

THE SUMTER BANNER
EVERY TUESDAY MORNING
BY W. J. FRANCIS.

TERMS,
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How the South lost her Direct Foreign Trade?

This question is answered by Lieut. Maury, in the following extract from a magnificent article of his which lately appeared in the Southern Literary Messenger. The extract is one of not a little historical interest:
The course of navigation from Europe to this country used to be down along the coast of Africa, to the region of the N. E. trade winds. There winds are fair winds for getting to the westward. Ships took them, and with them ran over, falling in with the southern coast first, and making the land of Charleston of the capes of the Carolina's off of Virginia, they would then take a fresh departure for New York, Boston, or their port of destination, wherever it was among the New England States.

This made of Charleston and Norfolk, a sort of relay station, and placed them on the way-side of the commercial highway, leading from Old to New England.

It was rarely that vessels were found in those days to sail more than four or five knots under the most favorable circumstances. About two miles the hour was the average rate of speed, for merchantmen in those days. It was not so fast as the gulf stream would carry a log.

Along the route now pursued by vessels bound from Liverpool to New York, the winds are adverse and the gulf stream has to be stemmed nearly all the way. The merchantmen of the last century was incapable of beating up against the wind and tide both; consequently the northern passage was closed to them and the usual route was to follow the track of Columbus; pass through the Sargasso Sea, catch the N. E. trades, and getting on the parallel of some southern port in America, to steer due west they made the land.

If the merchantmen of that day after, thus making her land fall—ascertaining her position and keeping away from her port, met a N. W. gale or a snow-storm, no navigator she was very apt to fly off New York or Boston, her course was to run back south, and to lay in Charleston until the next spring waiting for good weather, at a fair opportunity for going northward again.

Though the existence of the gulf stream was known more than two centuries ago, the fact that its waters were warmer than those of the sea along side of it, and the idea that this difference of temperature could be made available for longitude at sea, was not promulgated to navigators until 1796-7.

This is an epoch in navigation, and from it commences an era in the course of trade, between the old-world and the new.

In those days if the mariner at sea could lay his out-spread hand down upon his chart, and say that it certainly covered the place of his ship he was called a "lucky dog" and entitled to be considered a navigator.

Such was the course of navigation, such the difficulties in the way of trade across the Atlantic prior to 1796, that Charleston and Norfolk, of necessity, became the half-way houses, the great entrepôts of traffic, the points of communication between Europe and the "colonies."

From 1776 dates a new era in the political affairs of this country—and from 1796—twenty years after—and so on at intervals of twenty years dates regularly a new era in the affairs of commerce and navigation.

Then in '96—it was made known to navigators how, by dipping a thermometer into the water as they approached our shores, they might tell whether they were in or out of the gulf stream—whether they were on this or that side of it, and consequently known their longitude. This was a discovery. It was hailed as such by the whole sea-faring community. Works were written on "Thermal Navigation;" and the streaks of hot and cold water in and near the gulf stream were likened to blue and red ribbons, which Providence had stretched upon the green bosom of the Atlantic, to warn the navigators of his approach to our shores, and tell him his longitude. Here was removed one great obstacle to the Northern Passage.

Again, great improvements in naval architecture took place about that time. The keels of the fastest ships that we have in our navy at this day were laid then. This removed the other difficulty.

These discoveries and improvements enabled ships bound from Europe to approach the coast of the United States with the gulf stream for a beacon and they, moreover, enabled merchantmen, by being swift of foot, to turn to the windward better, and consequently to beat over from Europe against the gulf stream and the prevailing westerly winds of the direct route.

Thus traders began to come direct to our Northern ports, instead of first touching at the Southern for a land-fall and good weather.

This Charleston ceased to be a half-way house, and was made an outside station. The South, quietly and in silence, looked on while this revolution was making its changes.

After an other period of twenty years, viz: in 1816, another era in commercial affairs, and the business of the sea, was commenced. In that year, Jeremiah Thompson, Isaac Wright, and others—in honor of whom the city of New York should erect a monument—commenced the system of packet ships, departing at stated periods throughout the year.

They put three vessels of 300 or 400 tons each, on the line to Liverpool, to sail on stated days regularly once a month, or thereabout. The croakers all thought, and many said, that these ships would be "no go"—that they were entirely too large, and that after the day of sailing would arrive when there would be neither freight or passengers to take. But the stated old Quaker who was in the concern knew what he was about. He sailed on the regular day, and gave his captains the postage upon all the letters conveyed to and fro, for a quick passage he promised them a new gown for their wives, sometimes a new coat for themselves.

The "Liners," as the packet ships of New York came to be called, went on increasing in numbers and size and in favor with merchants and ship owners, until the sea became white with their sails, and New York the focus from which they diverged to all parts of the world, and to which they all returned.

Opposition lines were got up to Liverpool, and independent ones established to London and Havre. Besides these, lines of packet ships, packet brigs, and packet schooners were established between New York and every sea-port town in the United States. They all had their regular day of sailing, and daily fleets of them were to be seen going out and coming into the harbor of New York.

Having their regular days of sailing for New York, they would bring any thing at any rate of freight that would pay for putting in and taking out, rather than return empty. Hence they would take for a mere song, pine wood from Virginia, naval stores from North Carolina, stones from New England, because Cuba ores served for ballast.

Thus the packet system built up New York, and made her the great central market for all the surplus produce of all sorts from all parts of the sea-board. Whatever the country produced for sale, samples of it were brought by the packets to the wharves at New York, and thus the warehouses of that city became an immense variety store, in which is to be found whatever is to be bought or sold in the United States.

The packet ships carried the mails across the Atlantic. They made New York the point of communication with the Old World; and they controlled the business of dispatch for the whole country. They were the "Adams Express" of the day. The merchants of the North and the South all sent by their for their spring and fall fashions—their light goods, small parcels—all special orders were executed in that way. So completely had they monopolized everything for New York in the way of foreign business, travel and correspondence, that in the year 1837, when they had served out twenty years there was not a single vessel that cleared from Boston to Liverpool.

But they had run their twenty years, and another era in the business of commerce was about to rise.

In 1837 commenced the era of Ocean Steam Navigation, though twenty years before that the South had sent out an avant courier from Georgia; but the South rested content with the honor of being the first to stride across the Atlantic under steam. This was the time—'37—when the idea was thrown out that Virginia should offer to co-operate with the French and invite them to send their steamers into Norfolk.

The steamers, contrary to all expectations, gave an impulse to the packet ships, the packet ships reacted upon the steamers, and both greatly increased in numbers and enlarged the business of the country. Boston got its line of steamers, sent its ships to Liverpool, and recovered at the trade, and more too, than it had lost when steamers first began to ply.

The steamers, it was found so far from interfering with the regular "Line" created a business of their own. New York looked on quietly for ten years, before she understood this matter, or began to move in it. But New York during the interval, was feeling the way with English capital, as in the meantime Norfolk might have done with French capital. Finally, New York got the federal government committed the time of many millions for her steamship enterprise. Thus beaked up, New York launched her ocean steamers, and now leads the world in that navigation.

ANOTHER COMPROMISE.—A Washington letter says that the tariff and public lands are to be connected, to some extent, with each other, in the legislation of Congress. To the land bill it is proposed to hitch the tariff, and other schemes for the benefit of the old States. The letter adds:

"This is the compromise of this Congress, and if we had the great compromiser of Kentucky in his seat in Congress, he would probably carry it into successful execution. The Western and Southwestern States are to take the public domain, and the domestic industry of the middle and Eastern States is to be further protected. Upon this scheme Presidents are to be made in succession for a number of terms to come."

Why is a drunken man like a galley of type?
Because he is easily upset.

From the Southern Press.
The Georgia Union Party.
We observe evident signs of a split in the Constitutional Union party of Georgia. Both its heads and its members are disagreeing. This is shown not only in the movements of its political file-leaders, but also the preliminary meetings at home. A very important difference of opinion has prevailed among the members of that party since the Milledgeville movement, which will probably show itself more strongly in the State convention, soon to meet.

The home of contention is the propriety of sending delegates to the Baltimore convention, a proposition withdrawn only, but abandoned by its originators. Mr. Stephens deemed the thing sufficiently serious to write his letter on the subject, and he and his supporters will, of course, resist a transfer of the party to the Democracy. On the other hand, Mr. Chastain, in his speech, condemns the unadulterated Democracy of himself and his co-operators, and Governor Cobb makes Tammany Hall re-echo his protestations of fidelity to the "true principles of Democracy," and his anxiety for their triumph.

Mr. Cobb's visit to New York was exceedingly opportune, and the public business which carried him there, is no doubt, engaging his attention. The Herald gives the following brief sketch of his labors:

The Hon. Howell Cobb, Governor of Georgia, and the Tammany Society.—Last evening was held a special meeting of the Tammany Society, in the wigwam. Hon Howell Cobb was present, and gave the brethren an account of the condition and prospects of the Democratic party in the sunny South. The meeting was wound up with a supper, which was accompanied by a feast of politics and a flow of champagne, when Mr. Cobb delivered a long and able Union speech, in which he cut up secession on one side and Free-soil on the other. We have not room for it to-day, but shall publish it to-morrow. Mr. Cobb did not declare himself in favor of any particular candidate, but urged that a platform of true Democratic principles was more important than the name of any individual. The honorable gentleman was most enthusiastic, eloquent, energetic and vehement, the perspiration running down his face in large drops. This day from 12 till 2 o'clock, Mr. Cobb will receive his friends at the Governor's room.

From this brief sketch it is evident that Mr. Cobb is cordially co-operating with the compromise coalition of the Union and Republic, and the "finality" men generally. To "cut up secession on one side and free-soil on the other," and to strive to place both in the same category, is the policy of this coalition. The success that has attended these labors of love hitherto, has been so indifferent, that the need of reinforcements was felt. Mr. Cobb's mission, however, must be a brief one, for the Georgia papers show that this party are not having an easy time of it at home.

To establish the correctness of these views we subjoin a few paragraphs from the leading Constitutional Union organs.

In publishing the call for the Constitutional Union convention, the Augusta Sentinel holds the following significant language:
"The above card of the central committee appointed by the Milledgeville meeting, presents directly to the Union party of Georgia the question, whether they will determine to transfer themselves, soul and body, to the National Democracy, and to an intimate association in the Baltimore convention with the Free-soilers of the North and the Disunionists of the South; whether they are ready to abandon the principles of the Georgia platform, and in pursuit of the spoils, unite with the motley crew of the Baltimore convention, with the Tamtous, Halletts, Van Burens, Wilhouts, and their like spirits of the North, and the Secessionists of the South; to prepare for the issue, and to see that they are properly represented in the April convention."

In Floyd county, there has been (as in many other counties) a slight difference of opinion, says the Rome Courier, among Union men, in reference to the propriety of sending delegates to the Baltimore convention. The Courier states that, at one time a "disruption was anticipated." However, matters were adjusted, and the following gentlemen appointed, with-out instructions, delegates to the Milledgeville Union convention: Hon. J. H. Lumpkin, Joshua Knowles, Joseph Watters and William T. Price.

The ground of this difference of opinion, is founded in the fact, that the Union Democrats are in favor of going into the Baltimore convention and supporting the nominee, while Union Whigs are neither in favor of the one or the other. The following extract from the Athens Herald, shows how far this difference of opinion is exhibiting itself:

"We daily hear, and hear of conversations among leading members of 'the concern,' which show that disaffection, bickerings, and heart burnings have entered its ranks. We will give a case in point—not that we attach any importance to this particular occurrence—but only to develop our meaning. At Jackson court last week, the editor of the organ of the 'agitators' in this place, (the Athens Banner,) being asked by a Whig C. U. man, in case the Baltimore convention should adjourn without adopting the 'finality' principle, and the Whig convention should pass it, whether he (the editor aforesaid) would support the Whig nominee? (Grat-ly excited.) No, sir—no, sir! The Whig said something about Dem-

ocracy making catspaws of the Whigs, and requested the editor to put his answer to his interrogatory in his paper; but we presume he will not do it.

"Every where the Democratic C. U's are ready to support the Democratic nominee, if 'finality' should be adopted (and they will do it any how) and are trying to commit the Whig C. U's to their support—but when asked if their convention should reject and the Whigs adopt 'finality,' if they will support the Whig nominee, they indignantly answer 'No! no!'"

The following letter, hitherto unpublished, which is highly honorable to the humanity of General Hamilton, and the habitual nobleness of his sentiments, has just made its appearance in the newspapers. It was written by General Hamilton to the lady who afterwards became his wife.

Mr. Hamilton to Miss Schuyler:
Tappan, October 2, 1780,
Head Quarters of the Army.

Poor Andre suffers to-day. Everything that is amiable in virtue, in fortitude, in delicate sentiment and accomplished manners, pleads for him; but hard-hearted policy calls for a sacrifice. He must die. I send you my account of Arnold's affair; and to justify myself to your sentiments, I must inform you that I urged a compliance with Andre's request to be shot; and I do not think it would have had an ill effect. But some people are only sensible to motives of policy, and sometimes, from a narrow disposition, mis takes it.

When Andre's tale comes to be told, and present resentment is over, the refusing him the privilege of choosing the manner of his death will be branded with too much obstinacy.

It was proposed to me to suggest to him the idea of an exchange for Arnold; but I knew I should have forfeited his esteem by doing it, and therefore declined it. As a man of honor, he could not but reject it; and I would not for the world have proposed to him a thing which must have placed me in the unamiable light of supposing him capable of meanness or of not feeling myself the impropriety of the measure. I confess to you I had the weakness to value the esteem of a dying man, because I revered his merit.

A. HAMILTON.

PROPOSED NEW STATE.—The Legislature of Wisconsin are deliberating upon a new memorial to Congress for a territory comprising that portion of Wisconsin lying north of the forty-fifth degree of north latitude, and that portion of Michigan lying west of Lake Michigan.—This territory, it is alleged, is very much isolated from the States to which it is attached, and has separate and individual interests peculiarly its own, which, under the present organization, do not receive the fostering care of its several Governments, which the best interests of the country require. The separation of that territory, it is thought, would result in no disadvantage to the States from which it is proposed to detach it, which would be more than compensated by the augmented commercial and political advantages of adding another State to the North-west.

A DISCOVERY IN SUGGERY.—A Prussian named Avon is said to have made a discovery in surgery that is exciting considerable interest in the scientific circles of Berlin. It is the application of chlorine to relieve pain. Unlike chloroform, it can be used without the least danger to the patient, and is very effectual in its operation. From the account, a small quantity of the fluid (from ten to twenty drops) is dropped on the part affected, or on a lint bandage slightly moistened with water, and then applied, and all bound up in oil silk, and a linen band. After from two to ten minutes the part becomes insensible, and the pain is no longer felt, whether it be from rheumatic, nervous or other disorders. After a time it returns again, but usually weaker, and with several applications it is often relieved. The discoverer has presented a memorial on the subject to the Academy at Paris.

MEMPHIS AND CHARLESTON RAILROAD.—A large lot of railroad iron, the best T rail, has arrived at Memphis. The work of grading on the road is progressing finely, the contractors having ten miles of the track from Memphis out ready for timbers and rails, in addition to which there are about fifteen miles more graded in different places. The prospects are fair for the road to be in successful operation to Lagrange—fifty miles—by the first of October next.—New Orleans Picayune.

THE ANSON PLANK ROAD.—We learn from the Cheraw Gazette, that this Plank Road, extending from Cheraw forty miles, through the valley of the Pee Dee, is now under contract in course of construction. The Gazette also states that, upon the completion of the said forty miles, the road will probably be extended thirty-five miles more to Concord.

VALEDICTORY OF AN EDITOR.—The following is the valedictory of an editor out West: "The undersigned retires from the editorial chair with the complete conviction that all is vanity. From the hour he started his paper, to the present time, he has been solicited to lie upon every given subject, and can't remember ever having told a wholesome truth, without diminishing his subscription list, or making an enemy. Under these circumstances of trial, and having a thorough contempt for himself, he retires, in order to recruit his moral constitution."

THE SUMTER BANNER.
Sumterville, So. Ca.

JOHN T. GREEN, Editor.
TUESDAY, MARCH 28, 1852.

Our Principles.
"There is one point on which there can be no diversity of opinion in the South among those who are true to her, or who have made up their minds not to be slaves; that is if we should be forced to choose between resistance and submission we should take resistance at all hazards."
CALHOUN.

"To do that, concert of action must be necessary, not to save the Union, for it would then be too late, but to save ourselves. Thus in my view, concert is the one thing needful."
CALHOUN.

"What is the remedy? I answer secession, united secession of the slaveholding States, or a large number of them. Nothing else will be wise—nothing else will be practicable."
CALHOUN.

Messrs. A. WHITE & Co., are Agents for the Banner in Sumterville.

We have received the January number of the Edinburgh Review.

The Palmetto Sentinel, published by Mr. E. A. Bonsox, at Blackwell, in Barnwell District, according to previous announcement, made its appearance a few days ago. It is a neatly printed and well filled sheet, and the Editor's address to his readers is written in good taste, and gives indication that his journal will be not only a credit to the press of this State, but a great advantage to the District in which it is published. We wish the Sentinel all the success it can desire.

Rail Road Meeting.
We had the pleasure of attending a meeting of the citizens of Darlington District at the Court House on Tuesday of court week, for the purpose of expressing public sentiment in relation to the Cheraw and Darlington Rail Road. Major McFARLANE (President of the Anson Plank Road came first) addressed the meeting in favor of the enterprise, assisted by Col. McKnight and Wilson, who also spoke in favor both of the Cheraw and Darlington Rail Road, and the North Eastern Road. Col. McKnight was a friend to the Eastern Road, not only because it would give the District of Williamsburgh convenient communication with Charleston, but because he believed it would unite and bring together the Eastern portion of the State by uniting their commercial interest. Gen. HARLEE spoke in favor of the Cheraw and Darlington Rail Road, but opposed the North Eastern Road. He said, that the project of building a road from Manchester to Wilmington was, at the beginning scoffed at by the people of Charleston, but now that there is every probability the road will be speedily completed, the people of Charleston are crying out, that the North Eastern Road must be built to counteract the effect upon trade, and which the Wilmington and Manchester Road must have. Gen. HARLEE went on to say, that so soon as the Road should be completed to Wilmington, the Wilmington and Manchester Rail Road could compete with the North Eastern Road by shipping all the cotton beyond the Pee Dee to Wilmington, from which it would go to New York for less than it could be carried by any other route. He also gave some information as to the progress made upon the Wilmington and Manchester Road, giving the most flattering prospects of its early completion.

Here we will add, the Wilmington and Manchester Company could have secured the services of no one whose heart is more thoroughly interested in the enterprise over which they have placed him.

Congress.
We took occasion in our last issue to allude to the improper scene which occurred in the United States Senate between Mr. RHEET of South Carolina and Mr. CLENSON of Alabama, and we now notice the more disgraceful scene which has occurred in the House of Representatives, between Mr. Wilcox and Mr. Brown, both of Mississippi.

It would seem that the House determine to sustain its ancient reputation for rowdiness, and fearing that the sparing blood of the Senators above named should lead to such another fight as took place between FOOTE and BENTON, (when FOOTE advanced in a line parallel, and hence never could reach him), have taken an occasion to make a demonstration which would lay in the shade any pretensions entertained by the Senate. Mr. WILCOX made a statement in relation to parties in Mississippi which Brown asked him to explain, in doing so Wilcox repeated what he had before said, adding that any one who disputed it was a liar; Brown then asked if he intended to call him a liar, the answer to this was such that Brown felt himself called upon to start a game of fist-cuffs, and thus it is that the Representatives of the country are spending their time quarreling and fighting to the detriment of their constituents and their own disgrace.

One of the members of the committee rose to reply to Mr. Stanton, but Mr. Brown, of Mississippi, who had obtained the floor, refused to yield it, and made a speech of an hour in defence of the Southern Rights party and Wilcox, of Mississippi, followed and after prefacing the remarks he was about to make with professions he of friendship towards his colleague, went on with some remarks, in which he alluded to a statement made by Mr. Brown as not being correct.

Mr. Brown inquired if he meant to say that he had said what was not true. Mr. Wilcox replied that he had spoken distinctly, and his language was not susceptible of misconception.

Mr. Brown rejoined, then you mean to say that I have said what was false. Mr. Wilcox said he meant to say that if he had made the statement as he understood it, he had said what was untrue.

The parties, who were at no great distance when the altercation commenced, had by this time approached close to each other, and Mr. Brown instantly struck the other, who returned the blow, and in a moment both were down. As soon as it was possible, the nearest members interfered and separated them.

The Speaker was at no great distance during the disgraceful scene, with much earnestness and regret depicted on his countenance, and all around was a scene of indescribable scene of confusion.

A motion was made and the committee rose.

As soon as the Speaker could obtain comparative order, (the combatants still endeavoring to get at each other,) a motion was made that the Sergeant-at-arms take these persons into custody. But the Sergeant-at-arms was not in the House, and a page was sent for him.

Mr. Clingman, of North Carolina, moved that when the House again went into committee all debate should terminate in one hour.

A motion was made to lay the resolution on the table, upon which the yeas and nays were ordered, and it was rejected—yeas 78, nays 100.

Mr. Brown here rose and expressed his regret at what had taken place, which he said he deplored sincerely. He trusted the House would receive his apology; he apologized to the country, and assured the House that a similar occurrence would not again happen, unless circumstances should occur to warrant it.

Mr. Wilcox also apologized to the House. He said he had endeavored to do his duty and to observe the rules of the House, and his violation of them on the present occasion was a source of heartfelt sorrow. He assured members that he had intended no disrespect to the representatives of the nation, but had considered the wrong and outrage that had been perpetrated towards him as having warranted him in the course he had pursued.

ARRIVAL OF THE SHIP PRENTICE WITH THE CUBAN PRISONERS.—SAILING OF THE FRANKLIN.—New-York, March 13, P. M.—The ship Prentice arrived here this morning from Cadiz. She brings the remainder of the Cuban prisoners, ninety-five in all, who were part of the Lopez expedition, and liberated by the Queen of Spain. They are all in good health and spirits, and look well. They speak in highly favorable terms of their treatment while in Spain, and are lavish in their praise of the Queen. They purpose making their way South, as soon as an opportunity is afforded. Generally speaking, they are a fine, hardy, resolute looking body of men, though they bear evidence of having undergone hardships.

The steamer Franklin sailed to-day, taking out thirty-one passengers, one hundred and sixty-two thousand dollars in specie.

COUNTERFEITERS ARRESTED.—Some weeks ago a caravan of North Carolinians passed through Columbia, offering for sale various articles of produce, and purchasing clothing and other articles, for which they offered in payment paper money. This was afterwards found to be counterfeit. After leaving us they proceeded down as far as Orangeburg, where the wagons and a portion of the party remained, while two of them proceeded to Charleston to prosecute operations in the main branch of their business—the passing of counterfeit bills. They re-appeared in our vicinity on Saturday, when our indefatigable municipal police, co-operating with D. B. Miller esq, made a descent on the camp, about four miles from Columbia, in Lexington district, at six o'clock on Sunday morning, bringing the whole party to town where they were safely lodged till yesterday morning, at which time they had a hearing.

The investigation resulted in the commitment of two of the party, and the examination of the balance is reserved for to-day. The following are the names of those on whom counterfeit money was found:
John D. Nelson, A. N. Dixon and Geo. W. Ray, of Ashe county, N. C. and Thomas Jefferson Reins, alias Johnson, of Carroll county, Va, late of Ashe county, N. C.

The counterfeiters were of the denominations of \$2, \$10, \$20, and \$100 bills on banks in South Carolina, Louisiana, Tennessee, Kentucky, and Georgia. They were also provided with a few copper dollars of the Bogus stamp.

The parties who were swindled in this place were reimbursed in good funds.—Carolinian.

ACCIDENT ON THE MUSCOGEE RAILROAD.—A dispatch to the Macon Citizen, dated at Columbus, the 12th inst. says:
"Last evening after cars came in some human devil put a large square piece of timber on track, some few miles below. Cars going down were thrown from track twenty feet. Engine smashed, Engineer's arm broken, and he was mortally scalded. Another had collar bone broken, and a negro bruised to jelly. Damage estimated at two thousand dollars. The second trial is not found out. So much for malice and liquor."

Virgil was so fond of salt, that he seldom went without a box-full in his pocket, which he made use of from time to time, as men of the present day use tobacco.

Beware of Importers.—We understand that reports are in circulation in some of the neighboring counties, calculated to effect injuriously the credit of the Savannah Banks. We caution our friends against these rumors. There is not the slightest ground for such reports. The condition of the Savannah Banks never was better and the public need apprehend no loss from receiving or holding their bills.
Georgia Telegraph.

ARRIVAL OF HEALY'S CALHOUN.—The full length portrait of Mr. Calhoun, by Healy, ordered by the City Council some time back, has arrived, and was first opened this morning in Council Chamber.—Courier.

Capt. R. B. Marcy, of the U. S. Army, says the Washington Republic, has been ordered by the War Department with his company to the head of the Red River, for the purpose of exploring that hitherto almost unknown region of country.

The Spirit of the Times says, on the subject of racing time: "No horse ever went a mile within a minute, although it has been alleged of the Flying Dutchman. Such a feat is impossible—for it would require to have a horse with a stride of ninety feet, and perform it once every second. The best time ever made was in a four mile race by Fashion. The time was 7 minutes and 38 7/8 seconds."

MORE SHIP-PLASTERS.—Dr. Brandreth, of pill-fame, has bought the property bounded by Broadway, Canal and Lispenard streets, (New York) for \$120,000, and going to erect a grand building, in which will be established a bank, of which he will be the principal stockholder and President.

CHANGE OF MAIL ROUTES.—The Darlington Flag says: The following order from the Post Office Department has been shown us by the Post Master at this place, from which it appears there are to be material changes in the mail routes through this district on and after the first of April next:
POST OFFICE DEPARTMENT,
Contract Office, March 11, 1852.

It is ordered that route No. 3107, from Camden to Cheraw, S. C., commence at Mayes' Turn Out, on the Wilmington and Manchester R. R., and embrace the offices now on route No. 3154, between Willow Grove and Darlington C. H., and that the latter route be curtailed and changed so as to supply Lodiabar, Mr. Clo, and Bishopville, from Mayes Turn Out, twice a week. Mt. Elon and Swift Creek will be supplied semi-weekly from Bishopville.

These changes are to be made on the 1st of April next.

AFRICAN COTTON.—The Manchester (England) Guardian, by the last steamer, has the following notice of some African Cotton, exhibited in that market:

"Yesterday we saw at the rooms of the Manchester Commercial Association, samples of nine bales of Cotton, which have been received by Messrs. Brown, Coultate & Co., brokers, from Africa, and which, as it was brought to London by the ship Governor Maclean, is in all probability the indigenous cotton, gathered in Alibekuta, a portion of the country adjacent to the territories of the King of Dahomey.—The capabilities of this district for the production of cheap and valuable cotton were pointed out by the Rev. Mr. Crowther, a colored minister, in an interview which took place a short time ago between him and the directors of the Commercial Association. This parcel is the first cleaned cotton which has been received from Africa in bulk, and is valued at from 4 1/4 to 4 1/2 per lb."

Accounts from Spain, to the 25th instant, state that the Government has ordered a sum of 6,500 reals to be invested on behalf of every child of poor parents born on the same day as the infant. The money, with interest, is to be presented to the recipients on their coming of age.

The New York Lantern emits the following sparks, or as it has been termed, "Lantern jaw":
To Artists.—Required an illustration of Gov. Kossuth's views on paper.
A drawing of the Art Union—in chalk.
A slight sketch of Gen. Wool's prospect of the Presidency on canvass.
A plate of Gen. Scott—finished.
The arms of George Law on cart-ridge.
An outline of Sam Houston's designs—in water.
A "bust" of John B. Gough—in bronze.
A copy of the head of the census department, cut by Senator Borland—in basso relief.
A highly colored figure of speech—after Greeley—in pen and ink.
A column of the "R-public" in lead.

It was the custom of the higher order of the Germans to drink mead, a beverage made with honey-for thirty days after wedding. From this custom the expression to "spend the honeymoon."

A merchant in Indiana offers to make a bet of \$5,000 that he will swim from Cincinnati to Madison, in the Ohio River, upward of 80 miles, in the month of August next, without sleep and with only fifteen minutes rest and refreshments every six hours.

A man caught in a railroad collision, remarked that presence of mind might be good, but absence of body was better.