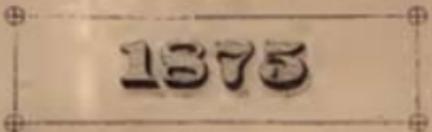




CHARLESTON



1875

ILLUSTRATED



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Still further up East Bay, on the east side, commencing on Brown's wharf, on the south, and Vendue Range on the north, are the offices of

#### THE CLYDE STEAMSHIP LINES.

The first arrival of a steamship at Charleston, for coastwise trade, to carry two thousand five hundred bales of cotton, occurred in January, 1870, being the steamship *South Carolina*, to run on the New York and Charleston Clyde Line. Many thought it was a "great expectation" scheme, and that this port could not be counted on to furnish full cargoes; but now, that years have passed since that first voyage, and the *Georgia*, with a capacity of two thousand eight hundred bales of cotton, has been added to the line, with a regular departure from each port once a week, it is apparent that the mammoth steamship was what Charleston wanted, combined with a draft of water which permitted entrance and exit even at mean low tide. It was thus demonstrated that, instead of indulging in vague aspirations for deep water at some obscure point on the coast, where cotton fields and wide stretches of marsh spread out to view, an established port, with population, banks, warehouses, merchants in correspondence with all parts of the world, and capacious docks, cotton presses, piers, and a well sheltered harbor, possessed advantages which controlled business to such an extent that in spite of the wasteful experiments, intended to cut off trade from Charleston, the statistics of the port show



Photo, by Barnard.

Eng. by Photo, Eng. Co., N. Y.

THE CLYDE STEAMSHIP LINES

those annual gains which point unmistakably to the supremacy in the near future which, up to 1860, Charleston always held.

Since the advent of the New York Clyde Line, the Philadelphia and Charleston steamships have passed into the same management, and improved vessels substituted for the smaller and less attractive ones of the former line, and under these advantages, the business has developed and promises a fair success.

The New York Line comprises the Georgia, Captain Crowell, and the South Carolina, Captain Nickerson, with a cotton capacity of eleven thousand bales per month, but these steamships are so thoroughly adapted to the general business of the port that the agents are able to give accommodation to general shipments, and an immense freight tonnage, which has heretofore gone by sail, is now given regular dispatch by the Iron Line. Since the establishment of these steamships, over four hundred thousand bales of cotton, thirty thousand casks rice, one hundred and twenty-five thousand barrels rosin, twenty-five thousand bales manufactured goods, two hundred and fifty thousand packages farm truck, and great quantities of miscellaneous freights figure in their exports. The line is popular with the travelling public as well as with shippers, the saloons and state rooms being all on deck, securing a very thorough ventilation, and the tables are luxuriously supplied.