

Ohio.—The mission from Kentucky to Ohio, has proved successful. A bill has passed the Legislature of the latter State, in the lower house 54 to 13, imposing a fine of \$500 or sixty days' imprisonment for enticing or in any way aiding slaves to escape from their masters or to remain concealed after they have escaped.

Commodore Elliot and Porter.—It appears from a publication in the National Gazette, that when Com. Porter addressed Com. Elliot his singular letter requesting to be considered a regular stranger by the latter Com. E. enclosed a challenge to his friend Mr. Wm. Bolton to be delivered to Com. P. Mr. Bolton, upon consulting Com. Stewart and another friend, came along with them to the more sensible and rational conclusion, that the occasion did not call for the parties' attempting to kill each other. Com. E. was therefore advised by his friends not to act the fool, but to substitute the note which he addressed to Com. P. for the challenge.

B. E. Bee has been appointed minister from Texas to the U States.

It was agreed by the parties to forward the following letters for publication in the Southern Christian Advocate. But owing to the unfaithfulness of a servant it is believed the copy transcribed for this purpose was not carried to the Post Office; and of course, it never reached the editor of that paper. To prevent further delay the letters are now published in the Gazette. The occasion which gave rise to them was as follows: The Editor of this paper having understood Col. Hardee's making application through him for the use of the Presbyterian Church in this town, during the session of the South Carolina conference of the Methodist Episcopal Church, last January, informed the Rev. Mr. Coit, Pastor of the Congregation, that such an application had been made. Mr. Coit having consulted his own scruples on the subject, deemed it best to state in writing the reasons why he could not consent to granting the use of the house. The letter in which he did so was afterwards published in the Southern Christian Advocate, with the following introductory note.

CHERAW, 25th JAN. 1839.

Dear Brother Capers:—A short time before the meeting of the Annual Conference in this town, I received a letter from the Rev. John G. Coit, Pastor of the Presbyterian Church in this place, a copy of which I inclose to you; and as he sets out with stating that I had applied to him, through Dr. John (Murdock) McLean, for the use of his church, I felt it my duty to state the circumstances as they occurred, and then to ask you to publish his letter, with such remarks as you think called for. In conversation with Dr. McLean, an Elder in the Presbyterian Church, the Doctor remarked, that there would doubtless be a great many persons in attendance at the Conference, and asked me how I expected they would be accommodated with room, particularly on the Sabbath, as there no doubt would be many more than our Church could contain. I replied, that I presumed the brethren of the Presbyterian and Baptist churches would offer us their churches to preach in; and I remarked, further, that I believed this was the usage wherever a Conference was held, but that I did not know whether Mr. Coit was apprised of this custom. Dr. McLean remarked, that he would inform him of it; and afterwards told me that he had done so, and that Mr. Coit would communicate in writing, which letter is copied below. This was all the conversation, and I state, positively, that I did not apply to Mr. Coit for his Church, nor did I ever intend that Dr. McLean should do so in my name.

D. S. HARLEE.

Upon seeing this note in the S. C. Advocate, we addressed to Col. Hardee the following letter.

Dear Sir:—To correct misapprehension, it may be proper to state one or two facts connected with those to which you advert in your note accompanying the Rev. Mr. Coit's letter, in the Southern Christian Advocate of last week. Any mistake as to your design in referring to the usage of churches where the conference meets, originated with me. The following statement a little more in detail than yours will show how.

I stopped a few moments at your store door where yourself and the Rev. Mr. Betts were at the time standing. The approaching meeting in Conference became a topic of conversation, and something being said of the number of persons who would probably attend, especially on the sabbath, I remarked that I supposed all the churches in town would hardly be sufficient to accommodate them. A pause then ensued and I passed on down street. You stepped after me, and coming up, said, in the tone and manner of private communication, that it was a common belief in a verbal practice, to offer the different churches for the use of Conference in places where it met, and that you mentioned it to me as an official member of our congregation, because you supposed that I was probably not aware of it. I replied that as to myself, I would cheerfully offer our church to Conference during its session among us, but—You here interrupted the sentence by saying you knew that I could not act in the business myself without consulting the other official members. I continued, "I always leave with our Pastor the disposal of our church for preaching, and Mr. Coit is now out of town." As soon as he returns I will mention the subject to him." You repeated as your reason for mentioning the matter to me that you thought I was probably not aware of the common usage in such cases, and you left me. This I considered an application nor did I see anything wrong in it. On the contrary, I deemed it natural, and proper and commendable in you to wish and endeavor to have the Conference and the people who might attend its meeting, as well accommodated in Cheraw as in other places.

When I saw Mr. Coit I said to him that you had applied for the use of our church during the meeting of Conference. After some conversation, he concluded to reply in writing lest his reasons might be misunderstood.—But feeling that in the circumstances, civility required of myself also to give you some answer, I said, when I met you, that Mr. Coit would make you a communication in writing; and after he had done so, I also informed you why the session of the church had not been assembled to consider the subject.

After Mr. Coit had written his letter, but before it was delivered, I informed him of the manner and circumstances in which you had

mentioned the subject to me. But he did not deem that sufficient reason for taking the trouble to transcribe the letter to substitute other phrasology for the word apply, nor did I deem it necessary to ask him to do so. Please to let me know whether or not the above statement of what passed between us on this subject, corresponds with your recollection of it. I do not mean by this to express any doubt of its correctness, but a wish to know if you remember it.

Respectfully yours, M. MACLEAN, Feb. 16 1839.

Col. D. S. Harlee.

Col. Harlee's Answer.

Cheraw, 16th February, 1839.

Dear Sir:—Yours of this morning was duly received, in which you make a statement of the conversation that took place between us previous to the meeting of the Methodist Conference in this town, and request me to say, if your recollection is correct. I will give you my recollection of the conversation which is as follows, viz. In conversation with you at my store door on the number of persons that would likely attend the conference; it was remarked, I think by you, that there would be enough present on the Sabbath, to fill all the churches in the place, and the question was asked, I think by you, how would they all be accommodated. I remarked that it was the universal custom, I believed, for the brethren of the Presbyterian and Baptist churches to offer their churches, to our ministers to preach in during conference. I think about this stage of the conversation, you passed on and I also went to Messrs. A. Burnett & Co.'s store a short distance from mine, and when near their store, I think I remarked that it was probable that Mr. Coit did not know the usage in such cases and that it might be well for you, as one of the official members of your church, to apprise him of it. You then remarked that you would be very willing to offer us your church but that you left such things to the Pastor of the church whose privilege it was. I remarked that I knew it was his privilege, when you said Mr. Coit was out of town and as soon as he returned you would name it to him. I stated in the conversation that the reason I named it at all was that I thought Mr. Coit might not be aware of the usage in similar cases. You did not understand me correctly when you say that I named it because I thought you did not know the usage, as all my conversation was intended to apply to Mr. Coit and not to you, in that particular; and I merely mentioned it to you, as an official member, to inform Mr. Coit of the usage if he was not apprised of it. And you also greatly misunderstood me if you thought that I was applying for your church, for I was not authorized to do so, nor has it ever been the custom for us to apply, for the churches have always been offered when our ministers have occupied them. And I here assure you that by what I said on that occasion it was not intended that Mr. Coit should be applied to for his church, but that he should only be apprised of the custom, and that the same friendly feelings that had heretofore existed between the two churches might be continued.

But had I have known the strong sectarian feelings of your pastor I assure you that I would have said nothing on the subject at all; nor would I for any consideration be willing that our Ministers should occupy for a moment your pulpit knowing the hostility of your pastor to the doctrines of our church.—It may be proper for me here to state that the reason I sent his letter for publication was not to engage a strife but that our preachers generally might know the resolutions of your Synod a copy of which was in Mr. Coit's letter together with his views of the same, which if correct will entirely, in future, preclude any of our ministers under any circumstances from preaching in your churches.

Your obt. servt. D. S. HARLEE.

N. B.—With Mr. Coit's letter which I sent for publication I also sent a statement of the conversation between us which, though not as full as this, I believe contained all the essential parts. The statement set forth in this is more full and as far as my recollection serves me contains all the conversation that had any bearing on the subject and to which I am ready at all times to affirm.

Yours, D. S. H.

For the Cheraw Gazette.

STATEMENT

In relation to the mail service between Raleigh N. C. and Columbia S. C.

The mail line from Raleigh N. C. through Fayetteville, Cheraw, and Camden, to Columbia S. C. had for many years been the route on which was transported the great mail for New Orleans and the whole Southern country.

From 1831 to 1834 inclusive, the cost of transporting the great mail on this route was as follows:

Table with 2 columns: Route and Cost per mile. Includes entries for Raleigh to Fayetteville (879), Fayetteville to Cheraw (74 73), Cheraw to Columbia (80 30), and Raleigh to Fayetteville (883).

These prices being much higher than the existing prices of the ordinary and Express mails combined—put that kind of service out of the question. Indeed it is believed to be impracticable at the speed proposed in the present state of the roads, at least for a portion of the year.

The lowest bids received for the ordinary mail at the speed of 5 miles an hour, notwithstanding the service was twice advertised, were as follows.

Table with 2 columns: Route and Price per mile. Includes entries for Raleigh to Fayetteville (\$125), Fayetteville to Cheraw (145), and Cheraw to Columbia (133).

This was an advance of more than 60 per cent on the former cost of this service, for which the Department could perceive no sufficient reason, inasmuch as it was not doubted that a Post Coach Line would be maintained upon this route, even if there should be no mail upon it.

But whatever might have been the causes which led to this enormous advance upon former prices, the very fact of the advance made it the duty of the Department to cast about for some more favorable arrangement. One was soon effected with the Raleigh and Wilmington Rail Road Company at the rate of \$120 per mile, with a speed which would justify the discontinuance of the Express mail as far as Charleston S. C. and a subsequent agreement with the Charleston and Hamburg Rail Road Company at \$200 per mile, has led to a withdrawal of the Express mail as far South as Augusta Ga.

It was with great reluctance that the Department abandoned the Metropolitan line, as the route of the great mail; but that result could not be avoided under the circumstances, without a palpable dereliction of public duty.

A service was offered on the Wilmington line equivalent to the conveyance of the great and Express mail both at a price less per mile than was asked on the upper line for carrying the great mail only with but little more than half the speed, and less than the Express mail alone actually cost. If however, the price asked on the upper line had not been at a heavy advance on the former cost the arrangement with the Wilmington Company would not have been sought and the mail would have been carried as heretofore.

By the withdrawal of the great mail, the importance of the Metropolitan line as a mail line, was greatly diminished. The mail matter to be conveyed upon it, will hereafter be that on which is destined for and originates in the Post Offices upon it and upon parts of the diverging routes, and when the new arrangement is perfected, will probably not exceed one tenth of that which passed along it under the former contract.

It is the duty of the Department in determining what shall hereafter be paid for the service on this line, to consider its diminished importance.

The mode in which the mails shall be conveyed, whether on horseback, in Sulkies, Stages or Post Coaches, is left by law to the discretion of the Postmaster General. The frequency of the conveyance is also left to his discretion. But in reference to these considerations, affecting the letting of any route, he is expressly required by law, to have "due regard to the productiveness thereof, and, other circumstances."

It is with due regard to its productiveness, therefore, that this line must now be let. The first thing to be considered is its "productiveness," and the next whether there are any circumstances which require, or will justify giving more for service upon it than it produces to the department. The service to be put on the line should be the most frequent and the best which can be had for such compensation as the "productiveness" of the route and "other circumstances" will authorize or justify.

A careful examination has been made into the "productiveness" of this line, and the whole amount of revenue produced by the Post Offices and justly applicable to the transportation of the mail upon it, does not exceed \$10,500 per annum. The length of the line does not vary much from 238 miles, which at \$60 per mile, would cost \$14,280. This is 25 per cent beyond the revenue produced upon the route applicable to the service upon it, including one fourth that produced by Raleigh, and one half of that produced by Columbia. This apportionment of the revenue is the most favorable to the route which could with any propriety be made.

In its reduced importance, however, this route is still not exclusively for the supply of the offices upon it, but is useful and necessary as a connecting route at various points, and also passes through several places of considerable commercial importance. These "circumstances" would seem to justify the payment of more than it produces, for the transportation of the mail upon it.

Believing, on the whole, that \$60 per mile was a liberal allowance for the service on this route, having due regard to the "productiveness" thereof, and "other circumstances" the Department authorized the Postmasters on the line to engage the highest grade of daily service they could for that price. They soon reported an arrangement along the whole line to convey the mail in stages daily for that price.

Only the route from Fayetteville to Cheraw however, has been stocked under that arrangement, the contractors on the other two having failed to appear for causes unknown to the Department.

Indeed by the desire of the people upon the line and the pledges of one of the contractors that he will not run in opposition to any new line of Post Coaches, the Department has again advertised for that kind of service. I will give to the proprietors of any Post Coach line the utmost amount which it can consistently with a conscientious discharge of public duty apply to the mail service on that route. To establish or maintain lines of Post Coaches with the public money where they are not needed to convey the mails, is not compatible with the constitutional object or within the legal authority of the Department. The object of taxing the people with postage is not to maintain Post Coach lines for the conveyance and comfort of travellers but to provide for the conveyance of the mails. But it is the practice of the Department to give the highest

mail pay which may properly be assigned to any Post road for Post Coach service upon it, thereby incidentally aiding in the establishment and maintenance of travelling lines. That much the Department is ready to do on this line. But, if the people upon the line expect the Department to do more,—if they expect it to maintain Post Coaches on the line, cost what it may, when they are not needed for the conveyance of the mail, they expect it to transcend its legal authority and to furnish carriages for the accommodation of travellers, not at their own expense, but by a tax on the people.

They have a right to ask, that whatever the Department is justified in giving for the conveyance of the mail, shall be given towards sustaining a line of Post Coaches; and that the Department is now, and ever has been, willing to grant. But it may well be left to their own sober reflection to say whether the Department ought to maintain a Post Coach line, not for the mail, but for the accommodation of travellers, if half the means to support it must be drawn from other sections of the country.

Would they think it right, that half the postage they pay, should be applied to keep up lines of Post Coaches in Massachusetts or Louisiana, not for the conveyance of the mails, but for the people of those States to ride in? But there is no danger of the withdrawal of Post Coaches from this line, unless it be for a short time. The proprietors of the line now running from Raleigh to Fayetteville have directly informed the Department that they will not run in opposition to a mail line in Post Coaches on the same roads. The Department has also been informed upon undoubted authority, that the line will be continued to Columbia in Post Coaches. The people will not, therefore, be deprived long, if at all, of a Coach line. And, cannot this line which will be run, mail or no mail, afford to carry a small mail cheaper than a large one? If it can run without mail pay, can it not run more profitably with it? If it can run with no mail pay at all, can it not run more profitably with a reasonable mail pay? If it could carry half a ton of mail at \$82 per mile, can it not carry a hundred pounds at \$60? The Department is willing to give this line the highest mail pay which can properly be applied to the route; but it has little expectation of being able to establish a Post Coach line in opposition to it. It is hoped that the matter may be adjusted satisfactorily to the people on the line, when the proposals under the new advertisement are acted on. At any rate, the Department has no desire, and can have none, to deprive them of any convenience they have enjoyed; and is now, as it always will be, ready to apply the mail pay in aid of a travelling line of Post Coaches, by whomsoever conducted. It objects only to the increase of that pay beyond what can be properly applied to transportation of the mail on that route.

This statement is made by authority of the Department, which holds itself bound in every proper manner to administer to the convenience and comfort of the people, and is ever anxious when it cannot do all they desire, to satisfy them that it is not from indifference to their interests or to their good opinions.

26th February, 1839.

An account of the current receipts and Expenditures of the Town of Cheraw for the year ending the 4th March, 1839.

Table with 2 columns: Date and Amount. Includes entries for March 1839, To cash rec'd. for Smith in part for lot on public square, Market street, 33 33.

Table with 2 columns: Date and Amount. Includes entries for March 1839, To cash rec'd. for Wagon Tax, 48 00.

Table with 2 columns: Date and Amount. Includes entries for March 1839, To cash paid for repairing streets, &c. &c., 144 63.

Table with 2 columns: Date and Amount. Includes entries for March 1839, To cash rec'd. for J. T. Johnson for license, 50 00.

Table with 2 columns: Date and Amount. Includes entries for March 1839, To cash paid for repairing streets, &c. &c., 144 63.

Profitable Agriculture.—The Editor of the Houston (Texas) Telegraph in a swelling account of the productiveness the Texas soil, says a single laborer can raise, from a few acres of ground, a crop worth four thousand dollars. The New Orleans Commercial Bulletin, thereupon says:

We should judge agriculture to be a better business in Texas than editing, and would express our surprise that the conductor of the journal above mentioned, has not thrown aside the pen and attached himself to the plough. Perhaps, however, his philanthropy may not suffer him to withdraw from a profession so useful and honorable, as the great instrument of enlightening and civilizing mankind.

DIED, In Memphis, Tennessee, on the 10th of February last, after a very short illness, Eugene, only son of Col. James A. Hart, in the 17th year of his age—of Influenza, terminating in an affection of the brain.

Rarely has it fallen to our lot to record a death so startling in its unexpectedness, so brightening the hopes of the surviving relatives. But yesterday, as it were, the deceased was among us, fresh and blooming in the springtime of youth, with the bright promise of a future life of usefulness and honor, and with the strong ties of parental affection clustering thick around him. In a few hours, however, he had been laid in the still and pulseless tomb! To the down-stricken parents, whose warmest hopes have been crushed so suddenly, the voice of condolence would sound harsh and cold.—Comfort, under so utter a bereavement, can come only from the bosom of God. Yet, when time has in some degree lifted the weight of anguish from the bruised heart, it may soothe, though it cannot heal their sorrow, to know that the deep and heart-felt sympathy of their friends and acquaintances has been with them in this their sorest hour of trial. The immense concourse of our citizens of both sexes, which attended the last rites of the deceased on yesterday evening, attests the strong hold possessed by the afflicted relatives upon the sensibilities of this community.

CHERAW PRICE CURRENT

Table with 3 columns: Item, Unit, and Price. Includes entries for Beef in market, Bacon from wagons, Butter, Beans, Bagging, Bale rope, Coffee, Cotton, Corn, Flour Country, Feathers from wagons, Fodder, Hides green, Iron, Indigo, Lime, Lard, Leather sole, Lead bar, Logwood, Molasses, New Orleans, Nails cut assorted, Oats, Oil curriers, Lamp, Paints white lead, Spanish brown, Pork, Rice, Shot, Bag, Sugar, Salt, Steel American, English, German, Tallow, Tea imperial, Tobacco manufactured, Window glass 8 x 0, 10 x.

Molasses.

12 Hds New Orleans Molasses for sale very cheap by the Hd or Retail. D. MALLOY.

Rice

RICE of best quality just received and for sale by the Tierce or Retail. By D. MALLOY.

Adjutant General's Office, Columbia, 22d Feb. 1839.

UNIFORM of the General and Staff Officers of Cavalry of South Carolina, prescribed by the Adjutant & Inspector General, in obedience to a resolution of the General Assembly of South Carolina, passed the 19th of December 1833.

BRIGADIER GENERAL OF CAVALRY.

Coat.—Dark blue cloth, double breasted, two rows of buttons, ten in each row set in pairs, the distance between the rows five inches at the top and three at the bottom; stand up collar to meet and hook in front; cuffs two and a half inches deep, to go round the sleeve parallel with the lower edge, and to button with three small buttons at the under seam. Skirt to be what is called three-quarters, with buff cloth or kersymerne turnbacks; the bottom of the skirt not less than three and a half nor more than five inches broad with a gold embroidered star at the connecting point of the buff on each skirt; pointed cross flaps to the skirts with four buttons, equally distributed; two hip buttons, to range with the lower buttons on the breast. The collar, cuffs, turnbacks, facings, and lining of buff cloth or kersymerne. Breeches, or trousers—Dark blue cloth or kersymerne. Cravat, or Stock—Black silk. Boots—Long, to reach as high as the knee, and worn over the trousers. Gloves—Buff gauntlets, to reach half way from the wrist to the elbow. Buttons—Gilt, convex, three quarters of an inch in diameter, with palmetto emblem. Epaulettes—Gold, with solid crescent; a silver embroidered star one and a half inch diameter on the strap; dead and bright gold bullion half an inch diameter, and three inches and a half long. Sword and Scabbard—Sabre, gilt brass scabbard with gold; gilt chain or embroidered leather carriages; gilt plate with palmetto device in silver. Sword knot—Gold cord, with bullion tassels. Spurs—Ye low metal or gilt. Sash—Buff silk net, with silk bullion fringe ends; sash to go twice around the waist and to the right hip. Worn under sword belt. Scarf—Purple satin or ribbon three inches wide to be worn over the right shoulder under the strap of the epaulettes, the ends to meet on the left side, under and concealed by the sash; an embroidered silver star, one inch and three quarters in diameter, upon the centre of the scarf opposite the left breast. Cap—Black leather, helmet shape, the crest to represent solid brass; gilt seals; gold lace bands one inch and a half wide; a gilt palmetto in front three inches and a half long surmounted by a plume of three yellow ostrich feathers, rising from a gilt socket.

Horse Furniture.

Housing—Dark blue cloth to cover the saddle, a border of gold lace a half inch wide; a gold embroidered star four inches in diameter in each flank corner. Holsters—Covered with dark blue cloth; a border of gold lace a half inch wide; a gold embroidered star three inches in diameter in each flank corner. Bridle Martingale Collar, H. & C. Crupper.

Uniform of the Brigade Major, Assistant Deputy Inspector or Brigade Inspector, and Brigade Judge Advocate of Cavalry.

Coat—Dark blue cloth, single breasted, one row of nine buttons placed at equal distances; stand up collar to meet in front and hook; the collar to be part buff, buff to extend four inches on each side from the front, the rest of the collar blue; cuffs two and a half inches deep blue, with three small buttons at the under seam; the skirt to be what is called three-quarters in length, with buff turnbacks, the bottom of the skirts not less than three and a half nor more than five inches broad, with a gold embroidered star at the connecting point of the buff on each skirt; pointed cross flaps of buff with four buttons equally distributed; two hip buttons to range with the lower button on the breast. Facings and linings buff cloth or kersymerne. Epaulettes—Gold bullion with solid silver crescent and silver star, the bullion half an inch in diameter and three inches and a half long. Buttons, Breeches, or Trowsers, Cravat, or Stock, Boots, Spurs, Sword and Scabbard, Sword Belt, Sword Knot, Sash. Same as prescribed for Brigadier General. Same as prescribed for Brigadier General. Uniform of the Brigade Quarter Master and Aide-de-Camp of the Brigadier General of Cavalry. Coat—Same as prescribed for the Brigade Major &c.; except the collar which will be all buff. Epaulettes—Gold with solid crescent, bullion one fourth of an inch in diameter and two and a half inches long. One on each shoulder. Buttons, Breeches, or Trowsers, Cravat or Stock, Boots, Spurs, Sword and Scabbard, Sword Belt, Sword Knot, Sash. Same as prescribed for Brigade Major &c. Pompon for the Brigade Quarter Master, blue, and for the Aide-de-Camp, yellow drooping horse hair. Horse Furniture. Same as prescribed for the Brigadier Major, &c. Uniform of the Brigade Paymaster of Cavalry. Coat—Dark blue cloth, double breasted, two rows of buttons at equal intervals, ten in each row, the rows four inches apart at the top, and two and a half at the bottom; stand up collar of blue cloth to meet in front and hook; skirt to be made after the fashion of the citizens' coat and lined with buff cloth; with a button at each hip, one at the end of each fold, and one intermediate in each fold; cuffs of blue cloth, two and a half inches deep, with three small buttons at the under seam; a gold embroidered button-hole on each end of the collar, four inches long, terminating with a fleur-de-lis. No epaulettes or sash to be worn by the Paymaster; but instead of epaulettes, a gilt shoulder chain will be worn on each shoulder. Buttons, Breeches, or Trowsers, Cravat, or Stock, Boots, Spurs, Sword and Scabbard, Sword Belt, Sword Knot, Sash. Same as prescribed for Brigadier Major, &c. Drooping white horse hair pompon. Horse Furniture. Same as prescribed for Brigadier Major, &c. JAMES JONES, Adj. & Ins. Gen.

A New Jail for Chesterfield.

PROPOSALS, sealed and directed to the subscriber at Chesterfield Court House, will be received, from this time to the first Monday in May next, for building a Jail at this place; at which time the board of commissioners will open the seals, and award the job to him who may offer proposals most advantageous to the Public. The contractor will be required to give bond with ample security for the faithful fulfillment of his contract, upon which a draft will be given for a portion of the money in advance. Reference to P. L. Robeson Esq. or myself, at this place, for specifications (and for the convenience of some) a copy will be deposited with Col. J. J. Marshall of Cheraw. JOHN EVANS, Secy. and Treas. Board. Com. Pub. Buils. C. D. Chesterfield C. H., S. C. } March 9, 1839. } 17 5t

Administrators Notice.

THE Creditors of Hiram Tryon deceased, are requested to call and receive on their 25 per cent. The next and last dividend, will it is hoped, be made in a few months, as all the debts are not yet collected and a little property is unsold. ALEX. GRAHAM, Admr. Cheraw, Feb. 12, 1839, 13 if

Removal

D. L. McRAY Commission Merchant and Receiving and Forwarding Agent Georgetown S. C. has Removed from Water Street to Taylor Wharf. Georgetown, 23rd Feb. 1839. 16

Bagging, Rope & Twine.

50 pieces Bagging, 50 Cans Rope and 200 pounds Twine for sale by JOHN MALLOY & Co. November 30th. 1838. 16