

# The Sumter Banner.

VOL. IV.

SUMTERVILLE, S. C. OCTOBER 31, 1849.

NO. 1.

**The Sumter Banner:**  
PUBLISHED EVERY WEDNESDAY MORNING, BY  
WILLIAM J. FRANCIS.

**TERMS:**  
Two Dollars in advance, Two Dollars and Fifty-cents at the expiration of six months, or Three Dollars at the end of the year.

No paper discontinued until all arrearages are paid, unless at the option of the Proprietor. Advertisements inserted at 75 cts. per square, (14 lines or less) for the first and half that sum for each subsequent insertion. The number of insertions to be marked on all advertisements or they will be published until ordered to be discontinued, and charged accordingly.

One Dollar per square for a single insertion. Quarterly and Monthly Advertisements will be charged the same as a single insertion, and semi-monthly the same as news.

All Obituary Notices exceeding six lines, and Communications recommending Candidates for public offices or trust—or puffing Exhibitions, will be charged as Advertisements.

All letters by mail must be paid to insure punctual attendance.

## Annual Fair of the South Carolina Institute, For the Promotion of Arts, Mechanical Ingenuity and Industry.

The FIRST ANNUAL FAIR of the above Institute will be held in Charleston, commencing on Tuesday 23rd November next, and continue open during the week.

Specimens of ART, INGENUITY, MECHANICAL SKILL and INDUSTRY of every description, is solicited for the Exhibition, from all the Southern States, and PREMIUMS will be awarded to those presenting the best specimens.

As this is the first effort made in the Southern States to advance the Mechanical Arts, by means of an Annual Fair similar to those that have proved so beneficial to the Northern Mechanics, the Board of Managers earnestly solicit the co-operation of all who feel an interest in the prosperity of the South, and appeal to every Mechanic, Manufacturer, and all persons engaged in pursuits of skill and industry of whatever description, to send some specimen to this Exhibition, and they hope that every district in this State and any of our sister States will be represented at the Fair.

All those who intend sending articles for exhibition, will please give notice to L. M. HAYCH, Chairman of the Committee of Arrangements, at least a day as possible, and every specimen sent will be carefully attended to and returned after the Exhibition.

OFFICERS OF THE INSTITUTE.  
WM. GREGG, President.  
WM. KIRKWOOD, 1st Vice President.  
WM. M. LAWTON, 2d Vice President.  
E. C. JONES, Secretary.  
H. S. GRIEGGS, Treasurer pro tem.

DIRECTORS.  
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W. G. Decesure, C. Y. Richardson.  
L. M. Hatch, Wm. Leiby.

Aug. 6, 51

**BUILDING.**  
The subscribers respectfully inform their fellow citizens that they have associated themselves in business for the purpose of undertaking and executing contracts for Buildings of any description and carpenters work in general.  
We have made such arrangements as to enable us to build for our friends and employers, completing their work in every department, putting them to no inconvenience whatever; merely having to give us an idea of what description of building they require—in a reasonable time receive the keys and fork over the needed.

We possess ample means of furnishing the best Lumber, Bricks, Smithwork, Putty, Lime, &c. &c. Together with good workmen and many years' experience as practical mechanics we are determined as far as our humble sphere extends to give the best and most complete service to our friends and neighbors. We have also a large quantity of the most select South Carolina—red and white pine—hard and soft woods—and are prepared to take care of herself.

G. C. JONES,  
T. J. COGHILAN.  
Aug. 29, 1849. 41 2t

**Plantation for Sale.**  
The subscriber offers for sale his Plantation in Sumter District, two miles south of Statesburgh, consisting of a tract of seven hundred and fifty acres (750) in a large portion Oak and Hickory and admirably adapted to the cultivation of cotton. There is an excellent Dwelling House—good out buildings—stable and barns—and houses for the accommodation of forty or fifty negroes. The good lands and decided health of the place combine to render it a desirable purchase.  
For terms apply to  
W. J. REES, Jr.  
Statesburgh, Sept 19, 1849. 46 1f

**Wanted to Hire 100 Hands,**  
To work on the Rail Road; these hands will be employed out in the Pine woods until after frost, when they will be placed on the side of the River swamp, the work is all high and dry, and the hands will be supplied with an abundance of wholesome food and dry rations. Wages good, and paid in Cash monthly, or as the employer may prefer.  
Enquire of C. S. Mellett on the work near Manchester, or of the subscriber, in Sumterville.  
D. B. McLAURIN.  
Aug. 20, 1849. 43 1f

**Notice**  
Is hereby given, that application will be made to the Legislature at its next session, for an Act of Incorporation for Harmony Church.  
G. BLOWDEN.  
Aug. 21, 1849. 43 3m

**Bagging Rope and Twine.**  
Just received a large supply of BAGGING, ROPE and TWINE. For Sale by  
A. J. & P. MOSES.

## Male and Female Teachers WANTED.

The Board of Trustees of the Bradford Springs Female Institute will meet at Sumterville on Saturday the 24th November next, for the purpose, electing a PRINCIPAL, MALE and FEMALE ASSISTANT, two FEMALE MUSIC TEACHERS and a BUR-SAR, for the ensuing year, commencing on the 1st Monday in February, and closing the 1st Friday in November following.

The PRINCIPAL, must be a married gentleman, of experience in teaching, competent to instruct in Natural and Moral Philosophy, Chemistry, Mineralogy, Geology, Botany, Plain Latin and Greek classics—whose wife will be required to have the entire superintendance of the conduct of the Young Ladies, when out of the School Room. A salary, of one thousand dollars, per annum is offered, with board of herself, wife, and any children they may have under seven years of age, free of charge.

The MALE ASSISTANT must be a gentleman of irreproachable character, competent to instruct in Algebra, Geometry, Plain Trigonometry, Rhetoric, Logic, the Latin and Greek classics. The Salary offered is Five hundred dollars, per annum, and board furnished.

The FEMALE ASSISTANT must be competent to instruct in Spelling, Reading, Writing, Arithmetic, English Grammar, Geography and History. Salary Three hundred and fifty dollars, per annum, with board.

A Salary, Four hundred dollars per annum with board, is offered for a Lady competent to instruct in Music on the Piano, and the French language.

A Salary, of Four hundred dollars per annum with board, is offered for another Lady competent to instruct in Music on the Piano, and Guitar, and who understands drawing and Painting in Oil and Water colors.

For a BUR-SAR and his Lady, who will be required to discharge each and every duty pertaining to that office a Salary, of Five hundred dollars, for twelve months commencing 1st of January, is offered with board of themselves, and their children under seven years of age.

ADDRESS, post paid, D. B. McLAURIN, Secretary, SUMTERVILLE.  
HENRY D. GREEN, President.  
Oct. 1st, 1849. 51 1f

Charleston Courier, and Southern Christian Advocate will please Copy twice a week until day of election, and forward their bills to the Secretary.

## Land at Bradford Springs FOR SALE.

**AN ELIGIBLE SUMMER RESIDENCE.**

The Subscriber offers his tract of land at Bradford Springs consisting in all of 206 Acres, situated in a North Easternly direction from the Institute on the public road leading from the Swimming Pools to Camden, adjoining the lands of the Institute and Mr. F. Britton. On the premises are several very beautiful Springs (Sulphur, caliche and excellent drinking water springs) and from its commanding position would form an eligible site for a hotel, as well as private residence.

The salubrity of its climate is too well known to need comment. And the land for planting is as good if not superior to a majority around. Also—The adjoining tract 105 acres, on which is a dwelling house and out buildings, Terms Low. For further particulars enquire of C. DELORME, or of BROWN, LEE & CO. Sumterville Aug. 15, 1849. 42 1f

## In Equity—Sumter District.

Matthew P. Mayes, et al. vs. John G. Shaw.

Will be sold at Sumter Court House on the first Monday in November next, and if not then sold will be offered at each subsequent sale day until sold, the following lands: A tract of one hundred and twenty-two acres situated near Alligator Branch—waters of Rocky Bluff, bounded by lands of A. Rhodes, A. Chandler, and Estate of Daniel Shaw, et al. Shaw.

Also, such negroes, property of the defendant. The terms of sale are Cash—purchaser paying for all papers.  
By order of the Court  
JOHN B. MILLER, C. E. S. D. 49

## Fare Reduced to \$20 from

**Charleston to New-York.**  
THE GREAT MAIL ROUTE FROM CHARLESTON, S. C.

LEAVING the Wharf at the foot of Laurens-st. daily at 3 p. m. after the arrival of the Southern cars, via WILMINGTON and WELDON, N. C. PETERSBURG, RICHLAND, to WASHINGTON, BALTIMORE, PHILADELPHIA and N. YORK.

The public is respectfully informed that the steamers of this line, from Charleston to Wilmington, are in first rate condition, and are navigated by well known and experienced commanders, and the railroads are in fine order, thereby securing both safety and dispatch. A THROUGH TICKET having already been in operation will be continued on and after the first of Oct. 1849, as a permanent arrangement from Charleston to New York. Passengers availing themselves thereof, will have the option either to continue without delay through the route or otherwise, to stop at any of the intermediate points, renewing their seats on the line to suit their convenience. By this route travellers may reach New York on the third day during business hours. Baggage will be ticketed on board the Steamer to Weldon, as likewise on the change of cars, at the intermediate points from thence to N. York. The Tickets \$20 each, can alone be had from E. WINN, LOW, Agent of the Wilmington and Raleigh R. R. Company, at the office of the Company foot of Laurens-street, to whom please apply. For other information inquire of L. C. DUNCAN, At the American Hotel, Charleston S. C. May 9, 49 1y

## Miscellaneous.

[From the National Intelligencer.]  
**THE PACIFIC RAIL ROAD.**

The annexed letter from a distinguished gentleman of South-Carolina, on a subject which just now engages a large share of public attention, has been obligingly communicated to us for publication:

CHARLESTON, Oct. 10 1849.  
GENTLEMEN.—I should greatly regret the circumstance which will prevent my uniting in the deliberations of the St. Louis and Memphis Conventions, if I had not witnessed the deep interest manifested by the public in the number of able representatives named, and who will carry into both of these assemblies the wisdom and the science necessary to give successful direction, to the action which may be had in aid of the great enterprise projected.

There is no division of opinion in any quarter of this country on the importance and necessity of opening avenues of easy communication between every part of these United States. The past and extraordinary performances of the Rail Road system, the still greater improvements of which it is susceptible, increasing the commerce and developing the hidden treasures of Empires and of States; the social and political triumphs it is destined to achieve, have attracted all intellects to it as the most approved and certain means of rapid and secure intercommunication between remote and hitherto inaccessible parts of the same continent. It has annihilated Macadamised and turnpike roads as highways; it is rapidly superseding canals, availing itself of their beds for the graduation of its tracks; and in the flights of its locomotive, it seems threatening to rival the lightning of the telegraph. The Prophet Daniel predicted the time "when many shall run to and fro, and knowledge shall be increased;" and Isaiah seems to have foreshadowed a great Rail Road from the Atlantic to the Pacific in that sublime exclamation, "Make straight in the desert a highway for our God. Every valley shall be exalted, and every mountain and hill shall be made low, and the crooked shall be made straight and the rough places plain, and the glory of the Lord shall be revealed." It will not require, therefore, labored arguments, or estimates and reports on cost of construction, and on the practicability of routes but imperfectly examined, to satisfy this community that if the Union is to continue to be bounded, as it has been extended from the Atlantic to the Pacific, by those oceans, measures must be adopted to bring nearer together the extremes, by those iron highways, which, in stimulating social and commercial intercourse, constitute the strongest bonds of political harmony.

The circuit by Cape Horn, the transit by steamers from Chagres to Panama, the projected ship channel for the San Juan and Lake Nicaragua, and the Rail road across the Isthmus of Tehuantepec, may be used for a time from necessity by our citizens in communicating with our Pacific shores; but those routes by and through foreign domains, are irreconcilable with the American policy of filling up the interposing wilderness with an enterprising population, and of making each portion of our extended domain feel its mutual dependence by being brought into intimate and daily communication with each other. It is not a road to Francisco, Monterey, or San Diego, on the Pacific, the importance or necessity of which is alone acknowledged, but it is the interior links in the chain through the intermediate wilderness, destined to be reared up into States, which will be wanting to bring those States into more intimate, friendly, and commercial relations with the valley of the Mississippi, now the great centre of the Union.

Our rail ways, checking all the Atlantic States, are in progress towards that centre. Those through Virginia, the Carolinas, and Georgia already present, with but one interruption, a continuous road from the Potomac to the waters of the Mississippi. The State work of Georgia has by this time made a lodgement at one of its termini on the Tennessee; and that to Nashville is in rapid progress to a navigable point on the Cumberland. The communications by rail way to the Atlantic are nearly perfected; and it is of the great Western granary so to direct their action as to render equally certain, secure, and easy their communication with the more western interior conducted to and connected with the Pacific. In all these Atlantic enterprises Memphis should

manifest the deepest interest, as their concentration on Memphis would be the stimulating consideration for their extension further west, through and by that commercial emporium and naval station.

Rail roads are the perfection of highways. In security, rapidity and certainty of performance they have never been equalled. In speed there has yet been found no limit; sixty and seventy miles per hour have been accomplished, and one hundred miles is equally as attainable; bringing Memphis within seven hours of Charleston. Among all the inventions of human ingenuity, however, so slow has been the progress of rail ways, and "so divided the merit of engineers to whom we owe them, that no individual has been bold enough to claim it for himself," while all unite in the tribute that it came, as it were, like an inspiration from the head of Mehus, which may, in the progress of similar inspirations, be perfected, but can never be superseded.

Truly and eloquently says an able reviewer of the railroad system, "The poetry of mechanism is one of the most interesting departments of the poetry of science, and that of railways cannot fail to be regarded as the *Iliad* of its productions; embracing the accounts of works the most expensive and gigantic, the description of engines the most ingenious and complex, and the history of social ameliorations which are now altering the very condition of man, virtually extending the very term of his existence, and opening new and extensive fields for the exercise of holiest and noblest affections."

The projected road from the valley of the Mississippi to the Pacific will be the *Iliad of the American railway system*; and the responsibility for the present postponing or of consummating the noble enterprise rests with the Convention to be held at St. Louis and at Memphis. If local interests, unimagined rival routes, or sectional jealousies are not permitted to mar the project; if harmony of action, on a common design, is had among the wiser heads who will confer on those occasions; if the projected rail roads from Lake Michigan to Oregon, from St. Louis, to Memphis, or Natchez to San Francisco or San Diego, (whatever just divisions of opinion may exist as to the relative merits of each route,) are permitted to be absorbed in the more harmonious approval of a rail way from the valley of the Mississippi to the Pacific; you may approach the assembled wisdom at Washington with a memorial strongly influencing their action on the initiatory steps which may lead to consummation. The project is too grand, its designs too important to the varied interests of the whole Union, to be frittered away in sectional and local conflicts on routes, each party more emulous of the improvement of their State or city, than in accomplishing the greater object of extending the social, commercial, and political relations of the Atlantic with the Pacific States of the Union.

The only action, it seems to me, therefore, fruitful of favorable results, which can be had at your respective Conventions, would be a joint memorial to Congress for a through scientific exploration of all the practical routes of rail roads from Mississippi to the Pacific. Scientific reconnaissance, the theodolite, the level, and the chain, can alone shed light on the comparative value and productiveness of the country through which the road is to pass, of the inequalities of the ground, and the mountain elevations which interpose obstacles to cheap construction, and of the distance which will have to be overcome. Impartial comparison, after careful examination and survey, can alone decide the merits of each route. And, whether that decision be the most favorable to the lake, the middle or the southern, so let science and knowledge be the arbiters to conciliate conflicting interests in united action on the direction of a rail way which will most certainly accomplish all the objects of a union between the ocean frontiers of the Atlantic and Pacific.

Respectfully,  
JAMES G. ALDEN.  
To J. T. TREZVANT, Esq.  
And Committee of the Memphis Convention.

**COMPLAINT NOT.**—Whatever be your condition—inwardly or outwardly—let not a complaint fall from our lips.—You may be poor and be obliged to work hard day by day; but this world is a place of toil. Millions have toiled before you are now at rest in the kingdom above. Are you abused? So was the

most perfect man the world ever saw. Abuse will not injure a sterling character. Harsh words rebound to the speaker's own hurt. Are you cheated? So is every honest man. If you complain at every mishap—and every slander—at every dog at your heels—you will pass a life of misery. The best course is, to suffer without complaining, and to discharge all your duties faithfully as in the fear of God. The man who has a snarl always on his brow—a scorn on his lip and a mountain on his back—not one of which he can muster courage to remove—is of all men the most miserable. If you complain at the trifles now, before you die, you will embitter every hour of existence, by your unhappy disposition.

**WHAT I HAVE NOTICED.**—I have noticed that all men speak well of all men's virtues when they are dead; and that tombstones are marked with epitaphs of "good and virtuous." Is there any particular cemetery where the bad men are buried?

I have noticed that the prayer of every selfish man is "forgive us our debts," but makes every body joy who owes him to the uttermost farthing.

I have noticed that Death is a merciful Judge, though not impartial. Every man owes a debt.—Death summons the debtor, and he lays down his dust in the currency of mortality.

I have noticed that he who thinks every man a rascal is certain to see one when he shaves himself, and he ought, in mercy to his neighbors, surrender the razor to justice.

I have noticed that money is the fool's wisdom, the knave's reputation, the wise man's jewel, the rich man's trouble, the poor man's ambition, and the idler's all.

I have noticed that whatever is, is right with few exceptions—the left eye, the left leg, and the left side of a plum pudding.

I have noticed that merit is always measured in the world by its success.

I have noticed that in order to be a reasonable creature, it is necessary at times to be downright mad.

I have noticed that as we are always wishing instead of working for fortunes, we are disappointed, and call Dame Fortune "blind," but it is the very best evidence that the lady has most capital eyesight, and is no "granny" with spectacles.

I have noticed that purses will hold pennies as well as pounds.

I have noticed that tombstones say "Here he lies," which no doubts is often the truth, and if men could see the epitaphs their friends sometimes write, they would surely believe they had got into the wrong grave.—New York Spirit of the Times.

**CONTAGIOUS EFFECT OF A MOTHER'S FEAR.**—First impressions made on the fears of a child are as apt to be enduring as first impressions of any other. Hence the mischief of frightful nursery tales. Wirt, in his recollections, of his first ten years, thus describes the lasting effect of his childish sympathy with his mother's fear:  
"On the evening that I am speaking of, there was one of the most violent thunder storms I have ever witnessed. My aunt got down her Bible, and began to read aloud. As the storm increased, she read louder and louder. My mother was exceedingly frightened.—She was one of the most tender and affectionate of beings; but she had the timidity of her sex in an extreme degree,—and, indeed, this storm was enough to appal the stoutest heart.—One flash of lightning struck a tree in the yard and ripped off a large splinter which it drove towards us. My mother shrieked aloud, flew behind the door and took me with her. My aunt remained firm in her seat, and noticed the peal in no other way than by the increased energy of her voice. This was the first thunder storm I remember. I never got over my mother's contagious terror until I became a man. Even then, and even yet, I am rendered much more uneasy by a thunder storm than, I believe I should have been if my mother had, on that occasion, displayed the firmness of my aunt. I could not have been more than five or six years old when this happened. The incident and its effect on me show the necessity of commanding our fears before our children."

**THE FALLS OF LITTLE (OR STEEPRIDGE) RIVER, OR THE CAVE OF DE SOTO.**—De Soto, a gallant noble of Spain, left his lovely and childless wife, in his baronial castle, and set sail for the New World with a band of religious and military adventurers. He landed in Florida, and was there hospitably entertained by a beautiful Indian Princess or Queen, Pursuing his course Westward, he traversed the region now forming the States of Georgia, Alabama, and ultimately crowded his expectation with the discovery of the father of Rivers, the Mississippi. Tradition reports that, on his way in order to escape an attack of hostile Indians, he sought refuge in a remarkable Rock House or Cave, on the Look Out Mountain, in DeKalb

county, Alabama, placed on the very brink of the precipice, down the central portion of which, the Falls of Little (or Steepridge) River, flow, in a series of beautiful cascades, the largest and least, in the ascending scale, plunging in a graceful leap, of about sixty feet, into a circular pool below. The external entrance to this cave is so narrow and so much on the edge of the precipice, that a single soldier could defend it against a myriad of assailants, if without fire arms, by hurling them, one by one, into the awning gulf. On the summit of this mountain, near the water fall, De Soto is said to have built, with the adjacent rock, a fortress of two walls, in crescent form, covering an area of two or three acres. The remains or foundations of both walls are yet distinctly visible, along their entire extent. He is further reported to have discovered and temporarily worked a silver mine, on or near the base of the mountain. Shortly after his glorious discovery of the Father of Rivers, he died on or near his banks, and his remains, enclosed in a leaden coffin, were committed to its bosom.

**ANOTHER MORMON WONDER.**—THE CRICKETS.—In a letter in the St. Louis Republican, written by a leading Mormon from Great Salt Lake City, July 16, 1849, after giving an account of the great building of houses, making and irrigating of farms, the good crops, &c., the following occurs:  
The crickets, have not troubled us any this year. Hundreds and thousands of gulls made their appearance early in the spring, and made war on them and they swept them clean, so that that there is scarce a cricket to be found in the valley.

We look upon this act as one of the manifestations of the favor of the Almighty, for the Mountaineers say that they never found gulls here until the Mormons came. It was truly cheering to see the flocks of these saviors, extending several miles in length, coming from the lake early in the morning, and eating crickets all day, then at sundown form in a mass, and wing their way to the lake; for a night's rest.

One curiosity about them is that they don't eat the crickets merely to live, but after feeding themselves they would vomit them up and go to eating again, and thus continue eating and vomiting throughout the entire day. This is plainly a miracle in behalf of this people, as the sending of the quails in the camp of the Israelites; and what makes it more manifest is the fact that, although there were plenty of crickets in the surrounding valley where there are no crops, the gulls came by them to the farms, and stayed there till they had cleared them off, although men were at work around them at the time. There has been no damage done by crickets this season.

**OIL-SPRING IN CHICASAW NATION.**—A letter from Skitty Hay's Town speaks of a remarkable discovery in the Indian country—at the falls in a beautiful stream near Fort Washita—and says: "The oil exudes from the rock or cliff overhanging these falls in drops of the size of a goose-quill, having the taste, smell, and consistency of British oil. The oil and the water with which it mingles has, by drinking and rubbing externally, effected some of the most astonishing cures of chronic rheumatism and neuralgic affections that have ever been known. Persons have been carried there doubled up with disease or emaciated to skeletons, coming away in a very short time perfectly cured."

**A SMART LAD.**—At a Temperance celebration at New Market, Tenn., a little lad appeared in the procession, bearing a flag, on which was inscribed, "All's Right when Daddy's Sober." That is to say "every thing is in apple pie order when our earthly progenitor is in a perfect state of perpendicularity."

Would to heaven that the sentiment would sink deep into the gizzards of all fathers, and those that are not fathers.—Ray, Carolinian.

"Pray Doctor, what is a horoscope; when the nocturnal hour has so far pre-destinated, by a superabundant application of the obnoxious, acerbulous, peppery, mustardic components, of a crustacean, piscatory salad, and venous and alcoholic accidents, that an undue expansion of the stomach integuments ensues, which in the course of its constipating influence stigmatizes the celebrated functions, confuses the nerve-optic system, and gives a scope to the horrors."

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