Come! for the way grows weary, The shadows are lengthening fast, The day is wearing to evening; Come to my life at last.

Pale light in the azure distance Gleams from the gates of the West, Where the burden is laid down forever, And the tired feet have rest.

I have toiled through the long, long summer I have reaped in the harvest-moon, But the hands are faint and feeble, And I think they will fall me soon.

The time is too short for anger; The night is too near for strife; We have both been sadly human, But love outlasteth life.

Come with the hopes and the yearnings The world hath never sumced; Come !—it may be the Shepherd Whose fold is the love of Christ

Will gather us in cogether Who have wandered so long forlorn—
But come! for the day is waning,
And I am tired and worn.

THE GREAT STEAMBOAT RACE.

Lightning Speed on the Mississippi-The Result. VO. 157 K MG

The Western papers generally, and the people of the towns and cities along the banks of the Father of Waters, have been all agog for the last week over the great race from New Orleans to Cairo, between the two new and splendid floating palaces, the R. E. Lee and the Natchez. The race decides, for the pres ent, the championship of the Mississippi. YAGTHE EXCITEMENT IN NEW ORLEANS.

The Picayune says:

The whole town is given up to the excitement occasioned by the race. Every whisper is caught up, iterated and reiterated until the widest rumors as to the position of the two steamers are circulated and received as truth. Enormous sums of money have been staked here on the result, not only in sporting circles, but among those who rarely make a wager. Even the ladies have caught the inlection, and gloves and bon-bons, without limit, have been bet between them. The pearless Lies is the favorite at all odds, though the Nachez has many Menus at the odds differed. The disconliners of the fival captains led many to believe that there would be no race, and not until yesterday was it generally believed that there would be one. It is fully evident that the banters of Captain Leathers has at last induced Captain Cannon, against his better judgment; to the true, and the best time ever radde will be recorded. The marks set by the races of ether days will be moved up several pegs.

DESTRUCTION STEAMERS COMPARED. The New Orleans Times says :

There has been considerable discussion as to the relative merits of these well-matched rivals. As it is very well known, the Lee is very broad at the bow, while the Natchez is sharp as a batchet. The former seems to push herself through the water by main force, whilst the latter cuts the water like a knile, and gides along with the ease and grace of a swan. The forder, liewever, according to her friends, has this advantage—that the displacement of the pater is accomplished at the bow, thus leaving the boat to run in smooth water, whilst the latter, from her great sharphes at the bow, natches the water mid-ships, and, thus loses a considerable degree of powers. We are not the best sur-There has been considerable discussion as to ships, and, thus loses a considerable de-gree of parers. We are not the best au-thority an this subject but if we may be per-mitted to go back to our boyhood, we confess there first be something in this view of the question. We know by experience that a big log moves more easily but end foremost than when you reverse the position; and if you don't believe us, just try the experiment. The Lee, during this trip is particularly fortunals in its officers, the racing crew including steam-boatmen who have been in the business for a mantersor's century. We are not at liberty to quarter of a century. We are not at liberty to mention their names, but if our information is at at correct, there is not a man in charge of any are ment with is not shoroughly conversant with all its details under almost every circumstance.

The great boat race was still the topic of conversation yesterday, and the merits of each fairly discussed. The Natchez, which is the fairly discussed. The Natchez, which is the newer boat by some three years, was built last year at Cinchnati, and is 307 feet 6 is ches long, by 43 feet beam, and 38½ feet floor, and it feet hold: She has eight high pressure boilers, making all the steam she can possibly work. She is projelled by two high pressure cylinders, thirty four inches diameter, by ten feet stroke, and works a water-wheel of forty-two feet and eleven inches in diameter, with fitteen feet seven and a half inches length of bucket, which are twenty-six inches wide. She its at heavitiful model and in every re-

bucket, which are twenty six inches wide. She is a beautiful model, and in every respect a unperior craft.

The Robert E. Lee has been kept in such thorough repair that she may be said to be as good as new. She is three hundred feet long by forty-six feet beam and thirty-six floor, and nine and a half feet depth of hold. She has eight re'y large bollers. Her cylinders, the largest ingl-pressure ever built in the West, are to sy inches in diameter with ten feet stoke, turning a water-wheel of thirty-eight feet in diameter, with sixteen feet nine inchesength of buckets, twenty-six inches wide. Thus it will be seen that the Natchez is sover feet longer than the Lee-has three feet less beam and two and a half more floor. She has five feet eleven inches more diameter of less beam and two and a half more floor. She has five feet eleven Inches more diameter of wheel than the Lee, with fifteen inches less of bucket, which are in both boats the same width. She has the same length of stroke as the Lee, with six inches less diameter of cylinder, and carries about the same freight. Neither boat carries, we believe, any more than their customiouse measurement, which, in the Lee, is 1407 tons. The Natchez, it is claimed, carries 1500, tons.

The departure of the gallant steamers from New Orleans Thursday evening was witnessed by thousands of people, and the excitement ran high. Both bosts backed out at four minutes before five o'clock, and when they got underway the Lee was three minutes ahead.

underway the Lee, was three minutes ahead.
The Lee, up to the last advices, had gained steadtly but slowly. Baton Rouge, one hundred and the first miles above New Orleans, was paised by the Lee at 1:28 A. M., and by the Natcher at 1:38 A. M. At Bayou Sara, 165 miles from New Orleans, the Lee passed at 3:38, and the Natchez at 3:44, the former being 8 minutes abead, a gain of 5 minutes in time. This makes the time of the Lee to Bayou Sara. 10 hours and 36 minutes, and that of the Natchez 16:41. Natchez, 260 miles, was passed by the 16:6 at 10:04 at M. vesterday, and by the Natchez at 10:18 making the time of the Lee to that point 17 hours and 11 minutes and of the Natchez 17 hours and 11 minutes. The Lee, it in said, lost 4 minutes taking fuel from a boat, and the Natchez 8 minutes in landing. The best sime heretolore made to that point a post, and the Natchez o minutes in landing. The best time heretotore made to that point was by the Princess in 1856 m 17 hours and 30 minutes. Grand Gulf was passed by the Lee twenty two minutes ahead of the Natchez, and twenty-two minutes ahead of the Natchez, and the Lee left Vicksburg. SS5 miles from New Orleans, at 5:35, and the Natchez at 5:55, a loss of 4 minutes to the Lee from Grand Gult— this making the time of the Lee 24 hours and 39 minutes and the Natchez 24 hours and 59 minutes to Vicksburg. The best time ever made before was by the Natchez, in 26 hours.

THE ARRIVAL AT VICKSBURG. The Vicksburg Herald of Saturday says:

The great race to this place of the steamers Lee and Natchiz, has come off, and such ex-citement our citizens, doubtless, have never bafore experienced. Never has a steamboa before experienced. Never has a steamboat race engrussed so much of their attention, and, probably, never will the like occur again. Just before the arrival of these boats at this pice, hundreds visited the landing to get a view if them as they hove in the stretch below the city; and it was a grand sight to witness their majestic appearance. The Lee being the first careful was the operation of myters. majestic appearance. The Lee being the first to heave in sight was the occasion of much oheering, and upon her firing a cannon opposite the lower limits of the city, the greacest excitement prevailed. It was then that the time was called for, 24 hours and 38 minutes to this port, which was re-dily put upon canvass in farge letters and figures and stretched in front of the promessaue well forward. On the hurricane deck was the promessaud control of the promessaud control cannot commander who stood a consider of the commander, who stood a ourside of the horns o the steamer Princess, such his noble horns of the steamer Princess, which his nobel boat had just won for making the quickest time on record from New Orieans to Natchez, receiving the huzzas of his friends. She came atometicate the huzzas of his friends. She came along the of the his part which came along the put off a few passengers, when she statted off, picking up a couple of coal flats out in the streem. It is presumed she lost about eight manufer at this place. She towed the fists about three miles, and took on about three hundred boxes of coal. She had scarcely left the wharf when the Natchez made her appearance at the point below. That steamer

baving gotten up to the city limits, she 17%c; sales 500 bales; receipts for three days 203 naving gotten up to the city limits, she "banged" away with her gun, just seventeen and a half minutes after the Lee had fired hers, being fourteen minutes behind the Lee on running time. She also landed alongside of the upper wharf-boat, put out her stage plant and let several passengers get off. She then started off, and while trying to take two coal barges in tow, got one of them fairly across her how, which detained her several minutes.

AT MEMPHIS. NASHVILLE, July 2.—COTTON.—Market inactive and without charge. We quote: Inferior 9a13c; Ordinary 14a15c; good ordinary 15a16c; low middling 17a175c.

MEMPHIS, July 2-12:15 A. M. The race between the Lee and Natchez creates the greatest excitement among all classes, and the news of their arrival at different points during the day was received by anxious crowds collected on street corners and at difpoints during the day was received by anxious crowds collected on street corners and at different newspaper offices. So great was the interest taken that during a portion of the day business was nearly suspended. Betting opened last night rather quiet. This morning when the news was received, the Lee gained backers. The friends of that boat crew more bold, and in several instances offered small odds, which were quickly taken by the Natchez backers's friends, each boat being about equally divided. To-night betting is very heavy. It is believed that from thirty to forty thousand dollars are now up in this city on the race. Both boats have made arrangements here to coal without stopping. Their arrival here to morrow evening will be witnessed by thousands, so great is the interest manufested. People from the country are flocking to the city, and with our own citizens, will give the steamers such a welcome as has never before been accorded to river steamers. Bonfires will be lighted on the leves and on the 'river bank. The occasion will be a sight long to be remembered. remembered.

[By Telegraph.] 8r. Louis, July 5 The steamer R. E. Lee arrived here at 11:25 tive at 18%c for low m A. M., making the run from New Orleans in 3 days 18 hours and 14 minutes, beating the Natchez's time on her last trip 3 hours and 44 Natchez's time on her last trip 3 hours and 44
minutes, and the James M. White's famous
time about 5 hours. The Natchez was detained
by a heavy fog 120 miles below here and had
not arrived at 6 P. M. A million of dollars
changed hards on the result. Thousands of by a heavy fog 120 miles below here and had changed hards on the result. Thousands of people were out to witness the arrival of the boat.

Captain Leathers, of the steamer Natchez, says that deducting six hours laid up by fog and thirty-six minutes lost repairing pump, the Natchez beat the R. E. Lee's time some twenty minutes. Banquets to both captains will be given at the Southern Rotel to-night.

COMMERCIAL NEWS. The Charleston Cotton, Rice and Naval

Stores Market. OFFICE CHARLESTON NEWS, TUESDAY EVENING, July 5, 1870. TCOTTON.-This article was dull, with an easier endency in prices; sales about 125 bales, viz 18 at 10%; 26 at 17; 22 at 17%; 7 at 18; 17 at 1814; 16 at 18%. We quote, somewhat nominally: LIVERPOOL CLASSIFICATION:

RICE .- The market for this grain was quiet and no sales of importance took place.

NAVAL STORES .- The business in these articles was unimportant.

FREIGHTS .- To Liverpool, by steam, direct nominal, via New York, 7-16d on uplands; 11-16d on sea islands; by sail we quote 7-16d on upland cotton, and 1/d % ib on sea island cotton. To Havre, by steam, nominal; by sall, nominal at %c on uplands and 1% on sea islands. Coastwise to New York, by steam, 16 % ib on uplands and %c on sea islands; by sail, %c % to on uplands. To Boston, by steam, nominal; by sail, 1/4 %0 % is on uplands; by sail, somewhat nominal. To Baltimore, by steam, 16916 7 to on uplands; by sall somewhat nominal.

DOMESTIC EXCHANGE. -The banks purchase sigh hecks at % of, and sell at % premium. Out-

Rosin dull at \$2 021/2 for strained. Freights

Evening .- Cotton duli; sales 600 bales; uplands 20c. Flour 10c lower. Wheat 2a3c lower; No. 2 \$1 18al,27; winter red and amber, Western \$1 45a; 1 49. Corn 1a2c better; new mixed Western \$1a 105; inferior 95. Beef steady. Pork dull; mess \$29 50a29 75. Lard dull at 14%a16%c. Whiskey dull; Western free 99ca\$1. Groceries quiet and dull. Naval stores steady; turpentine 35a37 %c; rosin \$2a6. Money easy at 3a5 per cent. Exchange dull at 9%a10. Gold heavy at 11%. Governments closed weak and % lower; 62's 11%. Southern securities during the forenoon firm. North Carolinas were the feature, with a further sharp rise in prices; old advanced to 54%, new to 36%; closed at 53% and 36. The fluctuations in other bonds were light, closing Tennessees at 66%, new 64%; Virginias 66, new 65; Louisianas 73, new 7134; Levee sixes 75, eights 90; Alabama eights 97 Georgia sixes 86, sevens 92; South Carolina 89,

new 80%. BALTIMORE, July 5 .- Cotton dull and nominal at 19%c. Flour dull and weak. Wheat more steady; Maryland \$1 50al 60; Pennsylvania \$1 40al 45; Western \$1 30a1 39. Corn scarce and in demand; prime white \$1 20; yellow \$1 10. Oats quiet at 60a65c. Pork quiet. Bacon firm; rib sides 17c; clear sides 17%c; shoulders 14c; hams 23a23%c. Lard quiet at 16%al7c. Whiskey firm and dull at

\$1a\$1 01. CINCINNATI, July 5 .- Flour dull and nominal amily \$5 50. Corn dull, with a limited jobbing demand at 83a85c. Cotton dull and entirely nominal; middling offered at 19c. Whiskey dull at 98a99c. Lard dull and nominal. Mess pork dull; held at \$31. Bacon firm; clear rib sides 16% a16%c; shoulders 13%. Sugar-cured hams 21%

Sr. Louis, July 5 .- Cotton dull at 19a20c. Rope 8a8 %c. Bagging 30c. Flour flat. Corn advancing; mixed 75a83c; yellow 82a85c; white 93ca\$1. Whiskey steady at \$1 03. Mess pork \$30a30 50. Extra heavy shoulders 13a13 4c; clear rib sides 16a16%c; clear sides 17a17%c. Lard dull at 15a

Louisville, July 5 .- Cotton dull and lower; middlings 18%c. Flour quiet and firm. Corn unchanged. Provisions firm and in better demand. Mess pork \$31. Bacon 13 1/2; shoulders 15 1/40; clear rib sides 17%c; hams 21%c. Lard 17c Whiskey 98a99c. Bagging firm; two-pound Kentucky hemp 30c; machine rope 8%c.

NORFOLK, July 5 .- Cotton inactive; low middlings 17%c; sales 40 bales; receipts since Saturday 112 bales; exports coastwise 120 bales; stock 1348 bales.

AUGUSTA, July 5 .- Cotton dull and lower; sales 195 bales; receipts 14 bales; middlings 17%c. SAVANNAH, July 5 .- Cotton in fair demand, with light offerings; middlings 18%; sales 50 bales; receipts 338; exports coastwise 1271; steck

ARRIVED YESTERDAY.

Steamship Manhattan, Woodhull, New York—
left Saturday, P.M. Mdse. To J Adger. co, J D Alken & co, J E Adger & co, D A Amme, Adams, Demon & co, G W Almar, C D Ahrens & co, M & A Ashton, J Archer, E B Bedford, W C Bee & co, C Berbusse, B Boyd. Brenner & Goeljen, Bollmann Bros, F C Borner, W D Bissell, S F Bissell, H Bisching & co, T M Bristoll & co, P Brown, E Bates & co, M C Buxbaum, C Bart & co, J Campsen & co, Cameren, Barkley & co, T M Cater, F F Chapeau, J Chapman, J C H Claussen, Clacius & Witte, R & A P Caldwell, W H Chafee & co, L Cohen & co, T M Bristoll & co, P Brown, E Bates & co, M C Buxbaum, C Bart & co, J Cohen & co, T M & Dewses, Condove, Hazzard & co, M D Rake, Liverpool, July 6-Noon.—Cotton firmer; uplands 9%d; Orleans 10d; sales estimated at 10,000 bales. Breafstuff; quie . Red Western wheat 8s 7da8s 8d; red winter 9s 6d. Corn 30s 6J. Cheese 65s.

Evening.—Cotton quiet and steady; uplands

Willington & Co, G W Williams & Co, Werner & Ducker, and others. The M experienced strong westerly winds.

Steamship Prometheus, Gray, Philadelphia—leit—list. Mdse. To W A Courtenay, Railroad Agents, Walker, Ewans & Cogswell, H Rascom. T M Cater, Mrs W A Mehrtens, Dr H Baer, J A Enslow & Co, Cameron, Barkley & Co, G W Aimar, E Ezekiel, G H Walter & Co, H L Chisolm, D Lopez, J H Abrahams, Chicora Mining and Mannfacturing Company, Wardlaw & Carew, C P Poppenheim, L Ellas, N E Railroad Agent, Fogartie's Bock House, M Kennedy, F C Borner, Z Niemann, J M Martin, J H Vollers, E E Bedford, Dowle, Moise & Davis, J E Adger & Co, Steffens, Werner & Ducker, — Thomlinson, T R Waring, J M Ea-on & Bro, W S Henerey, G J Luhn, and others.

Steamship Maryland, Johnson, Baltimore—left 2d instant. Mdse. To Mordecal & Co, P O Trennoim, Jeffords & Co, D C Ebaugk, J Archer, C C Bowen, H Leiding, H Klatte & Co, H Cobia & Co, F C Borner, J Heesemann & Bro, J D Wehman & Co, G Riecke, B O'Neill, C Volgt, Laurey & Alexander, R & A P Caldwell, F J Lilienthal, Dr E H Kellers, and others.

Rrig C V Williams, Thomson, New York—10

co, G Riecke, B O'Neill, C Voigt, Laurey & Alexander, R & A P Caldwell, F J Lilienthal, Dr E H Kellers, and others.

Brig C V Williams, Thomson, New York—10 days. Mose. To W Roach & co, J & Adger & co, Adains, Bamon & co, Andrews & Salvo, W C Bee & co, Dr H Baer, W M Bird & co, Bolimann Bros, H Bischoff & co, Cameron, Barkley & co, H Cobia & co, Macdiaff Cohen, J O H Claussen, Dowle, Moise & Davis, J & Duval & Son, W C Dukes & co, J H Devereux, C D Franke. Rev A M Folchi, Hart & co, B Feldmann & co, H Gerdis & co, C Graveley, J Gorham, Holmes & Calder, G S Hacker, H Kiatte & co, Jeffords & co, King & Gibbon, C J. Kornahrens, C Lillenthal & co, Muller, Nimitz & co, Mordecal & co, Palmetto Ploneer Cu-operative Association, C P Poppenheim, S C Railroad, C & S Railroad, Ravenel & Holmes, Steffens, Werner & Bucker, W Shepherd & co, Western Union Telegraph Company, Wagener & Monsees, W L Webb, Walker, Evans & Cogswell, R D White, G W Williams & co, W McLean, and Dr J W Place.

Schr Veto, Manning, Philadelphia—10 days. Coal and midse. To H F Baker & co, Dr H Baer, Railroad Agents, D H Silcox. Dowie, Moise & Davis, C D Franke, Cameron, Barkley & co, Klinok, Wickenberg & co, H Bischoff & co, G W Williams & co, B O'Nell, W C Bee & co, C F Panknin, W Mird & co, A McLeish, H A Duc, E H Stellims, H Klatte & co, Steffens, Werner & Ducker, G H Lindstedt, J N M Wohlmann, C Kerrison & co, Hart & co, A F L, and Order.

Schr Ann S Deas, Garbati, West Point Mill. 28 tlerces rice. To J R Priugie & Son.

Steamer Argo, Kissam, Edisto and Way Landings, Mose, To Douglas Nisbet, Kinsman & Howell, M Triest, P Harper, M McGorty, and others.

SAILED YESTERDAY. Schr Henry Caston, Dumont, Long Island, N Y. Steamer Dictator, McMillan, Palatka, via Jack-sonville, Fernandina and Savannah. FROM THIS PORT.

CLEARED FOR THIS PORT. The Kathleen Lester, at Liverpool, June 18. LIST OF VESSELS

FOREIGN. The Kathleen, Lester, cleared..... DOMESTIC.

les; exports coastwise 99 bales; stock 19,820 New Orleans, July 5 .- Cotton quiet and weak; No. 25 BROAD STREET, middlings 19c; sales 1150 bales; net receipts 1495; coastwise 84; total 1579 bales; exports to Barcelo CHARLESTON, S. C.

Dealer in SPECIE, UNCURRENT BANK NOTES Bonds, Stocks, Coapons, &c., &c. Orders for the purchase and sale of Securities promptly executed. Collections carefully attended to and remitted for upon day of respect, at convent or upon day of payment, at current rate

HENRY H. BOODY & CO.,

Stock on hand..... 4.320

None

..50,324

FLOUR.—Market active as follows: Superfine \$5; extra \$5 50; family \$6; fanoy \$6 60.

CORN.—Nothing doing.

WHEAT.—Sales of 1080 bushels white and amber at \$1 05a1 07 per bushel; 800 red at \$1 per bushel. Shipments 300 bushels to Philadelphia on account.

BARLEY.—Sales of 1000 bushels at 60a70 per bushel, and shipments of 1000 bushels on account.

OATS.—We quote 60a650 buying, and 750 sacked and delivered in depot.

na 616; Malaga 400; New York 2442; Boston 589;

stock 62,839 bales. Sugar firmer at 11%al1%c. Molasses 50a75c. Sterling 22. Sight exchange 36

Nashvilie Market.

COTTON STATEMENT.

Stock on hand September 1, 1869......

Total....

Interior Cotton Markets. MACON, July 2.—Receipts to-day 4 bales; sales 120; shipped 96. The market is wholly unchanged. We quote middlings at the close this evening at 17c—offerings rather in advance of demand. MONTGOMERY. July 2.—Market quiet and inac-live at 18%c for low middlings.

> Receipts by Railroad, July 5. SOUTH CAROLINA RAILROAD.

NORTHEASTERN RAILROAD. 41 bales upland and 3 bales sea Island cotton, 682 bbis naval stores, 40 bushels rough rice, cars lumber, wood and cross-ties, mdvc, &c. To F J Forcher, E Welling, W Bradford, Chicora Company, J Triest, Kinsanan & Howell, T P Smith, Frost & Adger, J Welters, J F Poppenheim, H L Chisolm, H Klatte & co. Schirmer & co. Campsen & co, W S Bissell, T Drayton, Goldsmith & Son, F Klintworth, and Mantone & co.

Passengurs.

Per steamship Manhattan. from New York—M N Klein, J Brenner and wife, J Carter, E Lorsser, G Gibbes, Mrs Northrop, Miss Boyce, Wm M Lawton, G Waterhouse, F Adams, J Garrington, C S Marshail, W O'Neill, M Andrew, C Bart, daughter and son, A J Cohen, H M Kellogg, E N Jennison, Miss Lane, J Irvin. J Woods, A H Trafford, E F Schachte, A - chachte, H Schachte, Miss Simons, W Bradney, Miss Isabella Smith, Rev James P Boyce, G H Andrews, A M Burt, Mr Johnson, and C Garrington.

Per steamship Maryland, from Baltimore—Miss Carrie McCall, Miss Mary McCall, Miss Julia McCall, Miss Laura Porcher, and J Alridge.

Per steamer Argo, from Edisto and Way Landings—R N Oakman, J M Jenkins, T B S Hart, and 7 on deck. Passengers.

> PORT CALENDAR. MOON'S PHASES.

First Quarter, 5th, 11 hours, 10 minutes, evening. Full Moon, 12th, 5 hours, 15 minutes, evening. Lust Quarter, 20th, 8 hours, 57 minutes, morning. New Moon, 28th, 5 hours, 58 minutes, morning.

BAYB.	JULY.	SUN. RISES.	SUN SETS.	MOON R. & S.	HIGH WATER.
6	Monday	458	710	1128	morn.
	Tuesday	458	710	morn.	1205
	Wednesday	459	710	124	104
	Thursday	459	710	1240	204
8 9	Friday	5 0	7 9	118	308
	Saturday	5 1	7 9	158	413
	Sunday	5 1	7 9	243	514

EXCHANGE.-Sterling 60 days bills at 21 14 @21 14. | CHARLESTON, S. C., JULY 6.

ARRIVED YESTERDAY. Theese 65s.

Evening.—Cotton quiet and strady; uplands 9\(\frac{1}{2}\)d; Or eans 10d; sales 10,000 bales, including 1000 for export and speculation. Turpentine 28s 6d.

Paris, July 5.—Bourse opened dull. Rentes 22f 45c.

Evening.—The Bourse closed declining. Rentes 2f 17d.

DOMESTIC.

DOMESTIC.

NEW YORK, July 5.—Noon.—Stocks dull. Money 3a5 per cent. Sterling, long 9\(\frac{1}{2}\); short 10\(\frac{1}{2}\).

Gold 11\(\frac{1}{2}\). Bonds 11\(\frac{1}{2}\). Tennessee ex-coupons 60\(\frac{1}{2}\); levees sixes 77; eights 90.

Louisians, old 75; Levees sixes 77; eights 90.

Louisians, old 75; Levees sixes 77; eights 90.

Louisians, old 75; Levees aixes 77; eights 90.

South Carolina old 89\(\frac{1}{2}\). Flour dull. Wheat quiet and heavy. Corn scarce and quiet. Pork firm: mess \$29 35a29 40. Lard dull at 15\(\frac{1}{2}\)(aligned) 26\(\frac{1}{2}\). To give the dull at 20\(\frac{1}{2}\). To graph the stand heavy. To

Steamship Charleston, Berry, New York

FP, CLEARED AND SAILED FOR THIS PORT.

Schr Gettysburg, Smith, cleared..... NEW YORK.
Bark Lamplighter, Beach, cleared......June 22 Mosiles. Schr Myrover, Brown, up. June 20
Mosiles, July 5.—Cotton quiet; low middlings Schr Myn Bement, Penny, up. May 12 financial.

C. KAUFMAN.

change.
Prices Current issued weekly and forwarded gratultously to any point on application.
New York Correspondents—Messrs. Howes & Macy, Henry Glews & Co., Luther Kountze, and J. M. Weith & Arents.

BANKE RIS

AND

RAILWAY AGENTS,

No. 12 WALL STREET, NEW YORK,

Make Collections, pay Coupons and Dividends, Buy and Sell Governments, Railway Bonds, an other Securities on Commission.

Particular attention given to the negotia tion of Railway and other Corporate loans. N. B.-Interest allowed on deposits.

New York, May 2d, 1870. H. H. BOODY. D. A. BOODY. H. P. BOODY.



LIPPMAN'S

GREAT GERMAN BITTERS!

. THE PUREST MEDICATED CORDIAL OF

THE AGE!

ALTERATIVE.

eminent physicians.

ANTI-BILIOUS, and INVIGORATING

PROPERTIES. LIPPMAN'S GREAT GERMAN BITTERS is pr pared from the original German receipt now in the possession of the proprietors, and is the same preparation that was used in Germany upwards of a century ago; and to-day it is the household remedy of Germany, recommended by its most account of the president of the commended by its most account of the president of the commended by its most account of the commended of the commended by its most account of the commended of the com

LIPPMAN'S

GREAT GERMAN BITTERS

Is composed of the purest alcoholic essence of Germany's lavorite beverage, impregnated with the luices and extracts of rare herbs, roots and barks; all of which combined make it one of the best and surest preparations for the cure of

Dyspepsia, Loss of Tone in the Stomach and Digestive Organs, NERVOUS DEBILITY.

LANGOUR,

CONSTIPATION. LIVER COMPLAINT, SELECTION

GENERALLEXHAUSTION, AND]

AS A PREVENTIVE FOR CHILLS AND FEVER AND MALARIOUS DISEASES GENERALLY.

FEMALES

WIII find LIPPMAN'S GREAT GERMAN BITTERS the best tonic known for the diseases to which they are generally subject, and where a gentle stimulant is recommended.

MATHEW'S BLUFF, S. C., June 2, 1870. MESSES. LIPPMAN & BRO.: Inclosed please find money for one case of your German Bitters. Persons who have bought thom from me express having been greatly benefited by their use. Yours, &c.,

ORANGEBURG, S. C., June 4, 1870. MESSRS. LIPPMAN & BRO.: Inclosed flud \$50; send us more of your Bitters they are taking well. F. H. W. BRIGGMAN & Co.

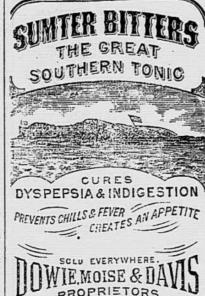
ED. S. BURNHAM,

W. A. SKRINE. Wholesale Agents: HENRY BISCHOFF & CO. STEFFENS, WERNER & DUCKER, DOWIE, MOISE & DAVIS, Druggists, CLACIUS & WITTE.

Depots in Charleston, S. C .:

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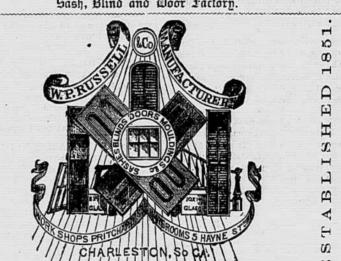
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