ST. HELENA PARISH AND ITS CITI-

A Few Chapters from a Faithful Unpublished History of the War of Se-

CHAPTER I.

On the 7th November, 1861, the Federal fleet, under Admiral Dupont, entered Port Royal Harbor, or Bay, in this State, in spite of such opposition as the two little sand batteries, one on each side of the entrance, could offer. This fleet was large in all respects, well appointed, and filled with soldiers and marines. It was the most efficient naval armament at that time at the disposal of the United States Govern-

The bay, running northward from the bar, toward the Town of Beaufort, some twenty miles above, is at its narrowest place three miles across, opposite which were these batterles. From thence, to a distance of at least miles across, opposite which were these batterles. From thence, to a distance of at least eight or ten miles beyond, the entrance widens to five or six miles, but presents a straight and beautiful sheet of water of great depth, and without a single obstruction then or now. The batterles were of earth, thrown up in a hurry, and manned by inexperienced and unpracticed garrisons. It was the best resistance which the Confederate Government could then present. It ought, at this point, to have offered none. For many hours, however, against this formidable fleet, these two little sand forts held their own. Had the Confederate authorities not withheld from these gallant men the means which were frequently asked, to prepare themselves by practice for the conflict, Admiral Dupont's glorious dispatch to his chieftain at Washington might have been pitched to another key. To those acquainted with the localities, it was well known that a fleet moving with a strong flood tide, under a good localities, it was well known that a feet moving with a strong flood tide, under a good head of steam, determined to pass, could receive no effectual check from these, or even much larger, batteries. Had Admiral Dupont, with his knowledge of the bays, rivers and in lets—the accuracy of which Boutelle stood ready to vouch—instead of stopping to show his superior means and efficiency, by silencing these little forts, passed rapidly up, in less than one hour, without firing a gun, he might have placed his fleet beyond the very longest range of the guns of both batteries reversed, and captured their garrisons; threatened Savannah by the way of Calabogue Sound, and spared his mean the upnacement risk which they in by the way of Calabogue Sound, and spared his men the unnamental risk which they incurred from the continuous fire of these control from the continuous fire of these control from the continuous fire of these control from the commission had he been of the army of may of Napoleon III. But he belonged to the great Yankee Dation, It was enough that he had opened a way up to the Town of Beanfort, and he was glorified a History has done him justice, for he was on the winning side. Will history do equal justice to the noble men who behind these imperfect defences so long and unflinchingly defied his power? No! For they fought for the losing side—the nobler cause—but it was lost. Such is human judgment and human justice.

At the time and before this battle, the Town of Beaufort was one of the most desirable resi-

ment and human justice.

At the time and before this battle, the Town of Beanfort was one of the most desirable residences on the seacoast of South Carolina. Its inhabitants, about twelve or fifteen hundred whites, were as a whole extremely well educated, and many of them most honorably identified with the past glory of the old State. They were hospitable and unsuspicious, and as a society distinguished by a very high degree of refinement and elegance, intellectually, and morally. More than one hundred and fifty years back their ancestors had settled it, and these their descendants had known no other place than the little old Town of Beaufort as their home in life, their final resting place in death. It was endeared to them by a thousand memories and traditions. With a few exceptions they were, as had been their forefathers, planters living on the productions of their lands. Their residences were tastly located and handsome, some of them. expensive and luxurious. On the day of the battle, or, the day after, the Confederate authorities combanded these people to abandon their pleasant homes and fly to the main land. It was not with them a matter of choice. Whether they were forced to obey. They left dennes on the season where or three hundred inhabitanias, as a subhole extremely well educated, and many of them most honorably identified with the past givey of the old State. They were hospitable and unsuspicious, and as a sociaty distinguished by a brailed callally and of refinement and may be a most honorably identified. The past givey of the old State of refinement and may be a most proposed and the secondary of the old State of refinement and may be a most place than the little old Town of Pesunits and the secondary of th

fair and honest dealing.

But the truth is, with the Yankee trader and fair and honest dealing.

But the truth is, with the Yankee trader and peddler the "abomination and desolation" also entered. The negroes took possession of and occupied the finest houses in the town, either for themselves or jointly, and on terms of equality with the Yankee scalawag and his family, or the escaped convict from the penitentiary of Boston or New York. The most costly furniture was recklessly destroyed, or sold to the shopkeepers and shipped North, where, even now, some of it may be seen. In some instances the windows, doors, wainscoting, and even floors of the very houses they occupied were torn off for fire-wood, because, negro like, they were too lazy to gather fuel. Low and feeble as was the moral and religious sense of the poor negroes at that time, it was above that of the wretched creatures selected by the over-righteous people of New England to teach them and the poor deluded rebels manners and morals. Fearful demoralization ensued from this intermixture, and extended itself even to Hilton Head, beyond the parish. Many a school marm, chosen for her virtue and devotion to the moral and intellectual elevation of her idol, the negro, retarned from thence to the land of steady habits to deplore her credulty and infatuation, a wiser if not a better woman. Even the wretched missionaries and their families, whose purpose from the beginning was plunder and not the religion of Christ, woman. Even the wretched missionaries and their families, whose purpose from the begin-ning was plunder and not the religion of Christ, shared in the contagion and guilt, but justified their thefts to their deluded followers by deditheir thefts to their deluded followers by dedicating their ill-gotten wealth, as they said, to enrich the Church of Christ. Very few escaped even the physical consequences of this licentious career. Things thus continued, going on from bad to worse, until the end of the war, when some of the former inhabitants were once again permitted to look at their old homes. But how changed! Where a garden had been, not a rose was left to mark the spot. All was ruin and desolation.

It is not to be denied that they had not been driven by the actual force of the Federal arms from the town in November, 1861; but it is very certain that being once away, they were never

cation and forieiture—it was always respected. The battle of Manassas had demonstrated that the rights of belligerents were theirs. They kine rights of belligerents were theirs. They kine this, but they did not know their enemy. They did not know that their love of the Union (for Union read almighty dollar) was stronger than their love of liberty. The people of Beaufort, with a few exceptions, were secosionists—honest, outspoken secessionists—lovers of the Union according to the constitution or the Union. They held no Federal offices, and sought none, but they were not indifferent spectators of the encroachment of the avaricious spirit of New England. They remembered the prophetic saying of their great statesman, William Lowndes, uttered more than seventy years before, "That the Constitution of the United States was ruinous to the liberties of America." Therefore they watched its operation. Certainly, among the very first to warn the States of the danger of consolidation, they were not likely to be lation to office. Their political influence was not much, for their State was small and their position isolated; but their honesty, vigilance and great intelligence were not to be despised.

Now, whether Dupont or his successors received any specific instructions with respect to the people of Beaufort, 's not known. Pribably they did not. But this is certain, that upon no other portion of the people of the State were the disasters of the war made to the Work, by steam, Mc & b on uplands and ½ on sea islands. Coastwise to not work of the war made to the work the disasters of the war made to the work the disasters of the war made to the work of the war made to the work the disasters of the war made to the work the disasters of the war made to the work the disasters of the war made to the work the disasters of the war made to the work of the people of the war made to the disasters of the war made to the work the disasters of the war made to the work of the people of the war made to the people of the war made to the peop

upon no other portion of the people of the State were the disasters of the war made to fall so heavily. For more than three years they were exises, with scanty means, some of them in utter destitution and want; but all of them encouraged by the hope that at the end them encouraged by the nope that at the end of the war they would repossess themselves of that which was honestly their own. They were doomed to be disappointed. Their personal wealth, which a civilized and generous enemy ought to have been giad to save for them, had been, the most valuable part, their cotton, seized as confiscated, and sent to swell the national treasury, and the other part deliberately appropriated and the other part deliberately appropriated by the negroes and Yankees, and their houses and lands held by strangers under some pretended official sale, the validity of which they never believed in. What had these people done more than their fellow-citizens, who lived out of the Parish of St. Helena? Was received on the paragraph of secretion of the Parish of St. Helena? secession or the advocacy of secession, a crime? If so, there are tens of thousands who have not yet had their eyes so opened as to see it. And if a crime, whatever difference of see it. And if a crime, whatever difference of opision may exist on many points of constitutional law, it may safely be affirmed that no one ought to be punished for crime, even by the confiscation of his property, until he has been fairly tried and convicted. Were all of these people equally guilty? Were they guilty as individuals, or as a political or municipal corporation? Assuming them to have been all equally guilty, have they all been equally punished? A very interesting question. For the sake of convenience I here end my first chapter. In my next I will continue the subject—"The wrongs of the piundered exiles of Saint Helena Farish," and perhaps say a few words to the Don, F. A. Sawyer, who represents in the Senate of the United States the interest of New England in the little

the interest of New England in the little Province of South Carolina. Messrs. Brisbane and Wording. United States direct tax commissioners at Beaufort, may come in for a word or two out I desire to deal with them tenderly now, for I shall have use for them perhaps before another tribunal.

ASMODEUS. ASMODEUS. THE NEW ORLEANS DEFALCATION. A Cotton Broker Absconds with One

Hundred Thousand Dollars.

The New Orleans Times, of the 4th instant,

into the Catholic creed. Father Starrs said:

He deemed it necessary to give a concise description of the dogma of intallibility, and the reason for its promulgation; and that this could easily be done, because the doctrine is so simple and comprehensible. Many entertain the erroneous opinion that the Pope cannot err in anything he says or does; but that is not so—that is not the meaning of Papal infallibility. This is no new doctrine; the great ceremony at Rome was only for its more distinct enunciation. It is as old as the church itself. The dogma of infallibility does not teach that the Pope cannot err in what he says or does. He can make mistakes—he is hunan just as we are. The doctrine does not mean that he cannot err in discussion or preaching. He is truly fallible as a man.

Infallibility means this, and no more or less;

we are. The document of preaching. He is truly fallible as a man.

Infallibility means this, and no more or less; that the Pope, speaking as cathedra—officially from the chair of St. Peter declaring anything as to matters of faith—is infallible. This attribute belongs to all the successors of St. Peter, the visible head of the church. Christ prayed for St. Peter that his faith might not fail, and said, "Peter, thou art the rook; and on this rock I will build my church, and the gates of hell shall not prevail against it." "I give thee the keys of the kingdom of heaven. Feed my sheep and lambs "&c.

All that Unrist gave Peter belongs to his successors. As Peter could not live always, the power given to him as head of the church could not be perpetuated except as delegated authority. This doctrine is, then, very simple and plain, when rightly viewed.

So many false ideas have been uttered on this subject, it is necessary to test plainly just what the doctrine is. It is well illustrated in some human affairs. For instance, in the United States we have a Supreme Court, with a chief justice and associate justices. Many cases are referred from the lower courts to this. But after a case has been decided in the Supreme Court there can be no appeal. These final decisions are as near like those of the Pope as any secular matter. can be like a spuritual one. When the Chief Justice is not

noal decisions are as near like those of the Pope as any secular matter can be like a spiritual one. When the Chief Justice is not on the bench his opinions only pass as those of an ordinary citizen, when he presides in the court his decisions are final, and the whole country submiss to them. And so in the church, now that the great dogma is announc-ed from the Papal chair there is no appeal

LATEST COMMERCIAL.

Exports. BARCELONA-Per Spanish brig Nuevo Rayo-210 BARCKLONA—Per Spanish orig Nuevo Rayo—210 bales upland cotton.

NEW YORK—Per steamship South Carolina—5 bags sea Island cotton, 288 bales upland cotton, 285 bbls rosin, 102 bales domestics, 30 bales moss, 18 bales paper, 24 bales waste, 9 packages beeswax, 23 crates fruit, 303 bushels wheat, 1174 melons, 53 packages and 6 bbls sundries.

PHILADELYHIA—Per schr Irene E Messervey—120 tons old Iron, 13,000 feet lumber, 270 tons phosphate rock.

New York, by steam, %c \$ 15 on uplands and %c on sea islands; by sail, %c % is on uplands. To Boston, by steam, nominal; by sail, % @%c % ib on uplands. To Philadelphia, by steam %c B is on uplands; by sail, somewhat nominal. To Baltimore, by steam, 光@%c 署 b on uplands; by sail somewhat nominal. EXCHANGE. - Sterling 60 day bills nominal.

DOMESTIC EXCHANGE.—The banks purchase sight checks at par to % premium, and sell at %@% GOLD.-18@20.

Markets by Telegraph. POREIGN.

LONDON, August 10 .- Noon .- Consols 95%. Bonds 86. Stocks steady. Turpentine 30s 6d to 30s Afternoon.-Consols 90%. Bonds 86%. Stocks

firmer and higher. LIVERPOOL, August 10 .- Noon .- Cotton firm; uplands 5%d; Orleans 8%d; sales 15,000 bales. Red Wheat 9s 6d; winter 10s 5d. Flour 25s 6d.

Afternoon.-Cotton buoyant. Uplands 8% a8% d; Orleans 8%a9d 'ard 73s; Cumberland cut 58s. Evening .- Cotton active; middling uplands 8%d; Orleans 9d; sales 18,000 bales; speculation and export 6000 bales. Flour 2459d. Lard flat. HAVRE, August 10 .- Cotton, on the spot, quiet and weak at 95c.

DOMESTIC.

NEW YORK, August 10 .- Noon .- Flour dull, 5a 10c lower. Wheat dull, 1a2c lower. Corn dall and heavy. Pork quiet , \$29 75a 30c. Lard dull, bbls 16% al6%c for strained. Cotton quiet; uplands 19%; Orleans 193 c; sales 200 bales. Turpentine unsetded, 39%a40c. Rosin firmer, \$1 75a1 80c, strained. Freights dull. Stocks very strong. Gold 1734. Money Sa4. Exchange, long 936; short 1036. Bonds 12%c; Tennessee ex-coupons 62%c; new 6034; Virginia ex-coupons 6034c; new 60; Louisiana old, 69; new 65; Levee sixes 681; eights 82; Alabama eights 29; fives 70; Georgia sixes 83; sevens 90%; North Carolina old, 49%; new 29. South Carolina, old 82; new 70.

Evening .- Cotton firm; sales 1000 bales; middling uplands 19160. Flour, State and Western dull, irregular and unsettled; 10a25c lower; superfine \$5 35a5 80; Southern dull and lower; common to fair extra \$6 30a7 25; good to choice \$7 30a10. Wheat very dull, irregular and unsettled; 2a3c lower; winter red and amber Western \$1.50a 154. Corn heavy and lower; new mixed Western 93a933c. Beef steady. Pork heavy and lower at \$29 50a29 62. Lard heavy and lower; kettle 17a17%c. Whiskey heavy and lower; Western free 90c; City 98c. Groceries dull and steady. Turpentine steady. Rosin a shade firmer. Tallow dull at 9%a10%c. Wool unchanged; domestic fisece 45a31; pulled 40a42; Texas 17a360 California 24a32c. Hides a shade firmer. Freights lower: Iwheat by steam 814d. Money 3a5. Sterling 9%a9%. Gold 16%a16%. Governments advanced 4. Southerns firm, butfdull.

BALTIMORE, August 10 .- Flour quiet. Whea unchanged. Corn, white \$1 12a1 15; Yellow \$1 08a 10. Pork firm at \$31. Bacon firm; shoulders 15% alec. Whiskey dull at \$1a1 50.

CINCINNATI. August 10 .- Flour dull; family 4 50a6 60. Corn dull and declining at 80a55c. Whiskey 95c. Pork \$30. Lard 1632c. Shoulders 14%c.

AUGUSTA, August 10 .- Market quiet but firm sales 185 bales; receipts 75; middlings 17817 4c. SAVANNAH, August 10 .- Cotton quiet but firm; low middlings 17c; sales 6 bales; net receipts 66; exports coastwise 16; stock 3230 bales.

MOBILE, August 10 .- Cotton quiet but firm; ddlings 17%a17%c; sales 100 bales; net receipts 3: stock 1382. GALVESTON, August 10 .- Cotton, the stock is be-

ing held in anticipation of an advance; nothing offering and market nominally good; ordinary 15 %c; stock 6828 bales.

NEW ORLEANS, August 10 .- Cotton stagnant; no price; sales 190 bales; net receipts 39; exports to Liverpool 1319; stock 38,866 bales. Sugarprime 13c. Molasses 75c. Whiskey 921/ca\$1 05. Coffee-prime 17 Mal7 Mc. Sterling 29. Sight %

premium. Gold 17%. New York Rice Market.

From the Journal of Commerce, August 8: There is no change to make. The market is steady and the demand moderate; 350 bags Ranoon sold at 7% a7% c currency.
From the World: Prices about as before, with a fair demand current and not much stock avail-able, except at extreme figures. Sales of 325 bags Rangoon at 73/47/20.
From the Herald: Carolina was dull but un-changed in value. Small sales were made at 83/4 93/40. Rangoon was quiet and steady at 73/47/20.

Interior Cotton Markets. Interior Cotton Markets.

MACON, August 8.—Receipts to-day 26 bales; sales 75 bales; shipped 45 bales. The offering stock was very light. The market was stupid. Hardeman & Sparks report a sale of 13 bales of mixed at 16c. A clean lot of middlings would have brought 16c of 20 bales of mixed at 16c. A clean lot of middlings would have brought 16c of 20 bales of mixed at 16c of 20 bales of 30 bales; 10 bales of 30 bales of 30

Receipts by Railroad, August 10. SOUTH CAROLINA RAILROAD.

146 bales cotton, 25 bales goods, 320 sacks flour, 336 sacks bran, 6 cars wood, 3 cars lumber, 3 cars stock. To Knobeloch & Small, J N Robson, Peizer, Rodgers & co, W A Courtenay, Rhodes Bros, G W Witte, G H Walter & co, Graeser & Smith, W O Bee & co, Sloan & Seignious, A B Mulligan, W W Smith, L Elias, J C Malionee, and H E Grainger.

Passengers.

Passengers.

Per steamship South Carolina, for New York—
J F Sutton, A T Riols, J A R. ols, Mrs J H Murrell,
A L Tyler and family, Mr and Mrs Rook, Prof C U
Sheppard, J C Martin, L A Dodge, J M Brown, S
Wassman, Mrs E Marshail, Miss Cleveland, Mrs
Kendall, M Solomon, W Withan, W M Scott and
wife, Mrs Frank, children and servant, Dr King,
wife and child, H Falkner, J W Magnire, and
others.

Per steamer Starlight, from Beaufort, Pacific
Landing, Edisto, &c—Miss F Ohland, Master W S
Porter, R Graham, W G Christy, and 25 deck.

PORT CALENDAR.

MOON'S PHASES. First Quarter, 4th, 3 hours, 31 minutes, morning Fail Moon, 11th, 3 hours, 53 minutes, morning. Last Quarter, 19th, 2 hours, 30 minutes, morning. New Moon, 25th. 4 hours, 5 minutes, evening.

DAYS.	AUGUST.	SUN. RISES.	SUN SETS.	MOON R. & S.	HIGH WATER.
9 10 11 12 18	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	519 520 521 521 522 523 523	650 649 648 647 6:.46 645 644	220 319 418 520 rises 837 97	459 559 650 738 818 90 935

MARINE NEWS.

CHARLESTON, S. C., AUGUST 11

driven by the actual force of the Federal arms from the town in November, 1861; but it is very certain that being once away, they were never certain that being once away, they were never permitted to return. How much their unwillingness to encounter the rudeness of the exultant soldiery, the wrongs and privations of captivity, and insults to women and children, may have had to do with their flight, it is impossible to say perhaps a great deal; but one thing is certain—when they left their wealth and fine estates, they knew they would soon fall into the hands of the officers of a civilized government, and that by the laws of modern warfare the property of private individuals, captured on land, is not the subject of confis-ARRIVED YESTERDAY.

AT QUARANTINE.

Schr Robert Palmer. CLEARID YESTERDAY. Steamship South Carolina, Adkins, New York-W A Courtenay.

Spanish brig Nuev Rayo, Maristany, Barcelona
W P Hall.

Jameson, Orient, L I—H - W P Hall.
- Schr Frank Jameson, Jameson, Orient, L I.—H
F Baker & co.
- Schr Irene E Messyrvey, Wall, Philadelphia.—H F Baker & co.

SAILED YESTERDAY.

Steamship South Carolina, Adkins, New York. Spanish brig Nuvo Rayo, Maristany, Bar slona. LIST OF VESSELS UP, CLEARED ANI SAILED FOR THIS PORT. FOREIGN. The Kathleen, Lester, clearedJune 1 The R B Cove, Harkress, up......July 12
Bark Annie Kimball, Stinson, up.....July 16

Schr D Talbot, Amesoury, salled.......July 25
Brig Fanny H January DONESTIC. Brig Fanny H Jennings, Noble, cleared...July 30 Brig Minnie Abby, Harding, up......August 1

Shipping.

OR N"W YORK [CABINS ALL ON DECK.]



The Al Side-wheel Steamship SOUTH CARO LINA, S. Adkins, Commander, will sail for New York on Wennesday, August 10th, at 4 o'clock P. M., from Pier No. 2, Union Wharves, connecting with Day Passenger Trains from Columbia and Augusta arriving at half-past 3 P. M.

The SOUTH CAROLINA will make close connection with the Liverpool Steamship IDAHO, of Messrs, Williams & Guion's Line, salling August 17th.

Insurance by the Steamships of this line % per For Freight engagements or Passege, having very superior State-room Accommodations, all on deck, and newly furnished, apply to WAGNER, HUGER & OO., No. 28 Broad Street, or to WM. A. COURTENAY, No. 1 Union Wharves.

FOR NEW YORK.

ION SATURDAY.]

The superior first-class side-wheel steamship CHAMPION, R. W. Lockwood, Commander, of the New York and Charleston Steamship Company's Line, will leave Adger's Scoth Wharf on Saturnay, August 12th, at 6 o'clock P. M.

23 The "CHAMPION" is handsomely and comfortably fitted up for passengers, and her table is supplied with all of the delicacles of the New York and Charleston markets.

23 Insurance by this Line half per cent.

24 Cotton taken to New York, Liverpool, Boston, Providence, and the New England manufacturing towns at lowest market rates.

25 The Sile-wheel Steamship "MANHAT-TAN," follows on Saturnay, August 20th, at 12 o'clock M.

LINES ADGER & CO., Agents.

JAMES ADGER & CO., Agents. aug8-6 BALTIMORE, PHILADELPHIA, BOS. TON, AND THE CITIES OF THE NORTH-

The fine Steamship "MARYLAND,"
Johnson, Commander, will sail for Baltimore on Saturday, 18th August, at 12 M.

Philadelphia Freights forwarded to that city by railroad from Baltimore without additional insurance, and Consignees are allowed ampletime to sample and sell their Goods from the Railroad Depot in Philadchia.

PAUL C. TRENHOLM, Agent,
august

FOR PHILADELPHIA THE REGULAR STEAM LINE-WEEKLY.

The Screw Steamship J. W. EVER-MAN, Hinckley, Commander, will sail for Philadelphia direct, on FRIDAY, August 12th, at 5 o'clock P. M., from Brown's South Wharf.

per cent.
For Freight engagements, or Passage (cabin \$15,) apply to WM. A. COURTENAY, Agent, No. 1 Union Wharves. aug8-mtuthf4

DACIFIC MAIL STEAMSHIP COMPY'S THROUGH LINE TO

CALIFORNIA, CHINA AND JAPAN.

FARES GREATLY REDUCED.

Steamers of the above line leave Pier No. 42, North River, foot of Canal Street, New York, at 12 o'clock noon, of the 5th and 21st of every month (except when these dates fall on Sunday, then the Saturday preceding ng. Departure of the 21st connect at Panama with

steamers for South Pacific and Central American ports. Those of 5th touch at Mauzanillo. Steamship COLORADO, Captain Farnsworth, leaves San Francisco for Japan and China Sep-

leaves San Francisco for sapan and tember 1, 1870.

No California steamers touch at Havana, but go direct from New York to Aspinwall.

One hundred pounds baggage free to each adult. Medicine and attendance free.

For Passage Tickets or other information apply at the COMPANY'S TICKET OFFICE, on the wharf foot of Canal street, North River, New York.

F. R. BABY, Agent.

FOR EDISTO, PACIFIC LANDING, BEAUFORT AND SAVANNAH.

The Steamer STARLIGHT, Captain N. L. Cost; will leave as follows during the morth of August:
On TUESDAY, 9th August, at 2 o'clock A. M.
On THUESDAY, 16th August, at 8 o'clock A. M.
On THUESDAY, 18th August, at 8 o'clock A. M.
On THUESDAY, 18th August, at 8 o'clock A. M.
On THUESDAY, 25th August, at 2 o'clock A. M.
On THUESDAY, 25th August, at 4 o'clock A. M.
On THUESDAY, 25th August, at 4 o'clock A. M.
Fine Stateroom accommodations.
Passengers can come on board in the evening and be comfortably accommodated.
To Savannah on the Thursday Trip only.
For Freight or Fassage, apply to
J. T. Alken & Co., Agents,
augs
South Atlantic Wharf.

FOR FLORIDA, (ONCE A WEEK,) SAVANNAH, FERNANDINA, JACKS VILLE, PILATKA AND ALL POINTS ON ST. JOHN'S RIVER.

The Steamer DICTATOR will sail on and after the 5th July for above places every TUESDAY EVENING, at 80 COCK. Fare from Charleston to Savannah, including interest. meals and berth. \$3.

THE ONLY INLAND ROUTE. FOR EDISTO AND ENTERPRISE, VIA JOHN'S ISLAND FERRY, CHURCH FLATS, YOUNG'S ISLAND, ZEAR'S BLUFF, &c.

J. H. Proctor, is now receiving Preight at Accommodation Wharf, and will leave as per the following time table, until further notice:

CHARLESTON.

Monday, Aug. 1, 8½ A M/Tuesday, Aug. 2, 7 A M/Tursday, Aug. 4, 10 A M/Friday, Aug. 5, 9 A M/Monday, Aug. 8, 1 P M/Tuesday, Aug. 9, 1 P M/Thursday, Aug. 11, 6 A M/Friday, Aug. 12, 5 A M/Monday, Aug. 16, 8 A M/Tuesday, Aug. 16, 7 A M/Thursday, Aug. 13, 10 A M/Friday, Aug. 10, 9½ A M/Monday, Aug. 22, 12 M/Thursday, Aug. 22, 12 M/Thursday, Aug. 22, 5 A M/Thursday, Aug. 22, 5 A M/Thursday, Aug. 23, 12 M/Thursday, Aug. 24, 7½ A M/Tuesday, Aug. 30, 6½ A M/Tuesd CHARLESTON.

For Freight or Passage, apply on board, or to DOUGLAS NISBET, Agent, Accommodation Wharf. N. B.-Freight and wharfage payable on

VESSELS SUPPLIED WITH CABIN AND MESS STORES ON SHORT NOTICE.

Captains and Stewards are respectfully invited to call and examine the quality and prices of our GOODS. Pin weight guaranteed. Delivered free of expense. WM. S. CORWIN & CO., No. 215 King street, opposite Hasel, Charleston, S. C. Branch of No. 990 Broadway, New York.

Machinery, Castings, &c.

E BICSSON'S CALORIC ENGINE SAFE, ECONOMICAL, DURABLE. USES NO WATER. REQUIRES NO ENGINEER.

Having made arrangements for manufacturing this ENGINE on an extensive scale, we are now prepared to furnish to all desiring a light power. the best and most economical Engine ever offered to the public.

DELAMATER IBON WORKS, FOOT OF WEST 13TH STREET, NEW YORK. BRANCH OFFICE: JAS. A. ROBINSON,

may30-3mos

Railroads. COUTH CAROLINA RAILROAD. William C. Bee, Robert Mure Andrew Simonds, Andrew Simonds, John R. Dukes, George W. Williams, James R. Pringle, Lewis D. Mowry Wm. K. Ryan, NOTICE—On and after TUBSDAY, the 9th inst., the Summerville Train will leave Charleston at 5.20 P. M., arriving at Summerville at 6.40 P. M. A. L. TYLER, aug8 Vice President.

NORTHEASTERN RAILEOAD.

Trains leave Charleston daily at 9.30 A. M., (Sundays excepted.) and 6.30 P. M. Arrive at Charleston 7.30 A. M., (Mondays ex-

(Sundays excepted.) and 6.30 P. M.
Arrive at Charleston 7.30 A. M., (Mondays excepted.) and 5 P. M.
Passengers for all points North, by leaving at 9.30 A. M., can go via Weldon and Richmond, or by leaving at 6.30 P. M., can go via Weldon and Bay Line, or via Richmond, and thence via the Aquia Creek or Gordonsville routes to Washington.

Passengers for the Virginia Springs, leaving by the 9.30 A. M. train, will reach Richmond at 11.15 A. M., and leaving by the 6.30 P. M. train reach Richmond at 8.15 P. M., in time to connect with train leaving for the Springs at 8.45 P. M., or can lay over until the following morning, at 8 A. M.
This is the cheapest, quickest and most pleasant route to Cincinnati, Chicago and other points West and Northwest, both trains making close connections at Washington with Western trains of Baltimore and Ohio Raliroad.

S. S. SoloMONS,
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July26

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GENERAL SUPERINTENDENT'S C. FICE, CHARLESTON, S. C., May 11, 1870.
On and after Sunday, May 15th, the Passenger Trains upon the South Cattonia Railroad will run as follows: Leave Charleston. 8.30 A. M. Arrive at Augusta. 4.25 P. M. FOR COLUMBIA. 5.30 A. M. Arrive at Columbia. 4.10 P. M. FOR CHARLESTON. 8.00 A. M. Leave Augusta. 8.00 A. M. Leave Columbia. 7.45 A. M. Arrive at Charleston. 8.30 P. M. Augusta. (Sundays excepted.) FOR AUGUSTA.

7.30 P. M. 7.50 P. M. 6.00 A. M.

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