

spring, and will have a right to vote, they will not, however, like abolitionists, return so soon as they vote, but will remain and continue to vote. Missouri has believed that without the Douglas bill, and certainly under the great principle recognized by that bill, they had a right to move to Kansas, and the territory to give the privilege, which, as freedom, they had before been accustomed to exercise.

Abolitionists have proclaimed that their purpose is to exclude slaveholders from Kansas, but to use Kansas as a means for abolishing slavery in Missouri; then, with these for their levers, to abolish it in Arkansas and Texas. Were they to succeed, it needs no prophet to foretell the speedy dissolution of the Union. Missouri has thus felt, that in their efforts to defeat the designs of the Abolitionists, they were not only defending their own homes, but the Union itself. To protect themselves, they have made their homes in Kansas. If, then, it is intended by the charge to say that these who once lived in Missouri carried the election in Kansas, there is some foundation for the charge. While the people of Missouri are not "lawless invaders," many have moved into Kansas mainly induced by the determination to adopt all lawful means to protect themselves from the invasion of Abolitionists. Others are ready and determined, if necessary, to abandon their homes and move at whatever cost of comfort or money. We have a deeper interest at stake, and are not less self-sacrificing than the Abolitionists. In justice to the people of Missouri, I will say, (from an experience, as a lawyer, of seventeen years, during ten of which I was prosecuting attorney,) they are as orderly, as moral, as submissive to law, as the people of any State in the Union. At the same time, composed as they are of the most enterprising, energetic, if not intellectual, of the old States, they are as determined of purpose and as likely to effect their purpose as any people in the world. When, then, I say to you, that to them this is not as it is to Abolitionists and even to our Southern friends at a distance, a question of theory or conscience, but a matter of home, of bread, that they have determined to submit to any sacrifice which they can as good citizens make, rather than suffer the Abolitionists to force upon the people of Kansas a system they do not approve, you will readily see that it is not in the power of emigration societies to effect their purpose. There is now in the Territory a majority of more than four to one in favor of making Kansas a slaveholding State; that majority will, if emigration is to be forced again, it will be found that Missouri is nearer to Kansas than Boston!

I believe that I may assume that the Speculators, who so freely advanced their money for the purpose of colonizing Kansas with Abolitionists, under pretence of a desire to make it "free territory," but really to amass fortunes by laying out towns with the hirelings sent out by them, have found their speculation so flat a failure, that they will permit Kansas to be settled in the natural way.

If thus settled, it must become a slaveholding State.

It is not adapted to the making of towns; it is not suited for little farms; it can not be settled by those who have not the command of labor.

To the farmer who has no "help," but is dependent on his own unaided labor, Kansas is of all the least desirable country; it cannot be settled by such.

In the timber, the poor man can with his axe erect his cabin, make his rails on the line of his fence, with his own hands enclose his land, belt his trees, and with his one-horse plough break his ground and put it in cultivation. But in Kansas there is no such land for cultivation! Every foot of timber is confined to the banks of the streams, on the bottoms and breaks of hills; hence, timbered land is less fitted for cultivation; while on account of its scarcity, it is far too valuable for that purpose. Farms must be made in the prairie. The farmer must have a team to haul his rails, and in most cases they must be hauled so far as to render fencing too costly for little fields. Large fields alone, by reducing the proportion of fencing, can render it cost reasonable. Dwellings must be framed, or of brick or stone. But perhaps the greatest of all difficulties in the way of the poor man is the first cost of breaking prairie. To do this requires two hands and at least six yoke of oxen. If hired, it will cost at least three dollars per acre; but it cannot be hired in Kansas for years; there, every man will have his own land to break; each settler must, hence, have his own team, his own ploughmen. In no instance has prairie land been first settled, and every facility is afforded, it is just possible for one here and there to make a farm in the prairie. In Missouri, such instances even yet are rare. In northern Illinois, with all its facilities, its rich prairies, yet virtually a waste until railroads were made through them.

Such are some of the difficulties which have driven those sent out by the Emigrant Aid Societies back to the towns of the East; they have been compelled so many of those who emigrated from the non-slaveholding States to return. Of those from the non-slaveholding States who remain, the substantial men of means and intelligence, a large proportion, so soon as they are enabled to see slavery as it really exists, are freed from their prejudices, and from sheer necessity become slaveholders, for no other labor can be had. While, then, prairie is so unsuited to the poor man, on the other hand, to the man who can command labor, who has one or more slaves, it presents many and great inducements.

The outlay, it is true, demands some actual capital. The house must be built by a workman—must be paid for—yet it is not to be supposed, that the cost is very heavy. At first the settlers must be content with small houses—with only the necessary rooms. A framed house will hence cost but little. The unlimited supply of the best building stone, the blue and gray limestone will render stone houses as cheap as framed. The lime can be burned on the ground.

As I have said, the greatest difficulty is in the command of the requisite labor—the hands and team necessary to break and enclose the land. To one who has his own land, and agrees to make a farm, the pre-emptor enters it at one dollar and twenty-five cents per acre. We can estimate its then value by the present value of land in the border counties of Missouri. In the counties on the Missouri river, adjoining Kansas land is worth from \$10 to \$50 per acre. In Platte, the county in which I reside, land within fifteen miles of Weston cannot be bought for less than \$25, while much of it will bring \$50 per acre. There is no reason why

land separated from ours by a river, or only an imaginary line, should be less valuable. To a distance of 150 miles west, the soil is but little, if any inferior to that of Missouri. Its great staples must be hemp and tobacco—articles for the cultivation of which negro labor is almost indispensable. I need hardly say that the grain and grasses will all succeed, where hemp and tobacco can be grown.

I have said that Kansas was not suited to the poor man. I only intended to refer to those who design to till the ground. But to the poor mechanic it offers great inducements. To all carpenters especially, and to stone and brick masons, it will give constant employment at high wages. The rudest beginner receives \$1.50 per day—good workmen, as journeymen receive in regular employment from \$2 to \$3 per day. Their expenses are light, the cost of living being 1-1/2.

To all mechanics who are not abolitionists I will guarantee ample compensation.

Those who have more slaves than can be profitably employed in opening a farm, can, in the meantime, hire out the remainder, including the women and those too young to render much service in the fencing and breaking the ground at the prices I have stated, in Kansas or Missouri. Thus by the time they will need the money to enter the land they can realize enough to enter all they may need.

The great facilities now afforded by railroads and steamboats, render a removal to Kansas even from the Atlantic State, a light matter. Railroad from Virginia, Carolina and Georgia are now extended to the Ohio and Mississippi on to St. Louis; hence, daily packets leaves for Upper Mississippi river, during all but two or three winter months reaching Kansas from three to four days. Emigrants from the Atlantic States can thus reach Kansas from six to ten days, at, too but little expense, and without danger or trouble from the abolitionists. Below Cincinnati there is no danger—even there a little caution will secure slaves against escape. The expenses from the Atlantic States will be from \$50 to \$80—to those who take cabin passage. Deck passage on the boats, in which the emigrant provides his own fare, will not cost more than half the above prices.

I find I have made my letter longer than I contemplated. But the interesting nature of the inquiries must be my excuse. You will, therefore, I hope, pardon me, and believe me, Your obedient servant,

B. F. STRINGFELLOW.

To the Hon. P. S. Brooks, Thos. L. Clingman, Wm. Smith, and John McQueen.

Paper Making.

Few persons have an adequate idea of the immense amount of capital and labor employed in the manufacture of paper. And it is only by a recourse to figures and reliable statistics, that a just conception of the nature and extent of the business can be approximated. The rate at which the consumption of the article increases has far outstripped the most extravagant anticipations that could have been entertained and has opened the eyes of manufacturers to the startling fact that the source from which they have derived the material necessary for the manufacture of paper, and which they had regarded as unfailing has been comparatively exhausted—to such an extent at least, as to render them no longer able to keep pace with the demand. Rags which at one time proved a serious incumbrance to housekeepers, are now becoming not only sought after but an article esteemed almost precious.

This state of things had been foreseen, and the proprietors of the London Times, knowing the effect an advance in the price of paper growing out of a scarcity of rags would have in diminishing their profits offered a reward of \$25,000 for the discovery of a cheap and perfect substitute for rags as a material for the manufacture of paper. Many experiments have already been tried, and though, as yet, without entire success, we may still reasonably hope, in view of what has already been accomplished, that ultimately the desired result will be attained. What man has done in the past inspires the belief that his genius is capable of further and greater achievements, that indeed whatever his physical and intellectual wants may crave as essential to the grand progressive movement in favor of the true interests of his race, will in time be procured and brought within the achievement of science and art. We trust that the check experienced in meeting the demand for paper will soon be removed, as great inconvenience has already been suffered, particularly by the press. Many proprietors of newspapers have been compelled to reduce the size of their sheets, and in some instances suspend the publication of their paper altogether.

We know of no more perilous undertaking, in a pecuniary point of view, than to attempt at this time, the establishment of a newspaper.

We have at present in the United States 750 paper mills, which it has been estimated, manufacture 270,000,000 pounds of paper a year, valued at \$27,000,000. Allowing that one and a half pounds of rags are required to make one pound of paper, we have 405,000,000 pounds of rags consumed in one year, which at the rate of four cents a pound, are worth \$16,200,000, and if we add to this the cost of manufacture which, with interest and fixed capital, insurance, expenses &c., has been found to be \$4,050,000, and the cost of labor, making an aggregate of \$23,625,000 as the actual expenditure in manufacturing paper worth \$27,000,000, we find the measure of profit by no means unreasonable, and which might even be considered small, were not the manufacture comparatively free from those sudden changes that affect the manufacture of cloth and metals. If a substitute for rags be discovered, which will keep the supply of paper fully up to the demand we can readily perceive that a tremendous impetus will be given to the manufacture.—Baltimore American.

SHOCKING ACCIDENT.—A woman named Walters lost her life on Saturday morning at the depot near New York and Erie Railroad, in Jersey City. She had taken her seat in the train of the cars with her two children, to go to Fort Jarvis. The cars were inside the depot building and as the train was starting she put her head out of the window to speak to some one of the employees of the Company about her baggage, when her head was caught by a post standing not more than three inches from the side of the car, and frightfully crushed, depriving her of life almost instantly. Her age was about thirty years.

NOT REPRESENTED.—New Hampshire is now without a Senatorial Representative in Congress.

The Camden Weekly Journal.
Tuesday, January 23, 1855.
THO. J. WARREN, Editor.

Wanted at this Office,
A JOURNEYMAN PRINTER. One who understands Job and Press Work will receive a permanent situation by applying immediately.

Temperance Meetings.
The Grand Division of the Sons of Temperance of South Carolina will meet in this place on Thursday next at ten o'clock. A public meeting is expected to be held in the Baptist Church in the evening, commencing at about seven o'clock. In all probability, speakers will address the meeting who have never spoken before in Camden, so that we may expect something new.

A Meeting of Wateree Division, No. 9 is called for Wednesday evening, in place of the regular one for Thursday, and it is earnestly hoped that every member who possibly can will attend, as arrangements will be made preparatory to the meeting of the Grand Division.

Hon. J. L. Orr
Has our thanks for recent Congressional matter.

The Southern Convention
Adjourned on the 16th instant subject to the call of the Committee of Arrangements.

Camden School Association.
We have learned that the Rev. Mr. Gilland, recently of Davidson College, N. C., has been elected Principal of this school.

We may add that Camden has as good schools as any in the State, and we take pleasure in presenting their respective claims.

Care off the Track.
On Friday last a freight train coming up, ran off the track a short distance below the depot, one car was thrown over, and its contents, consisting of barrels, etc., were emptied out and broken, causing some obstruction to the passing of the passenger train on that day. Nothing serious occurred, and the track is now clear.

The Slave Trade
Has recently attracted some interest and discussion here at the South and elsewhere. It is a subject upon which every man has the right to his own opinion, whether that opinion be considered exactly orthodox with generally received notions or not. Discussion, when properly conducted, is productive of good ends, and we are glad that in our country, we may, and do, discuss important matters without fear or favor. We have not the time or the inclination, at present to discuss this subject very minutely, but as we have been favored lately with a letter from an esteemed friend and correspondent, we shall take the liberty of presenting it in its present shape, and adopt its sentiment as ours. The article reads thus:

"I have been much gratified by the publication, in the Charleston Mercury of several editorials on the subject of the Slave Trade. I admire the independence of that paper in publishing its convictions apparently so much against the public sentiment of the South. I say apparently, for I have my doubts whether it is so in reality.

"The question has not been before the public, and what the general opinion on the subject is, remains to be seen.

"The former prejudice against this traffic arose from the magnified accounts of the 'horrors' attendant upon the trade after it was denounced as piracy; horrors made by the enactments against it, not necessarily resulting from the business.

"We have been taught to believe that the cruelties alleged, and pictured by glowing imaginations, were inseparable from the traffic; and their reiterated accounts made their impression on the public mind, according to the world's maxim (as saith a wise man) 'Lie confidently, and it will always do something.' Like other fallacies which at times seize upon the mind of communities as well as individuals, a close examination will dispel the illusion. Make the traffic in slaves lawful—legalize the business, put it under proper regulations, and all the abominations of which we have heard so much, will cease at once, and there will be less of suffering in transporting negroes from Africa, than there is in bringing immigrants from Europe, and for this obvious reason, that interest would lead to such care as would bring the greatest number to market, and in the healthiest condition. As to the morality and humanity of the thing, there can be no question. To take a barbarian slave from the worst of cruel bondage to his own color, put him under a mild system of servitude, to a superior race, where he may obtain a knowledge of the true God, and have his moral character elevated, his physical condition improved, and be subject to religious instruction—surely this is not only humane but christian-like.

"Whether he is placed in this situation for this avowed purpose or not, does not alter the case, if such be the result to him. The good to the poor heathen wretches is wrought out, and the design of those who place him in the way of receiving these blessings, is nothing in the account. I have read of an English bishop who engaged in the slave-trade upon these avowed notions.

"Should it not be gratifying to every human bosom to see the benighted negro, destined to inferiority, and in their own land slaves to their base fellows, brought from their savagely cruel masters, and placed in subjection to the white race, where their condition in every respect would be so vastly improved? This is the only way in which they can be raised from barbarism—and when raised from it, the only way they can be kept from relapsing into it again is to keep them in servitude to a superior race. History has amply verified these truths.

"Several years ago, upon a visit to Charleston, I recollect having a long and interesting conversation with an elderly and intelligent gentleman on this subject of the slave trade; we discussed the matter pretty much in the manner of the Mercury, and came to the conclusion that it was highly probable that the trade would be opened and legalized at some future day.

"The old gentleman was of the opinion that the North, having gone to one extreme, would go to the other, and join us in the measure.

"I am pleased to find public attention drawn to this subject, and that thinking men North and South are examining the question. It is a question that will bear examination, and will lose nothing by being brought to the light of calm reason.

Increase of Price.
The Charleston Standard has raised its subscription price on the Daily from \$4 to \$8; and on tri weekly, from \$3 to \$4. Our friends are perfectly right in this matter. The increase in the price of materials justifies this step.

Fire in Charleston.
A fire occurred in Charleston on Friday morning last, consuming about twelve or fourteen buildings in Chalmers Street. Loss, about seventy thousand. Mr. Allen Spencer, an engineer on the South Carolina Railroad was severely crushed by the falling of the walls of a stable, and has since died.

The Yorkville Enquirer.
We have the pleasure to acknowledge the reception of two numbers of this excellent paper, whose prospectus we this week publish. We recognize in the Enquirer our friend Mr. Melton, late of the Standard. His graceful and able pen bears the mark of its holder. We cordially extend to Messrs. Melton & Miller our warmest salutations, with every wish for their success and happiness.

Foreign Periodicals.
We call attention to the advertisement of Messrs. Leonard Scott & Co. of New York, who are the publishers of the Foreign Reviews, and of Blackwood's Magazine. Their prospectus for 1855 will be found in our paper to-day, which will give our readers a proper idea of the merits and character of the works which they republish.

The Soil of the South.
We have the January number before us. The reputation which this excellent Agricultural Monthly enjoys is a sufficient guarantee of its merits.

Published in Columbus, Ga., by Lomax & Ellis, at one dollar per annum, or six copies for five dollars. Edited by Messrs. James M. Chambers and William H. Chambers, Agricultural Editors, and Charles A. Peabody, Horticultural Editor.

The Camden Light Infantry
Made their appearance on Saturday last in full feather, and we may be allowed to express our gratification at the splendid display which they made. The uniform is very handsome, and the company made a most capital turn-out. The marching was admirable, and altogether one of the best parades which we have seen for a long time in our streets. The corps is well officered, and the members are all citizens of our town and immediate vicinity with one or two exceptions.

The following comprise its commissioned officers:
THOMAS J. ANCRUM, Captain.
JOSEPH B. KENSHAW, 1st Lieutenant.
JAMES I. VILLEPIGUE, 2d "
SAMUEL D. STANSON, 3d "
We earnestly hope that the Camden Light Infantry may long continue to flourish in our midst as the pride and ornament of our town.

Limestone Springs School.
We take pleasure in asking attention to the advertisement of this deservedly popular Female High School, which is situated, as is generally known, in one of the most desirable and healthy localities in the State. We have recently had a visit to our town from Dr. Curtis, the learned and accomplished Senior Principal. For particulars see advertisement.

Greenwood Schools.
Special attention is called to the advertisement of the Male and Female High Schools at Greenwood which have been recently placed under the charge of Rev. S. Donnelly, late of this District, as their Principal. It affords us pleasure in making this reference, as we can speak with confidence in regard to the excellence of these Schools, in point of health and desirableness of location, they are unsurpassed in the State, and the community of Greenwood will compare favorably with that of any other.

TELEGRAPHIC INTELLIGENCE.

Arrival of the Steamship Canada.
HALIFAX, N. S. Jan 17.—The steamship Canada, Capt. J. Stone, has arrived here from Liverpool, which port she left on the 6th inst. bringing one week's later intelligence.

GENERAL INTELLIGENCE.—The only items of general interest received by this arrival are the following:

The Vienna negotiations had been postponed for a fortnight, thus affording another chance for peace.

THE LIVERPOOL COTTON MARKET.—The Circular of Messrs. Milligan, Evans, Lempiere and Co. show an improvement in the Middling qualities. The sales during the week comprised 36,000 bales, of which speculators took 800 and exporters 8500, leaving 26,700 bales of all descriptions to the trade. Fair Orleans was quoted at 5 1-2d; Middling Orleans, 5d; Fair Uplands, 5 3/4d, and Middling Uplands at 4 3/4d per lb.

Flour was quiet and unchanged. Western Canal commuted 45s, Ohio 47s, and Philadelphia 45s per bbl. of 196 lbs. Corn was worth from 4s. 6d to 4s. per 480 lbs.

The Allies, at the latest advices, had three hundred guns ready to open a fire upon Sebastopol, and after bombarding it for forty-eight hours, would storm the place on the south side. They were only awaiting a favorable opportunity.

The Liverpool Provision Market was firm.—Lard was easier.

THE STATE OF TRADE.—In Manchester the aspect of commercial affairs was unchanged.

THE LONDON MONEY MARKET.—Consols closed at 90 3/4. American stocks were firm.

LARGE FAILURE.—Mr. Rogers, the extensive London Iron Merchant, had failed for a large amount.

GENERAL INTELLIGENCE.—The London Times advocates the immediate removal of Lord Raglan from his command in the Crimea, on the ground of incompetency. It also bitterly assails the Ministry, and says that Lord Dalhousie, the present Governor of India, is the only right person for Secretary of War.

In the Vienna Conference, on the 28th ult., the Representatives of England, France and Austria agreed upon and drew up an interpretation of the four points. The Austrian Minister then carried the document to the Russian Minister, Prince Gortschakoff, who was in company with the Prussian Ambassador. When asked whether he was prepared to accept the interpretation without reserve or modification, the Prince replied that, his instructions were only to treat on the basis of the four points, but he should like to have a fortnight in order to communicate with the Czar, which was granted to him. The terms are reported to be neither hard or humiliating to Russia, and the Russian interpretation of the four points is said to differ little from that given to them by the Allies.

The siege works of the Allies at Sebastopol were advancing to completion, and reinforcements were arriving. General Canrobert writes that he is now able to take the offensive and make good his losses. The army, also, was full of confidence. Scarcely a night passed without an attack being made on the French lines. The French were sent to the bottom of Quarantine Bay, but the Russians were contented every inch of ground before a point was gained.

COMMERCIAL INTELLIGENCE.—Brown & Shipley quote the demand for cotton as being chiefly confined to Middling and Super qualities were not notably lower. Middling Mobile ruled at 4 7/8d, and Inferior at 4 1/2d a 4 1-2d. The market closed quiet on Friday evening the 5th inst. The sales of the week were 36,000 bales, of which speculators took 800, and exporters 850 (not 8500, as published yesterday, in consequence of an error in transmission committed by one of the telegraphic operators at Columbia,) leaving 34,350 bales of all descriptions to the trade. The stock on hand comprised 542,000 bales, including 280,000 American.

Congressional.
WASHINGTON, Jan. 15.—The Senate passed to-day resolutions in favor of sending relief to the Arctic Expedition.

The Ocean Mail Steamship Appropriation Bill was taken up.

In the House of Representatives, Mr. Letcher called up a case of privilege—that of W. B. Chase, who refused to answer queries before a Committee appointed last session to investigate whether money or other means had been used to influence the votes of members of Congress. The subject, however, was postponed.

The House went into Committee of the Whole on the Pacific Rail Road Bill.

Mr. Stephens, of Georgia, argued in favor of the superiority of Slave over Free Labor, and incidentally advocated the acquisition of Cuba.

Mr. Boyce, of South Carolina, replied strongly in opposition to the acquisition of Cuba as being a measure fraught with danger to the South.

JANUARY 16.—In the House a long debate took place on the Pacific Rail Road Bill. All but the first two sections were stricken out in order to admit a substitute offered by Mr. Dunbar, who said it was the same as that unanimously reported by the Senate Committee. It establishes three different routes for a Rail Road and Telegraph—the Southern commencing at the Western border of Texas—the Central or Western route from Missouri—the Northern from the Western border of Wisconsin in Minnesota. They are all practicable. Mr. Letcher moved to strike out the enacting clause, pending the discussion of which motion the House adjourned.

The Senate, in Executive session, confirmed the nomination of Mr. Breckenridge as Minister to Spain.

JANUARY 17.—The Senate to-day debated the Judicial Reform Bill.

The House was occupied in discussing the Pacific Rail Road Bill.

It is stated in Diplomatic circles in this city, that Mr. Soule was *chilled* into his resignation, as although in all his official intercourse with the Spanish authorities, he received the most marked attention that thorough breeding and politeness could dictate, yet himself and family both as regarded the officials and the leaders of fashionable society in Madrid, were socially entirely isolated.

The President has decided to reverse his policy relative to new territorial acquisition, and will now go against all the annexation schemes—even the Sandwich Islands and Cuba.

JANUARY 18.—The Supreme Court to-day delivered its decision in the case of Fontaine vs. Ravenel, relative to the Kohler estate, and sustained that of the Court below in favor of the heirs.

The House was occupied to-day with the Pacific Rail Road Bill.

JANUARY 19.—The Senate passed a bill to-day for the relief of the representatives of Baron DeKalb, appropriating \$66,000 for that purpose. The House bill to erect a light house at Cape Race was taken up, discussed, and passed by a large majority.

Mr. Gwin introduced a bill to establish a weekly express mail between New Orleans or St. Louis overland to California. The Bounty Land bill was discussed. The Senate then went into executive session.

Obituary.
DIED.—In Millidgeville, on the 12th inst. Mrs. CAROLINE E. SHANNON, wife of Dr. Charles G. Shannon, of Houston, Ga.

Arrivals at the Mansion House.
FOR THE WEEK ENDING JAN. 20.
E. G. ROBINSON, PROPRIETOR.

S. N. Atkinson, Darlington
Wm Mungo, Kershaw
J. J. Lucas, Richmond
B. M. Thacker, Va
G. R. Godley, Davis Co., N. C.

Banyan Payne, Tenn
J. H. Hamilton, Anson N. C.
H. J. Hancock, Lancaster
T. F. Church, Charlotte
S. B. Horton, Virginia
P. F. Ingram, Kershaw
J. B. Massey, Longstreet
J. McClure, Kershaw
John Perry, Liberty Hill
H. C. Bolton, Virginia
Miss M. J. Douglas, N. Y.
Jas. E. O'Quinn, Lancaster
B. H. Hensel, Baltimore
W. King, Munro
G. B. Copeland, Kershaw
A. Robertson, N. C.
W. C. Brown, Liberty Hill
J. E. Heath, Lancaster
J. D. Young, Kershaw
P. H. Young, Florida
Thos. H. Denton, N. C.
W. H. Trull, do
J. R. Dye, Beaver Creek

S. B. Brewer & Lady, Kershaw
Mrs J. C. Hails & child, do
F. D. Green & servt, Sumter
2 Master Greens, do
J. Tilleran, Kershaw
M. D. Miller, do
N. Duren, Beaver Creek
J. Brown & Servt, L. Hill
W. Dixon, do
S. Wilcox, Sumter
W. Wells, do
J. H. Witherspoon, do
W. W. Smith, New York
J. C. Secrest, Lady and Servt, Lancaster
Miss Holleman & 2 nieces
B. H. Hensel, Camden
High Craig, Chesterfield
J. Tiller, Orange Creek
W. Massey, Longstreet
S. B. Robinson, New York
H. Motherhead, Ala
A. Caublen
A. B. Boom, N. C.
Jesse Kilgore, Kershaw
W. M. Green, Sumter

CAMDEN PRICES CURRENT.

BAGGING, per yard, 14 to 16
BALE ROPE, per pound, 11 to 15
BUTTER, 16 to 25
LARD, 4 to 6
COFFEE, 9 to 12
BEANS, 12 to 14
CHEESE, 12 to 15
COTTON, 6 to 8
CORN, per bushel, 87 to 89
FLOUR, per barrel, 900 to 950
FODDER, per cwt, 87 to 100
LARD, per pound, 12 to 14
MOLASSES, per gallon, 30 to 37
OATS, per bushel, 50 to 60
PEAS, per bushel, 6 to 15
SUGAR, per pound, 6 to 8
SALT, per sack, 10 to 12

Mortgage Sale.
ON the first Monday in February next, I will sell before the Court House door in Camden, at the usual hours of sale, a negro man named Jack, who had sold a mortgage executed by James L. Adkins to Paul T. H. Uspigie, Adm'r. of the Estate of Miriam B. Wilson deceased, on the 21st day of December, 1850. A Gen'l for Mortgage.
Jan. 23—4d.

Notice.
THREE months after date application will be made to the Bank of Camden, for the issue of duplicate certificate No. 1168 dated 25th June 1849 for twenty shares, standing in the name of W. McK. Parker, for the sole and separate use of Amelia A. Parker, the original having been mislaid or lost.
Jan. 23—4m.

An Iron Safe.
The safe of Sherwood's Patent, convenient size and in good order, will be sold at bargain if applied for soon.
J. J. DEHAVY
Jan. 23