the Chamber of Commerce and the Board of Trade of Cheinnati are due, and are hereby tendered to the delegations from the several Southern cities for the varied intelligence and information relative texts are due to a description. the varied intelligence and mid-interface to the products and resources of the districts and cities which they represent; and we assure them that we, as citizens of Cincinna'i, will ever remember their visit with pleasant memories, and trust that the intercourse in the future between Cincinnati and their respective homes will be equally pleasant and profitable

The committee then adjourned, subject to the call of the chairman.

your city consummated. We believe that when you make an actual survey of the ground there can be no question about the final result.

In closing the few remarks that I have had the pleasure to address you on this occasion, I English minds, and one which it requires extended.

a mong women.

Spelling, however, is not the only deficiency of this kind, though it is, of course, the one most observed, and owing to the curious caste feeling mentioned above—a feeling entirely interest on the comment. ment observed, and owing to the curious caste feeling mentioned above—a feeling entirely absent a hundred years ago—it is the one most resented. The ignorance of many cultivated men of arithmetic is frequently astounding. We feel sure, from our own experience, that hundreds of what are called well-educated men, and thousands of accomplished women, could not do a rule-of-three sum if their fortunes depended upon it; while a number, presumably less but still very large, cannot do any calculation on paper at all. We venture to say the majority of middle and upper class women are worried by the simplest question the simple adding up of household accounts is a wearisome labor very inaccurately performed, while if the calculation is in foreign money they are hopelessly bewildered. They do not understand compound addition, while as to compound division, or any problem of any sort involving fractions, they trankly decline to make the attempt. We have personally known a lady, mistress not only of four languages, but of their west-atures, give up the effort to discover what the fourth of a syventh was as something wholly beyond agreements.

The Hon. E. D. Mansfield was speaker. He said:

I listened with pleasure to the clear statements of the gentleman from South Carolina. When we first proposed to make the road from he're to the South, Charleston stood over the great mounging of Central America before the intermediate way. There was then no Chattanooga, and many of the interests that have been discussed to-day had no existence them. Perhaps some of these later interests ought to be properly considered in your deliberations.

Of that convention General William Henry amessake of the gentleman space to day, was some listed to the gentleman space to do the simplest sum in simple addition, who, to get an account right, would put the actual coins on the table, and always called a boy to verify the weekly statistics of the school. There must have been some odd loathing for figures in him, as well as want of interestabiling the loathing some lads have should like to try the school. There must have been some odd loathing for figures in him, as well as want of interest, resembling the loathing some lads have for Euclid; but we should like to try the House of Peers with a stiff but of notation. Not one in six would put down the figures right, and of their wives, not one in sixty; yet they and all those we have mentioned have, at some time or other, learned these things, and are ignorant of them only because their interest has never been excited. It is just the same with geography, of which educated and comwith geography, of which educated and com-petent men often do not know the simplest facts, though they have all learned them in a way as one usually learns things of no interest
—that is, without learning them. They have
to learn them again when they want them, and to learn them again when they want them, and meanwhile are just as ignorant as medical students are of spelling. We should just like to make the English members in the House of Commons draw each for himself a skele: on map of Ireland, and see how many of the maps bore a fair resemblance to the truth. Yet they were taught about Ireland as well as England, and at the same time. No doubt the English method of teaching georraphy, even in the very best schools, is indicrously bad, very few mas-ters ever thinking that distances and areas ought to enter into their teaching, and leaving ought to enter into their teaching, and tearing pupils under a happy belief that they know all about Arabia it they can draw its outline, though they do not know whether it is as big as Yorkshire or as Europe. But still, most educated men once knew much more of geography as lads than they do as men; the reason being want of interest in the subject. To son being want of interest in the subject. To test them on it would not be fair to the schools, wretchedly bad as their system is, any more than it would be to test most girls' schools by their old pupils knowledge of figures. They have been taught them fairly enough, but the memory, unstimulated by any interest, refuses

The real failure is not in these things, but in The real failure is not in these things, but in the entire absence of any attempt to secure the main end of teaching, which is not the communication of knowledge, but the development of the powers of the mind. Half an hour's chat by a shrewd, good-tempered arithmetician with a lad on the rule of three, its principle and its management, will give the student a more perfect control of that invaluable meahing than years of "sums" done by ble machine than years of "sums" done by cram rules without the smallest notion why

those rules yield accurate results.

We know a child of eight (a girl) whose acquaintance with geography is far greater than that of most men, whose study of the subject was induced by the accidental awaken-ing of an interest in the shapes of the different countries on the map, arising originally from some grotesque remark about the likeness of Britain to an old lady dandling Ireland on her lap. The teachers even in commercial schools lave the perfect right to say A, B, C. I am not in favor ef compromises generally. There are few opinions in this world that could be compromised without a fight; but this is one case in which you can compromise routes.

As to South Carolina, you can no more ignore Chaileston than you could ignore Clevelani and Boffalo. You would not have a Southern and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south bad machines set they are described; but then they usually are machines, and we need intelligent teachers instead:

South Carolina and the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a Southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the south Carolina and Boffalo. You would not have a southern the southern the south Carolina and Boffalo. You would not have a southern the southern the southern the southern the southern the south the south the southern the southern the southern the southern the s

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Pebruary 22

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The MANHATTAN follows on SATURDAY, the
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May 17
6

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