EIGHT DOLLARS A YEAR

### THE WAR ON CHARLESTON.

ADJOURNED MEETING OF THE SOUTH CAROLINA RAILROAD COMPANY

The Question of a Lease-Speeches of Messrs. DeSaussure, Trenholm and Colonel Lathers-The Co-operation of Georgia and Alabama Cordially Invited-The Remarks of "Truthful James."

Pursuant to adjournment, the stockholders of the South Carolina Railroad, and of the Southwestern Railroad Bank, met at 12 M. yesterday, at the bank hall, in Broad street, the Hon. H. D. Lesesne in the chair.

The minutes of Tuesday's proceedings were read and confirmed.

The amendment proposed by Mr. Rice, at the last annual meeting, to strike out Webruary in the second line of section 1, article 1, of the by-laws, and insert April, i. e. requiring the annual meeting of the stockholders to be held on the second Tuesday in April, instead of the second Tuesday in February, was brought up as unfinished business.

Major David Gavin inquired whether May might not be substituted for April, the later menth being more convenient for the country stockholders ?

to being explained that this amendment calmiy submitted to have our property put into the custody of persons adverse to the interest was withdrawn, and Mr. Rice's amendment of this State and city, to be controlled even by was unanimously adopted.

Mr. John Hanckel moved that the usual committees on proxies, and to manage the elections at the next annual meeting, be appointed by the chair.

The motion was carried, and the chairman announced the following appointments: Committee on Proxies-Messrs. L. C. Hen

dricks, A. W. Burnett and C. P. Almar. On Elections-Messrs. Theo. Huchet, T. L. Hutchinson and W. A. Wardlaw.

There was now a break in the proceedings although every one saw that something important was coming. Whispers of an adjourn ment were going around, when Mr. Louis D. DeSaussure rose and said it was well known to the stockholders and people at large that efforts were making by outside parties to control the stock and lease the road. It was, therefore, deemed only proper to lay before the meeting the views of the directors spon the subject. The people of South Carolina had upheld the road for many years. It had been a grievous burden, but relief was at hand. The road was in first-rate order, and was doing an excellent business. It had become a good property, and now that they were about to reap the fruits of their labors a foreign element threatened to wrest the road away. He desired to see capital flow to South Carolina, but it was a public duty to build up our own cities before we undertook the task of enriching our neighbors. They must take care of their own trade. We must take care of ours. In view of all the facts he had prepared a paper, intentionally brief, which he wished to offer to the meeting. The speaker then read the paper as follows:

The close of the Confederate war found the Southern railroads crippied in resources, the roads run down and partially destroyed; under these circumstances powerful railroad corporations and capitalists began the work of buying up and leasing Southern railroads, and the local trade to Northern cities. In our own State the same influences have been at work, and most of the railroads are

been at work, and most of the railroads are now owned by capitalists who have no interest in our State or local prosperty.

It has recently become apparent, from the large number of shares which have been pur-chased in the South Carolina Railroad by New York and Georgia capitalists, and by the intimations which they have made, that they intend, if possible, to absorb the South Caro-lina Bailroad, and make it tributary to other interests than ours. To avoid this it is necessary that the stock of the road shall be controlled by those having a common interest with us, for without such control a discriminawith us, for without such control a discrimina-tion in freights can be made against us, which would lead to prestration in trade and a want of prosperity in both State and city; therefore, Resolved, That it be earnestly recommended to the South Carolina stockholders to retain

their stock, and that when necessity compele have a common interest in the prosperity of the State; to the end that our citizens, who have so long borns the burden of carrying the stock in adversity, may, now that prosperity is dawning upon us, permanently control the business of the South Carolina Raliread and the trade and interest of the State on this great highway of her commerce. great highway of her commerce

d. That we are ready, cordially and in good faith, to co-operate with the railroads in our sisier States, to work with them in a system which will retain the business of the South on our own lines of communication and

The preamble and resolutions having been dnly seconded, Colonel Richard Lathers rose and said :

Mr. President-I hope the resolutions will pass; they are important in every relation to us as citizens of all parts of our State—as merchants of Charleston, whose interest and duty it is to conserve the interest of commerce, and particularly as stockholders of this corporation, chartered as it has been as a great highway of the State for the cheap and speedy conveyance of merchan-dise to the inverior, and the products of the

dise to the interior, and the products of the industry of the people to the seacoast.

It is my opinion, which I give with much diffidence in the presence of so many distinguished lawyers, that the president and directors of this read, and even the stockholders themselves, have no power to lease this road to be operated by persons adverse to the interest of the commerce or people of this State. est of the commerce or people of this State, or by which the original intention of the func-tions of this corporation as a great channel of commerce can be changed or its influence im-paired as a meass of transit from the port of firmly believe that such a measure could be restrained by an injunction applied for by the attorney general of this Commonwealth on the part of cultarns of this State, whether stockholders in this company or not, because such lease would be in derogation of the vested rights of the people of the state, by whose authority and for whose convenience the franchise was granted by the Legislature. A? railway is a mere public highway, only differing from a causi or a turnpike in the mode of propelling or carrying the passengers or irrights transmitted over it; and in cases of corpora ors assuming to perform these services to the public at private expense in lieu of the public or government expenditure for the same purpose, a franchise is granted to such corporations by which they are empowered, under certain restrictions, to charge for he service; but at the same time such parties are subjected to grave same time such parties are subjected to grave responsibilities for neglect or refusal to discharge their duties in the spirit as well as in the letter of the objects of such a corporation. Therefore it is a mit ke to suppose that charters are conceded for the benefit of stockholders; their advantages for the use of their capital and enterprise are but incidental; the primary object of such legislation is for the capital and enterprise are but incidental; the primary object of ruch legislation is for the public convenience. In other words, the perple through their Legislature grant a monopoly of more or less strilegency, and these relations cannot be changed adversely to the public interest of the State without the consent of the Legislature, which analy would ent of the Legi-lature, which surely would hardly consent to have her metropolitan city neutralized as a commercial mart to serve the purposes of an adverse city in another

But, Mr. President, suppose all this was overcome, would the stockholders of this company be benefited by leasing their property for a few years to a competing railroad? If any of you have had the misjortune to lease your farms or plantitions, as I have done. I think you will have found that the rental you move for the time of your coatract will fall far short of the necessary cost of removes which should govern their determinations. Some by a better understanding among their was granted were of the same import as those in this honorable friend had so logically stated. It was a chain to bind the Southern States to gether. It was, when completed, the longest road in the world, and with its connecting and in the world, and with its connecting and the same import as those in the same import as the same import as these in the same i

ly intensified. Any gentleman familiar with railways knows that dividends are easily pro-duced, if the president and superintendent will overlook the wear and tear of the rolling stock and the condition of the roadway. those gentlemen propose to operate this road on a lease, and the product of the road fairly stated enable them to pay the promised dividend, then the intrinsic business of the road must furnish the surplus means, as the gentleman who addressed you yesterday in this intent frankly admitted that the road was in fine order, and had been well man-aged. If, however, the money is not made from the fair net earnings of the business of the year, you have plenty of business of the year, you hat your property will be returned to you minus in value at least the sums you have received for the lease, and minus also the loss of business which may have been diverted from your road to the cor-poration which you were stupid enough to en-trust with your interest. The celebrated Fisk, of New York, engrafted this system on the Erie Railway, and whereas heavy losses and frauds have been the fruits of such a policy to the stockholders of that road, the loss to the other parties connected therewith are equally disastrous. Indeed, centralization in railway property, with some exceptions, is rous to the public interest as political as disastrous to the public interest as pointest centralization has proved to the lights of the people. On one hand bloated railway kings over impoverished stockholders, and corrupt demagogues over a disfranchised people.

people.

We were actually threatened yesterday by
the gentleman from Georgia, that unless we an adverse railway, that Mr. Moses Taylor, a citizen of New York, would coerce the measure by the use of a fortune of thirty millions. Mr. President, I have the honor of know Now, Mr. President, I have the honor of knowing Mr. Taylor; he is a gentleman of high character, and worthy of his good fortune. I am glad he has seen fit to invest in the steck of this railway, or in any other property in our State; but I protest against the use of his name by any one, in so vulgar a threat, that he would so far forget his own generous feelings and his native modesty as to flaunt in the face of our poor people, in this time of their adversity this thirty millions as a medium versity, this thirty millions as a medium of terror to compel us to surrender the cus-tody of our own property and the franchises from our own State. [Applause.] God knows our people have enough to encounter at home rom the corruptions and trauds of a State from the corruptions and irades of a state government, beggaring them by taxation and overthrowing their credit, paralyzing their industry, by an administration which is without example among a civilized people. All this I say, Mr. President, is quite enough, without the threat of annihilation from the concentrated capital of our wealthy distort concentrated capital of our wealthy dister States. And I cannot refrain from adding that we hardly expected this raid made on our interest by our brethren of Georgia, with whom we are so intimately connected, and with whose citizens we are in such lively sym-pathy, not only in business relations, but under the burdens of common political suf-

fering.
Suppose, Mr. President, a few gentlemen of
Broad street, in connection with a millionaire
of the North, should go over to Savannah and
propose to lease their leading bank for a term
of years, promising their stockholders a dividend of five per cent., at a time when that bank, for prudential reasons, had omitted a divident because of some heavy loss in ex-change? Would not the stockholders express as:onishment at even the proposition? Would they not fear that the Charleston interest might discriminate against Savannah in their discounts, and after having used the bank to firect business to Charlesion, hand it back t the stockholders shorn "of its best customers, and its field of operation denuded of its best

Railways and banks are the instruments of commerce, and should be managed primarily for the interest of their respective fields of operation; to fulfil their duties to the public, whose chartered franchises they epjoy. And this duty, honestly and intelligently discharged towards the locality in which they are respectively located, will produce ample profit to the stockholders.

profit to the stockholders.

It is not true, as many would fain suppose, that even individuals can do as they please with their own. I am no business dreamer or poet, but I recognize still that this right is limited to a man's duty as a clitzen, and his capital cannot properly be used adversely to the community in which he lives. It is true one has some difficulty in defining the exact line of duty and interest, yet the extreme is easily found. In case of war no personal interest justifies aiding the enemy; and I have confidence that no (arching will aid in any attempt to overthrow the commercial interes of this city and of the reflex advantages of the State. The Eric Canal, that great original artery of the commerce of the City of New York, first established the commercial supremacy of that city, and the accumulation of apital there created the Empire State of New

Charleston is the metropolis of this State, and the South Carolina Railroad, I trust, wil ere long justify our hopes that the commercial prosperity of the one will but be the product of the agricultural wealth of the other, and that our great artery of transit from the sea to the mountains will be as profitable to the stockholders as its judicious management will be productive of success to the industry of our

Mr. President, I have but a word to say, and Mr. President, I have but a wort to say, and I close. Compare the City of Savannah with Charleston after the war, and the field of the Georgia railway with our own.
Charleston was a mass of ruins, and her people a population almost literally without means to avert starvation. Savannah came out of the war in a better condition than it.

out of the war in a better condition than it went in, because filled with cotton, which was oldiat enormous prices. Her aggregate capita for commercial purposes was practically in creased, and commercial men and their capi lai and interests gravitated towards Savannah, as they always do where these are found. The Georgia rallway, not only equipped but

in order, was ready to reap the harvest which these advantages presented. I well recollect when your pre-ident flist called on me in New York on the subject of financial negotia-tions to rein tate the road, which hardly existed as a means of transportation, even the isted as a means of transportation, even the road, in great part, almost obliterated; and the bonded debt, with twenty per cent. gold interest due on it, was well calculated to appal a man of even more energy and hopefulness that we all know he possesses.

His honest and enthusiastic statements impressed contraints in the favor, and his skill

pressed capitalists in his favor, and his skill and economy in rebuilding the road and ope-rating it has relieved it from financial embarrasment, so that to-day you have a valuable property almost created out of the energy and good judgment of your president and his able board of directors; and you must, as I do, regard them as far better custodians of your property and the directors of your interests than any bedy of men who would approach you in the way of a mere speculation. Therefore, when the rich way faring stranger, with his thirty millions, visits our friends in Geor-gia, let him be financially entertained by food of their own providing; but I beg them to spare our pet ewe lamb which has so long been nur-tured in our bosom. [Loud applause,]

The preamble and resolutions were then put and unanimously adopted.

On motion of Mr. John Hanckel, it was then resolved that when the meeting adjourn it do adjourn sine die, and that the managers of election be requested to report the result of the election through the morning papers, and also to the presidents of the road and bank respectively.

The Hon. Geo. A. Trenholm now arose and offered the following: -

Resolved, That the stockholders of the South Carrilina Rallroad cordially invite the directors of the rallroads of Georgia and other neighboring States to confer with the directors of this road, with the view to the adoption of a comprehensive system of management that will secure to Savannah and Charleston the ommerce that legitimately belongs to them.

In support of this resolution, Mr. Trenholm said there were many difficulties surrounding Southern railroads which could be easily overcome by a better understanding among their

pairs for damage and wear your property encountered while out of your hands. And in the case of rallway property this loss is greatly loss in greatly loss in greatly loss is greatly loss in greatly loss in greatly loss is greatly loss in greatly loss in greatly loss is greatly loss in greatly loss in greatly loss in greatly loss is greatly loss in greatly loss in greatly loss in greatly loss is greatly loss in privileges to great corporations, it was with the purpose that those privileges should be exercised for the public advantage. A common carrier was given the right to take private property, to cross roads and navigable streams, in consideration of the benefits which it should confer upon the public. A great railroad properly managed was a public good. Take such a road from our own people and place it in the power of a rival corporation. and instead of a blessing it would be an instrument of oppression. The Georgia Central Road offers, it is said, to lease our road. What is the offer? The South Carolina Road, with the exercise of the greatest economy, is barely able to maintain its line and equipment and pay the interest on its debt. It pays no dividends; yet the Central Road offers, it is said, five or six per cent. Where is it to come from? It can only be obtained, if obtained at all, by taxing the people along the line of road. The proposition is to increase the rate of travel and transportation all over the South Carolina Road. If the required revenue could be derived from unitorm rates upon both roads (the Central and South Carolina) what necessity is there of leasing? It was only needed that the two roads enter into an agreement not to reduce their charges below fair and remunerative rates.

He was glad to hear what the preceding speaker had said of the New York capitalist (Mr. Moses Taylor.) He knew him by reputation, and if he were present no such statements as those made yesterday would have been allowed to go forth. Nor would Mr. Taylor hear with any satisfaction that sentiments so ungenerous had been attributed to him. [Applause.]

Recurring to the leasing of the road, Mr. Trenholm said it was the old story of Ahab's vineyard. Like Ahab we should answer, "It is my inheritance. I cannot sell it." They had an example in the Greenville Road, where a Ring of stockholders had bought a control ling interest, and having a majority of the stock had called a convention, and, in con tempt of the minority, had decided to lease the road. Such a combination would not b upheld in this road. It would be inconsisten with the rights and obligations of the corporators-with law and equity, and with that sentiment of justice and honor which should underlie all great and public transactions. The Mr. Taylor, already mentioned, would scorn to buy up and govern a road in this manner. Let him come to Charleston, and, being a stockholder, let him examine the reports and workings of the road. He (Mr. Trenholm) would welcome him as a member of the board. His interest in New York should be opposed to the combination now attempted to be made. A body of Northern capitalists (the Pennsylvania Company) were obtaining the control of a line of railroads running parallel with the Atlantic coast, which should carry the products of the South to Norfolk, Baltimore, Philadelphia, and even Boston, without touching a South Atlantic port. New York was interested in keeping open these South Atlantic ports. Savannah was threatened as well as Charleston. No combination of hers could defeat the great monopoly. But if the Georgia and South Carolina roads would combine, they could, with the advantage of a long sea line, defeat and

break up the Northern Ring. [Loud applause.] As regards the proposed lease, he would ask what was the guarantee of the Georgia Central Railroad good for? That company had a capltal of \$5,000,000. It had a bond debt of \$789, 000. It had leased the Macon and Western Road, with a capital of \$2,000,000, guarantee ing a dividend equal to its own. It had rented the Augusta and Savannah Road, with a capital of \$850,000, at \$73,000 a year. It had leased the Southwestern and the Muscogee Railroads, of 257 miles, with a capital and debt of \$4,639,000, at eight per cent. per annum. It owns in the Southwestern Road stock to the amount of \$423,000, and in the Muscogee Road to the amount of \$25,000. The bonds of the Western Railroad, amounting to \$1,200,000, were guaranteed by the Central and Georgia Roads, one-half of the liability falling on the Central. This made a total debt of \$14,326,000, to which it was proposed to add the capital and debt of the South Carolina Railroad of \$10,000,000, making a grand total of \$24,326,000. He (Mr. Trenholm) would not accept the guarantee of such a road. The Central Road was pursuing a daring and dangerous course, and he believed it would end in failure and ruin. The proper course for us was to invite them to unite in a combination which would secure prosperity and safety to

The Hon. J. P. Boyce here rose and said he could give a few facts which would throw light upon the value of these guarantees About a year ago the Central Railroad leased the Macon and Western Rallroad, the stock of which, a few days after the completion of the lease, he (Mr. Boyce) had sold for 110 and 112. Yesterday the same stock was offered to him at 101.

Mr. John H. James, of Atlanta, rose and said: The people of Charleston have misconstrued what I said. I came here in the interest of no rattroad. Atlanta is not opposed to Charleston. She gives the Charleston route more business than she gives Savannah or Macon. But rallroads ought to pay. They ought to pay dividends. I don't know Mr Moses Taylor-never saw him. I repeated what was told me. I bought stock in the South Carolina Railroad because it can be made to pay. I saw there was a fight up, and James could make something out of it. You said you were going to defend yourselves against the Ring by buying up the stock. warned you yesterday you would be bought out. Did you do it ? Why, this morning how much stock was offered slong the streets? I was offered four hundred shares. Now, I you want to keep the road why don't you buy that stock? What I buy I keep till I can get a profit. Then the man who bids highest takes the stock. I am in for making money, and

only spoke for James. The resolution was again rad, when th Hon. Alfred Huger rose. He had a few words to speak, but, unimportant as they might be he would rather not let them remain unsaid He had heard the opinions and arguments of the gentleman, (Mr. Trepholm,) and fully concurred in them. He would like to call the attention of the meeting to this fact. It was not improbable that he was the only survivor of the Legislature which granted its origina charter to the South Carolina Road. If any clause had been proposed to be inserted in the charter to authorize the leasing of the road, the mover would hardly have dared to show his face in either house. The arguments used when the charter was granted were of the same import as those

neighbor as himself. "But Mr. Chairman, the idea of parling with that road seems to me like nothing more or less than bartering away our offspring. God! I would as soon sell my child, ged and worn as I am. I cannot spek of it. Part with our child? After rearing it and caring for it; after watching it in trialsand troubles, and seeing it emerge into light and hope from the darkness of ruin and depair? I saw the trouble coming. I risked to little I was worth with no triumph in prosect but the triumph of utter ruin." The enerable speaker, whose nathetic words werideeply felt by every one. said also that he ha seen the direction put their shoulders to the wheel in the face of difficulties which semed insuperable, and at length brought the old road through. The stockholders had ne received dividends, but the people of the cantry had. He wanted to

CHARLESTON, THURSDAY MORNING, FEBRUARY 15, 1872.

striving to do the umost for each other. The Hon. Geo. A Trenholm asked leave to state the plain proosition, that when a common carrier had carled merchandise and passengers for one yer, and at the end of the year found that thereceipts and expenditures vere equal to each ther, it was plain that the work of carrying pssengers and freight had been done at its exet cost. This was the case with the South Caolina Road. It had rendered a great and important service to the country. It had gien the public a dividend, although it did not low give one to its stockholders.

hear of no worse rhalry between Georgia and

South Carolina exept the generous rivalry of

The resolution ws then put and unani nously adopted.

The meeting having on motion, resolved itself into a committeeof the whole, with the Hon. Gabriel Cannon a the chair, the following resolution was ut and unanimously

Resolved. That thethanks of this meeting are due and are herely tendered to the Hon. H. D. Lessens for the ble, courteous and dignified manner in which he has presided over their deliberations.

Upon Mr. Lesesne'resuming the chair, the esolution was reported to him. He expressed his gratification for the kind and flattering appreciation of his smallservice, which had been rendered easy by the characteristic decorum and propriety which hd prevalled during the deliberations of the meting.

On motion, the meting then adjourned sine die.

Result of the Election. DIRECTORS OF THE SOITH CAROLINA RAILROAD COMPANY.

1. Wm. J. Magrath. 9. B. H. Rice. 2. Geo. A. Trenholm. 10. Wm. A. Courtenay. 3. L. D. DeSaussure. 11. James S. Gibbes. 4. John Hanckel. 12. James P. Boyce. 5. Andrew Simonds. 13. James Conner. 6. Geo. W. Williams. 14. W. L. Eilis. 7. Henry Gourdin. 15. Daniel Tyler.

DIRECTORS OF THE SOUTHWESTERN RAILROAD 8. J. S. Gibbes. 1. J. C. Cochran. 2. L. D. DeSaussure. 9. W. J. Magrath.

8. Francis J. Pelzer.

3. J. P. Boyce. 10. W. A. Pringle. 4. J. H. Wilson. 11. Henry Gourdin. 5. W. A. Courtenay. 12. B. H. Rice. 6. G. W. Williams. | 13. James Conner.

ROAD CONSOLIDATION. SAVANNAH, February 14. John Conner, who absconded from ton, Pennsylvania, with ten thousand dollars, was arrested yesterday aboard the steamer Magnolia from New York. Nine thousand

nine hundred and seventy-nine dollars were

A RUNAWAY CAUGHT -- MORE RAIL

The annual election of officers of the Atlanold board was re-elected. A proposition to extend the road to Mobile met with great favor, but was referred for further de an offer from Morris Ketchum, and others o New York, to lease the road was read, and motion requesting the parties to make a defi-nite offer was adopted, which proposition is to be submitted to the stockholders at a future

## NEWS FROM WASHINGTON.

Washington, D. C., February 14.
The Hornet was allowed to go from Baltimore to New York under bond.
The Criminal Court is entertaining a motion for the arrest of judgment in the case of Conressman Stokes. The impression is that stokes will escape the penalty. SENATE.—Sumner's resolution of inquiry re-The impression is that

garding the sale of arms occupied the entire day. Adjourned without action. The discus sion was bitter and confined entirely to Re-Horse.—Beck introduced a resolution to

inquire what had become of the navy, which was objected to on account of Schofield's absence. The committee on ways and means coffee. Frenklinbar, in reporting the bill ways and means were opposed to the repeal. The naval appropriations occupied the rest of

# THE OLD WORLD'S NEWS.

New York, February 14. The Herald's London special says: "No English cabinet continuing the negotiations under the treaty as the case now stands could hold office for twenty four hours. Therefore, hours, the could unless some mutual the arb tration is ended, unless some mutual anderstanding, modifying the point at issue

WASHINGTON, February 14. Sir Edward Thornton apprehends no se rious trouble between England and America ver the treaty.

over the treaty.

London, February 14.

The expedition in search of Dr. Livingstone has departed. The comic papers cartoon the American claims for indirect damages.

PARIS, February 14.

The members of the Right have declared their unwillingness to fuse with the Orleanies.

their unwillingness to fuse with the Orleanists in the Assembly.

# NOTES FROM NEW YORK.

NEW YORK, February 14. Dutch George, the celebrated counterfeiter

Mayor Hall intends suing the Times for ibel if he is acquitted.

The Reform ticket swept Staten Island.

The Kelorm licket swept Staten Island.
Several motions to quash the indictment
squinst Stokes were refused. The judge and
jury will consider the question of the illegality
of the grand jury after the evidence and argu-

## SPARKS FROM THE WIRES.

-E. A. Bulkley, president of the Etna Fire Insurance Company, is dead.
—Mardi Gras, at New Orleans and Memphis,

—Mardi Gras, at New Orleans and Memphis,
was unprecedently successful.

—The reoum ticket is successful in Richmond County, New York.

—Three children were burned to death yesterday at Winons, Minn.

—Two persons were killed yesterday by a
colision on the Hartford and New Haven Railroad.

-Nine million two hundred and fifty thou

sand bushels of wheat are in store and affoat at Chicago.

The Steamer Nashville, with \$170,000 of freight for New Orleans, was sunk by ice at

WESLEY'S NEW YORK SCALING BILL.

Provisions of the Bill-Honest Bondholders to Lose One-fourth of their Bonds for the Benefit of Holders of Illegal Bonds-A Modest Proposition in the House-Six Dollars a Day in the Summer.

[SPECIAL TELEGRAM TO THE NEWS.]

COLUMBIA, S. C., February 14. Wesley's scaling or repudiation bill will probably be introduced in the House by Dennis, of furniture fame, to morrow. The bill provides for the issue of ten millions of registered stock, for which the outstanding State honds shall be exchanged at the rate of sevty-five cents in stock for every dollar in bonds. A special tax of four mills to be levied every year for the payment of interest. Messrs. Orr, Palmer and Childs and two citizens of New York to be commissioners to certify to bonds presented for exchange. The financial board to select a New York bank to transact the business of exchanging. No more bonds to be issued without the sanction of two-thirds of the voters of the State. Ten thousand dollars are appropriated for expenses.

The Senate passed a bill to provide the manner of conducting special elections, and the amendment to the constitution causing the State and Federal elections to be held on the

· The House adopted a resolution to adjourn on the 26th, subject to the call of the speaker, who may convene the House in special session upon the demand of a majority of the members. PICKET.

THE REPUDIATION AND BLUE RIDGE BILLS.

Petition of the New York Bondholders Their Modest Request-The Lancaster Election Case-Hayne's Land Commission Report.

[PROM OUR OWN CORRESPONCENT.]

COLUMBIA, S. C., February 13. The only feature of general interest in the legislative proceedings, to-day, was the passage to a third reading of the House bill to relieve the State of its guarantee of the Blue Ridge bonds, which was accomplished by a vote of 80 to 19, and is equivalent to its final passage by the House, inasmuch as the debate upon any measure is practically confined to its second reading, and the third reading is purely a matter of form. The nature of its reception by the Senate is still, of course, a matter of doubt; but that body has shown in more cases than one its remarkable facility more cases than one its remarkable lacility for the sumersault business, and there is no knowing after all but that the bill may pass.

In the Senate, this morning, there was also a little sensation in the shape of a petitien from various bondholders in New York, praying for the acceptance of the funding scheme, mentioned sometime ago in this correspondence, as proposed by Mr. Wesley, of the Union Trust Company, New York. The dence, as proposed by Mr. Wesley, of the Union Trust Company, New York. The petition was brought to Columbia by Mr. Wesley, who is in town for a few days looking after the interests of this device, and is as fol-

lows:

New York, January 31, 1872.

To the Honorable the Senate and House of Representatives of the State of South Carolina:

The subscribers, your petitioners, owners and representatives of owners of bonds of the State of South Carolina respectfully pray your honorable bodies to provide by law for the funding and considering of the yarlous loans of your State into a registered stock, not to exceed the sum of reu millions of dollars, with interest nayable gnavier.

rai election.

This petition is signed by eighty-two firms, corporations and individuals, of whom the largest owners of stock are as follows:

E. B. Wesley	100,000	
E. A. Quintard		
Van Schaick & Co	249,000	
S. H. Alden	110,000	
A. Michelbacker	140,000	
Jno. H. Hand	100,000	
DeRham & Co	114,000	
Jas. Fianagan	50,000	
A. D. Williams & Co	50,000	
Pracy B. Edson	50,000	
H. Silbershorn	61,000	
Chas. L. Lawrence	50,000	-
L. Burnham	50,000	
Jos. Andrade	50,000	
I. W. Brown	60,000	
W. H. Williams	50,000	
P H Thompson	70,000	

The petition was offered by Senator Nash eferred without debate or comment to the committee on finance, and ordered to Previous to the introduction of this petition in the Senate the following bills were intro-

By Mr. Bieman, bill to authorize aliens to noid property.

By Mr. Corbin, bill to amend section 158 of

the Code of Procedure.

By Mr. Duvall, bill to provide for the payment of jurors' and witnesses' tickets, which provides that county treasurers be required to pay jurors' and witnesses' tickets on presenta-tion out of any moneys in their hands, and to

receive such lickets in payment of county The railroad committee made a decidedly suggestive report upon the bill to aid in the construction of the Georgetown and Charlotte Railroad. They recommend that the bill do Railroad. They recommend that the bill do not pass, for the very sensible reason "that

from information received from several sources it is questionable if there be such a corporation as the Georgetown and Charlotte Railroad Company.' The committee on privileges and elections

submitted a long report upon the profest of Phineas B. Tompkins against F. A. Clinton, the sitting member of the Senate from Lan-caster Conuty, the upshot of which all is that they recommend the unseating of the incum-bent, and that the seat be declared vacant. Various evidences of fraud in the election are produced, and the testimony would seem to show that Mr. Tompkins was elected by a show that mr. Tompkins was elected by a majority of forty-three, and that, therefore, he should be entitled to the sent; but the committee do not go so far as that in their recommendation, but merely recommen! that the election be declared null and void, and the seat of the member from Lancaster declare

vacant.
The report of the present land commissioner, Senator H. E. Hayne, has also made its appearance, and a careful perusal of its eighty pages will tend to prove the truth of that gentlemen's recent remark upon the floor of the senate that he had stolen nothing while in office because his predecessors had while in office because his predecessors ha left nothing to steal. All of which is suggest tive of a clever cartoon by Nast, during the recent Tammany troubles in New York, i which the four calef braves of that tribe wer pletured as standing in a circle, and each on pointing the finger of scorn and obloquy to h pointing the finger of scorn and obloquy to his left-hand neighbor, with the exciamation, "He is the thirf!" Thus, Tweed was pointing to Sweney, Sweeney to Hall, and Hall to Connolly, until at last Connolly was found to be pointing to Tweed, and the ring was complete. In the present case, Hayne protests his innocence, in which of course we firmly believe; but he says that his predecessors plundered. His immediate forerubner was DeLarge, and DeLarge, we all know, is honest; but still DeLarge admits that there have been swindles. The predecessor of DeLarge was Leslie, and now the question comes, what would Leslie have to say it he were asked who had committed the swindles in the office of the land commissioner?

In the House to-day the proceedings, outside of the passage of the Biue Ridge bill, were

exceedingly uninteresting. The only new and sixteen years, which provides that every parent, guardian or other person having children between the ages of six and sixteen in their employ or charge shall send such chil dren to school for a period of at least four consecutive months in each year. Non-compliance with this act is declared a crime, and is made punishable with fifty dollars fine and thirty days' imprisonment, or thirty days' laf or on the public roads.

THE DASTARDLY ASSAULTUPON GEN-ERAL D. H. MAURY.

The Facts of the Case.

(From the Huntsville Advocate)

The Memphis Appeal has published an account of an assault made by Mr. Trice, the conductor of a sleeping car on the Memphis and Charleston Railroad, on General Dabney H. Maury, on the night of January 31st, at Chattanooga. This account varies very materially from the facts of the case, and was probably derived from Mr. Trice, who desired to forestall public opinion in his favor. General Maury has felt constrained to place in our hands for publication the following private letter, which he addressed, on the 1st instant, to Major Wicks, president of the Mem-phis and Charleston Railroad Company. We have known General Maury from boy-

hood, having been a fellow student with his at the University of Virginia. He has made his own imperishable public record by valua-ble services as an officer in the Mexican war, when he received honorable wounds in both arms, and as a general in the Confederate service, where his cause was ever "upward and onward, and true to the line" of patriotic onward, and true to the line? or patriotic duty. We therefore credit the entire truthiulness of his statement, and have no hesitancy in denouncing Mr. Trice's assault on 
him as uncalled for, cowardly and brutal. Its 
dastardly character is aggravated by the fact 
that General Maury is a man of small stature, 
and inferior strength, unarmed, and with both 
arms injured by wonder received in his counarms injured by wounds received in his coun-

mr. Trice is the man who perpetrated the coandal about Mr. Jefferson Davis, and, if reports be true, many passengers have hestiated and refused to take berths in his eleeping car, in consequence of their disbellef of his statement in that connection. He ought to be summarily dismissed from the road. Here

be summarily dismissed from the road. Here is General Maugy's letter:

HUNTSVILLE, February 1, 1872.

Major M. J. Wicks—Dear Sire: Last night I arrived.in Chattanooga by the train from Virginia, having been since Sunday week travelling almost daily. I therefore went into the sleeping car at Chattanooga to secure some rest. The conductor of the sleeping car met me, and politely informed me that any of the berths would be at my service, as he had no other passengers. I laid my travelling bag and shawl upon a seat, and fell into a civil chat with the conductor, during which the inchat with the conductor, during which he informed me he was from Louisa County, Virginia, the adjoining county to my own, Spottsylvania. I asked him his name. He said his name was Trice. I turned irom him, and, without a word, took up my value and shawl and went out of the sleeping car and went into the next car in front.

had been in that car about five or ten min utes, when I missed the cape of my overcoat, and thinking I might have left it in the restau-rant of the deport, went hastly in and asked the proprietor if I had left my cape there. He told me no. I then went into the sleeping car to look for it, and found it in the seat where I had placed it. I took it up, and was on my way out of the car with it, when the same way out of the car with it, when the same conducter confronted me, and said to this elfect: "You left this car very abruptly just now, sir; why did you do so?" His manner was aggressive. I replied, "Because, sir, I chose to do so." And then, with coarse language and insolent manner he demanded again my reasons. I replied: "I left the car because you are the author of a scandal upon the Southern people." He then ran to the stove, took up an iron poker, about eighteen inches long, and came quickly up to me with it, denouncing came quickly up to me with it, denouncing and threatening me in violent and foul terms, until I had reached the door of the sleeping car, when, just as I stepped out upon the platform of the car, he suddenly caught me around the neck, with the arm holding his lantern, and threatening me in violent and foul terms, and registered stock, not to exceed the sum of fee millions of dollars, with interest payable quarter. It, at and after the rate of six per cent. per an num; and your petitioners are willing to exchange the bonds of your State now held or represented by them for such registered stock at the rate of seventy five per cent. of the par value of said bonds; provided, that in any law creating such registered stock as prayed for by your petitioners there shall be a provision made for a permanent tax sufficient to pay the interest thereon and create a reasonable sinking fund therefor, and also provide in the same statute that the debt of your State shall not be further increased, except by a vote in favor thereof cast by a majority of the legal voters of your State at any general election.

This petition is signed by eighty-two firms, corporations and individuals, of whom the

and am, respectfully, yours, DABNEY H. MAURY.

A FEARFUL STORM IN THE NORTH-WEST.

CHICAGO, February 14.

A fearful storm has prevailed in the vicinity of Sioux City. The mercury fell forty degrees in two hours. A hurricane, with blinding snow, continues. Several deaths are reported from the sudden cold. The trains on this division of the Central Iillnois Road are all blocked by the snow. The thermometer this mornin was eighteen degrees below zero. A report that Spotted Tali and his band were frozen is believed, but the prostration of the telegraph

by the storm prevents verification.

by the storm prevents verification.
St. Paul., February 14.
The heaviest snow storm of the season occurred to-day. The thermometer was below zero all day. The railroads west are blocked up, and it is feared that the Canadian surveyng party, numbering twenty-five men under Colonel McNab, which left Dunleath for upper Superior, have perished. When last heard from, January 27th, they were in an open boat. The take is full of ice, and a storm is pre-

## THE WEATHER THIS DAY.

WASHINGTON, D.C., February 14. WASHINGTON, D.C., February 14.
The highest barometer will probably extend
on Thursday northeastward over the Gull and
South Atlantic States. A rising barometer
and pleasant weather will prevail over the Middle and Eastern States, and west and Middle and Eastern States, and west and northwesterly winds will prevail from New England to Florida and westward to the Mississippi. An area of low barometer will probably develop in the upper Missouri valley, clear weather prevailing in the Southern and Gulf States, except the immediate coast west of Texas, where easterly winds and cloudy weather are anticipated. Warning signals have been ordered, but dangerous winds are have been ordered, but dangerous winds are not anticipated for Wednesday night on the Gulf or Atlantic coasts.

Yesterday's Weather Reports of the Signal Service, U. S. A .- 4.47 P. M., Force
Ther

8 1e 1- 1- 10 1e	Place of Observation.	tht of Baro-	mometer	nd of	e of Wind	e of the
d	Angusta, Ga	29.86		W	Brisk. Brisk.	Clear. Fair.
8-	doston	29.40		W	risk	Fair.
e	Charleston	29.77		W	Brisk.	Ulear.
18	Unicago	30.06		W	Presh.	Cig Up.
10	Omeinusti	80.12		SW	Brisk.	Fair.
ie	Galveston, Tex	30.21	90	E	Gentle. Brisk.	Fair.
g	Key West, Fin	31.05		WK	Brisk.	Cloudy.
d	Knoxville, Tenu.	30.16	20	W	Fresh.	F.ir.
	Memphis, Tenn		15		Brisk.	L. Snow
8-	Mt. Washington.		10	NW	Fresh.	Clear.
10	New Orleans	29.62	23	SW	Brisk.	Fair.
ın	New York	29.65	26	NW	r resh.	Fair.
e	Narfolk	29.67	4	NW	Brisk.	Fair.
18	Philadelphia Portland, Me			·E	Fresh.	Cloudy.
18	Savanuah	29.85	4	W	srisk.	Clear.
n,	or hould	39.09	22	W	Brisk.	clear.
g	Washington			NW	Brisk.	Cloudy.
lo	Wilmington, N.C.	29.64	44	W	Brisk.	C.ear.
to n-	APPOINTMENT	B BY	гн	GuV	ERN.R.	By con-

sent of the paries, in the case of G. W. Pat-terson vs. the South Carolina Railroad Com-pany, the Governor has appointed F. W. Mc. Master, Esq., as special judge to try the case, Master, Esq., as special judge to try the case, Judge Melion being incapacitated from serv-ing, as he has been counsel in the case. Governor Scott has removed C. M. Thompson, trainstee for Kershaw County, and has made the following appointments: Notaries Public—C. C. Turner, for Spartanburg; Leven Argoe, Oak Grove, Orangeburg; A. W. Ciement, Anderson County; W. S. Hastle, Charleston. GRANT'S NEPOTISM

MOBILE, February 14. The Mobile Tribune cays D. C. Rugg, a class, mate of General Horace Porter of the Preddent's staff, has been made deputy collector of customs at Mobile. He was unknown to Collector Miller, and his appointment was a dictate to him from Washington. He was appointed postmaster in Huntsville by Grant, last winter, at Porter's request. His appointment in the customhouse is understood to explain in part the influences which procured Warner's removal, through Porter and Cameron.

#### Married.

DARGAN—WICKENBERG.—On the evening of the 13th February, 1872, at St. John's Lutherga Church, by the Rev. Thos. William Dosh, Louis O. DARGAN, of Darlington, S. C., to J. ANNA, daughter of F. R. Wickenberg, of Charleston.

#### Juneral Notices.

THE RELATIVES, FRIENDS AND equaintances of Mr. and Mrs. DUNCAN IN-GRAHM, also of his mother, Anne Dence, and Mr. and Mrs. B. Calloway, are particularly invited to attend the Funeral of the former, THIS APTER-NOON, at his late residence, Laurel street, near Line, at 4 o'clock.

MIAGARA FIRE ENGINE COM-PANY, No. 8.—You are hereby summoned to appear at the Engine-House, in Uniform, THIS AF-TERNOON, at 8 o'clock, to pay the last tribute of respect to your late brother member, DUNCAN

JAS. M. HOLLOWAY,

## Obitnarp.

ASHBY.—Died, in Darlington County, February 12, 1872, at the residence of his son, THOMAS ASEBY, in the eighty-ninth year of his age:

#### Special Notices.

MANOTICE - CENTRAL POSTOFFICE BOX —By permission of Stanley G. Trott, Esq., Postmaster, a POSTOFFICE BOX has been placed in my Grocery Store, No. 275 King street, nearly opposite Hasel street, for the accommodation of he public.

All Letters deposited will be delivered at the rincipal Postoffice in time for the regular mails. EVERT B. BEDFORD, Successor to W. S. Corwin & Co.

feb14-6 No. 275 King street. FRESH VACCINE MATTER,

TAKEN FROM THE ARM, POR BALL AT THE DESCRIPTION OF

BURNHAM'S DRUG STORE,

No. 421 KING STREET. CHARLESTON, S. C.

THE CHARLESTON CHARITA. LE ASSOCIATION, FOR THE BENEFIT OF THE FREE SCHOOL FUND.—OFFICAL RAFFLEB

NUMBERS. CLASS No. 849-MORNING. 0-50-32-54-74-13-10-52-42-60-63-6T CLASS No. 850-EVENING.

66 - 5 - 37 - 77 - 23 - 73 - 14 - 42 - 24 - 63 - 11 - 74 As witness our hand at Charleston this 14th day of February, 1872. FENN PECK.

JAMES GILLILAND, Sworn Commission ST. JOSEPH AND DENVER

CITY RAILROAD COMPANY. EXECUTIVE OFFICE, NO. 81 NASSAU STREET. The Coupons and registered interest due Febmary 15, 1872, on the First Mortgage Eight Per lent. (8 pf. c.) Gold Bonds (E. D.) and the Eight Per Cent. (8 p. c.) Gold First Mortgage Sinking Fund Land Grant Bonds (W. D.,) of the St. Joseph nd Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust lompany of the City of New York, upon presents

tion and demand on and after that date, Free of

FRANCIS A. COFFIN, Tax. Ass't Treasurer St. J. & D. C. R. R. Co.

Municipal Notices. TAXES .- THE TAXPAYERS OF the Seventh District of Charleston County, comprising Edisto, John's, Wadmalaw, James Island and St. Andrew's Parish, are hereby notified that:

State, County, Poll and School Taxes, for the year 1871, and will remain open 16th, 17th, 20th and 21st, closing 22d. N. B .- The delinquent Taypavers of 1869 will have no further time allowed from that date.

proof Building, February 16, for the Collection of

Deputy Treasurer. STON MARRIAGE.

Happy relief for Young Men from the effects f Errors and Abuses in early life. Manhoed retored. Nervous debility cured. Impediments to Marriage removed. New method of treatnent. New and remarkable remedies. Books and Circulars sent free, in sealed envelopes. Address HOWARD ASSOCIATION, No. 2 South linth street. Philadelphia. Pa.

CLEAR AND HARMLESS AS WA-TER-NATTANS'S ORYSTAL DISCOVERY FOR THE HAIR.—A perfectly clear preparation in one ottle, as easily applied as water, for restoring to rray hair its natural color and youthful appearance, to eradicate and prevent dandruff, to promote the growth of the hair and stop its falling ont. It is entirely harmless, and perfectly free from any poisonous substance, and will therefore take the place of all the dirty and unpleasant preparations now in use. Numerous testimonials have been sent us from many of our most prominent citizens, some of which are subjoined. In verything in which the articles now, in use are objectionable, CRYSTAL DISCOVERY is perfect. It is warranted to contain neither Sugar of Lead, sulphur or Nitrate of Silver, it does not soil the clothes or scalp, is agreeably perfumed, and makes one of the best dressings for the Eair in ise. It restores the color of the Hair "more perfact and uniformly than any other preparation." and always does so in from three to ten days, virtually feeding the roots of the Hair with all the nourishing qualities necessary to its growth and healthy condition; it restores the decayed and induces a new growth of the Hair mere positively than anything else. The application of this won terful discovery also produces a pleasant and cooling effect on the scalp and gives the Hair

s pleasing and elegant appearance. We call especial attention to the fact that a limited number of trial bottles will be given way gratuitously to those wishing to try it. You will nutice that in pursuing this course our aim is to convince by the actual merits of the article.

Inventor and Proprietor, Washington, D. C.
For sale by the Agent,
No. 131 Meeting street, Charleston, S. C.
novis-stathly ARTHUR NATTANS.

Agriculture, Gorticulture, &c.

#### WILLIAM FERGUSON, FLORIST AND GARDENER, SPRING STREET NEAR RUTLEDGE.

A choice assortment of ORNAMENTAL TREES Boses, Shrubs, Fruit Trees, Bouquet, Camelia, Flowers, Greenhouse Plants, &c. Catalogues can be got on the premises, jan24-86

EARLE & BLYTHE, ATTORNEYS AT LAW.

GREENVILLE, S. C. Practice in State and Federal Courts. so Special attention given to Collecting and Bankruptcy.