The Washington Union.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

VOL. XIV. NO. 137. WASHINGTON CITY, THURSDAY, SEPTEMBER 23, 1858. TWO CENTS.

THE WASHINGTON UNION,

Published by CORNELIUS WENDELL,

At the UNION BUILDINGS, E st., bet. 11th and 12th.

THE DAILY UNION will be published every morning, (Mondays excepted,) and delivered to city subscribers at 12½ cents per week, payable to the collector. To subscribers by mail, at $6 per annum; $3 for six months. Officers of the government, not paying in advance, will be charged $8 per annum.

THE SEMI-WEEKLY UNION, will be published every Wednesday and Saturday, at $4 per annum for one copy; $10 for three copies; and $15 for five copies.

THE WEEKLY UNION, a very large paper for country circulation, will be published every Saturday morning, at the following prices: For one copy, $2 per annum; three copies for $5; five copies for $8; ten copies for $15; twenty copies, *sent to one address*, $25. Subscriptions may commence at any time.

Special Notice to Subscribers:

Payment for subscriptions must be made invariably in advance, and the paper will always be discontinued at the expiration of the period subscribed for unless renewed. Notice will be given to subscribers when their subscriptions are about to expire.

Remittances by mail will be at the risk of the subscribers, and not of the publisher of the Union.

RATES OF ADVERTISING.

1 square 1 day	$0 50	1 square 2 months	9 00
1 do 1 week	1 75	1 do 3 months	12 00
1 do 2 weeks	3 00	1 do 6 months	18 00
1 do 1 month	$5 00	1 do 1 year	30 00

Eight lines or less make a square; longer advertisements in exact proportion, and all payable in advance. Advertisements ordered in twice or thrice a week will be charged 37½ cents per square for each insertion after the first. Advertisements once a week in the daily, 50 cents per square for each insertion. Special notices charged double the foregoing rates.

NEW YORK ADVERTISEMENTS.

S. C. Herring & Co.'s Patent Champion Safes.

THE subscribers, grateful for past favors, and finding that a discriminating public were bestowing their patronage to that extent that more warerooms were necessary to exhibit all their stock, have enlarged their depot, by opening an extensive ware and salesroom on Broadway, at No. 251, corner of Murray street, opposite the City Hall. This enlargement of warehouse room, with the recent extensive enlargement of their factory, will enable the subscribers to keep on hand at all times a larger stock of fire and burglar-proof safes than any other establishment in the world. Particular attention will be had to constructing safes for private families to match with other furniture, for the security of plate and jewelry.

ALSO—

Will keep on hand and make to order all kinds of money chests, vault doors, and bank vaults. Hall's patent powder-proof locks for banks or store doors; Jones's patent permutation bank lock; and Crygier's patent letter lock, without key.

S. C. HERRING & Co.,
Nos. 135, 137, and 139 Water street, and
No. 251 Broadway, corner Murray st., New York.
F. COYLE & CO., Agents
Washington, D. C.
B. W. KNOWLES, Agent
Richmond, Virginia.

May 26—1y

DUNCAN, SHERMAN, & CO.,

Bankers,

CORNER PINE AND NASSAU STREETS, NEW YORK,

ISSUE circular notes and credits for travellers, available in all the principal cities of the world. Also, mercantile credits, for use in Europe, China, &c.

May 28—6mo*

NATIONAL MEDICAL COLLEGE.

DEPARTMENT COLUMBIA COLLEGE,
Washington, D. C.

The thirty-seventh annual course of lectures will commence in this institution on the 18th of October next, and continue until the 1st of March.

THOMAS MILLER, M. D.,
Professor of Anatomy.
WILLIAM P. JOHNSTON, M. D.,
Professor of Obstetrics and Diseases of Women and Children.
JOSHUA RILEY, M. D.,
Professor of Materia Medica, Therapeutics, and Hygiene.
GRAFTON TYLER, M. D.,
Professor of Pathology, Practice of Medicine, and Clinical Medicine.
JAMES J. WARING, M. D.,
Professor of Physiology and Microscopical and Pathological Anatomy.
R. KING STONE, M. D.,
Professor of Ophthalmic Medicine and Surgery and Surgical Anatomy.
JOHN G. F. HOLSTON, M. D.,
Professor of Surgery and Clinical Surgery.
HENRY WURTZ, M. A.,
Professor of Chemistry and Pharmacy.
SELDEN W. CROW, M. D.,
Demonstrator of Anatomy.

FEES.

For the entire course	$95
Single tickets	15
Matriculating fee, paid only once	5
Graduating expenses	25

No charge for clinical lectures.

J. RILEY, M. D., Dean.

WASHINGTON INFIRMARY.

Clinical Department of the National Medical College.

During the winter session clinical lectures are delivered by the Professors of the Practice of Medicine and of Surgery, and operations performed before the class. During the remaining period of the year the clinical lectures are delivered by the other professors. Until the commencement of the approaching course these lectures will be delivered daily, commencing at 4½, p. m. Students residing in the city are admitted to the above lectures free of charge. Persons from a distance who wish to become resident students must address the Curator, who will inform them of the terms, and register their names for vacancies.

W. P. JOHNSTON, M. D.,
Curator.

Aug 19—2awt1stNov

RICH SCHEMES FOR SEPTEMBER, 1858.—GREGORY & MAURY, Managers, WILMINGTON, DELAWARE. To be drawn under the Superintendence of Commissioners appointed by the Governor.

$35,500!—Lottery for the Benefit of the STATE OF DELAWARE, Class 207, for 1858. To be drawn at WILMINGTON, DEL., on Saturday, SEPTEMBER 18, 1858.

75 number Lottery—12 Drawn Ballots.—BRILLIANT SCHEME.

1 prize of	$35,500	1 prize of	$4,000
1 do	12,500	1 do	3,000
1 do	7,500	1 do	2,142
1 do	6,000	50 prizes of	1,000
1 do	5,000	50 do	500
1 do	4,500	111 do	250
&c.,	&c.,		&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 25 whole tickets	$140
Do do 25 half do	70
Do do 25 quarter do	35

$50,000!—Lottery for the Benefit of the STATE OF DELAWARE, Class Q, for 1858. To be drawn at WILMINGTON, DEL., on Saturday, SEPTEMBER 25, 1858.

78 No. Lottery—12 Drawn Ballots.—MAGNIFICENT SCHEME.

1 grand prize of	$50,000	2 prizes of	$4,096
1 do	20,377	10 do	2,000
2 prizes of	10,000	200 do	1,000
2 do	8,500	66 do	200
2 do	6,000	&c., &c.,	&c.

Tickets $15—halves $7 50—quarters $3 75—eighths $1 87½.

Certificates of packages of 26 whole tickets	$220 00
Do do 26 half do	110 00
Do do 26 quarter do	55 50
Do do 26 eighth do	27 50

Orders for tickets and shares and certificates of packages in the above splendid lotteries will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address P. J. BUCKEY, Agent,
Wilmington, Delaware.

Aug 13

BRADY'S GALLERY, 352 Pennsylvania avenue, near Seventh street, over Sweeny, Rittenhouse, Fant, & Co.'s Banking House.—Mr. BRADY begs respectfully to inform the public that, in consequence of the very liberal patronage he has received since opening his Photographic Gallery at Washington, he will, contrary to his original intention, keep it open during the summer months.

An efficient corps of artists will be constantly in attendance to execute photographs and ambrotypes in the best possible manner.

Prices ranging from one dollar upwards.

The collection of portraits of distinguished men at this gallery is the largest in the world, and is open for public inspection every day (Sundays excepted) from 7, a. m., to 7, p. m.

July 1—eod3mos

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

Net assets February 1, 1858, $4,685,908 95. Secured in State bonds and mortgages of first class.

Frederick S. Winston, president. Isaac Abbott, secretary.

A. Y. P. Garnett, M. D., examining physician, 465 Ninth street.

Pamphlets and further information may be obtained at the office of CHARLES DE SELDEN, Agent,
No. 507 Seventh street.

June 22—d6m*

TURTLES!

TURTLES!!

TURTLES!!!

AT LLOYD'S

AT LLOYD'S

AT LLOYD'S

NATIONAL RESTAURANT,

NATIONAL RESTAURANT,

NATIONAL RESTAURANT,

Southeast corner of 7th and E streets.

Served up in Soup and Steaks every day at 11 o'clock, a. m.

☞Orders from families promptly attended to.☜

☞Real Live Green Turtles always on hand.☜ July 16–eotf

WASHINGTON INSURANCE COMPANY.

Capital $200,000!

STOCKHOLDERS INDIVIDUALLY LIABLE.

The only company in Washington having such a clause in its charter.

Risks on buildings, merchandise, furniture, &c., taken at the lowest rates.

Besides the actual capital of the company, the individual liability clause of the charter renders the private fortune of each stockholder liable for losses.

Office—Corner of Pennsylvania avenue and Tenth street.

DIRECTORS:

Wm. F. Bayly,	Benj. Beall,	Francis Mohun,
James F. Haliday,	Hudson Taylor,	Wm. Orme,
Samuel Bacon,	Joseph Bryan,	M. W. Galt.

N. B.—No charge made for policies.

JAMES C. McGUIRE, President.

GRAFTON D. HANSON, Secretary. June 27—1y

WM. R. HENRY. JOHN L. CAMPBELL.

HENRY & CAMPBELL,

Bankers,

LAND, COLLECTING, AND INSURANCE AGENTS,

Sioux City, Iowa,

Enter lands with land warrants or cash, or on time, and loan money at western rates, pay taxes, and furnish abstract to titles.

Sep 25—d&wly

THE COLUMBIAN COLLEGE, Washington, D. C.—The next session of this institution will commence on Wednesday, the twenty-ninth (29th) of September. Applicants for admission will be examined on the Monday and Tuesday before the opening of the session.

The Preparatory Department of the Columbian College will commence its next session on Wednesday, the eighth (8th) of September.

Apply to J. G. BINNEY, President.

Aug 18—3awt1stNov

R. H. GILLET, Counsellor at Law, has removed his office to his residence in Franklin Row, corner of K and Thirteenth streets. He will continue to devote his attention principally to cases in the United States Supreme Court.

Oct 28—dtf

SCHOOL BOOKS.—SCHOOL BOOKS.—All the text books used by the schools of this city.

For sale at the lowest price by
BLANCHARD & MOHUN,
Corner of 11th street and Penn. avenue.

Sep 3

TRAVELLERS' DIRECTORY.

NEW ARRANGEMENT.

GREAT SOUTHWESTERN ROUTE via ORANGE AND ALEXANDRIA RAILROAD.

From WASHINGTON CITY to Virginia, Tennessee, Georgia, Alabama, Mississippi, Louisiana, Arkansas, and Texas.

Through Tickets can be obtained at the great Southwestern Railroad Office, corner of Pennsylvania avenue and Sixth street, Washington, on board of the Steam Ferry Boat George Page, or at the Office of the Orange and Alexandria Railroad, at Alexandria.

To Richmond, Danville, Lynchburg, Bristol, Knoxville, Dalton, Atlanta, Chattanooga, Nashville, Huntsville, Grand Junction, Memphis, Montgomery, and New Orleans.

By a Direct Route and Continuous Railway Connexions to Memphis.

Affording greater Expedition and Comfort, and being over 200 miles shorter than by any other route.

The steam ferry boat George Page leaves the foot of Seventh street at 6¼ o'clock, a. m., for Alexandria, where passengers take the cars for Richmond, Charlottesville, Staunton, White Sulphur Springs, Woodstock, &c., and at 7¼, p. m., for Richmond and all points Southwest, making sure and close connexions to Memphis.

Baggage wagons and omnibuses leave the office, Pa. avenue, at 6 o'clock, a. m., and 7, p. m.

JAMES A. EVANS, Agent,
Washington.

June 18—tf

SUMMER ARRANGEMENT.—The steamer GEORGE PAGE will run as follows:

Leave Alexandria at 4, 8, 10, 12 o'clock, a. m.; 2, 4, and 6 o'clock, p. m.

Leave Washington at 6, 9, 11 o'clock, a. m.; 1, 3, 5, and 7 o'clock, p. m.

The THOMAS COLLYER, when on the route, will run at opposite hours. Fare 13 cents.

Whaley's omnibuses connecting with the Page and Collyer, will leave the Capitol, and corner of 12th street and Pennsylvania avenue, the same time the boats leave Alexandria.

June 8—eod—tf RICHARD WALLACH, President.

FROM WASHINGTON DIRECT TO ALL PARTS OF THE WEST, SOUTHWEST, AND NORTHWEST.—BALTIMORE AND OHIO RAILROAD, FALL ARRANGEMENTS.

Three through trains are now run daily, except Sunday, from Washington for the West, as follows:

1st. Mail train starts at 5.35 and 7.45, a. m., (Sunday excepted,) allowing passengers time for breakfast at the Relay House, Washington Junction, before proceeding West.

2d. The Cincinnati and St. Louis Express Connexion leaves Washington at 3.30, p. m., reaching Cincinnati at 8, p. m., next day, and connecting directly with express train for Louisville, Cairo, and the Southwest, and for St. Louis, Kansas, &c. Time from Washington to Cincinnati 28 hours, or to St. Louis only 44 hours.

3d. Cincinnati, Dayton, Indianapolis, Cairo, St. Louis, Chicago, and Northwestern Express leaves daily, (except Saturday and Sunday,) at 4.45, p. m., connecting at Washington junction or Baltimore, leaving Baltimore at 10, p. m. To view the grand mountain scenery of the road in daylight take the 5.35 and 7.45, a. m., or 4.45, p. m., train from Washington.

For Parkersburg and all stations on the Northwestern Virginia road take the 3.30, p. m., train. For Marietta and Cincinnati Railroad take the same.

Through tickets and baggage checks to all quarters, and every other possible facility, will be found upon this route.

Way passengers for the main stem of the Baltimore and Ohio Railroad will leave Washington as follows:

For all points between Washington Junction and Piedmont take the 5.35 or 7.45, a. m., trains.

For all stations between Piedmont and Wheeling, take the 4.45, p. m., train. To connect with the Frederick train, take the 3.30, p. m., train.

WASHINGTON AND BALTIMORE TRAINS:

Leave Washington for Baltimore at 5.35 and 7.45, a. m., and 3.30 and 4.45, p. m. On Sunday at 3.30, p. m, only.

Leave Baltimore at 4.30 and 9.30, a. m., and 3.30 and 5.30, p. m. On Sunday at 4.30, a. m., only.

The 7.45 and 4.45 trains only will stop at way stations and for Annapolis connexions.

The 7.45, a. m., and 3.30, p. m., are the chief connecting trains for the West, and the 5.30, 7.45, and 3.30 trains for the East.

For further information inquire at the Baltimore and Ohio Railroad Ticket Office, Washington THOS. H. PARSONS, Agent.

Aug 19

NOTICE TO TRAVELLERS.—NEW ARRANGEMENT, WITH GREATLY IMPROVED SCHEDULE.—FROM WASHINGTON DIRECT TO ALL PARTS OF THE SOUTH AND SOUTHWEST, VIA POTOMAC STEAMERS AND RICHMOND AND POTOMAC RAILROAD LINE.—Two fast daily lines from Washington for the South and Southwest. Boats leave their berths, foot of 6th street, at 6¼, a. m., and 7½, p. m. Passengers by the morning boat can obtain a fine breakfast on board and enjoy a pleasant sail of 3¼ hours down the beautiful Potomac, passing in full view of Mount Vernon. By the evening boat they insure a good supper and a rest of four hours in comfortable berths or state rooms, and arrive in Richmond in time to connect with all the trains for the South and Southwest.

The great southern mail is conveyed over this route, it being 44 miles shorter and 100 miles less railroading than by any other route, making certain connexions to

FREDERICKSBURG, RICHMOND, AND PETERSBURG, VIRGINIA; WELDON AND WILMINGTON, N. C.; CHARLESTON, S. C.; AUGUSTA, GA.; MONTGOMERY AND MOBILE, ALA., DIRECT TO NEW ORLEANS AND ALL SOUTHERN CITIES AND TOWNS.

Also, connect at Richmond with the Danville, Southside, Virginia, Tennessee, and East Tennessee railroads.

FOR THE SOUTHWEST TO

Danville,	Bristol,	Dalton,
Chattanooga,	Huntsville,	Memphis,
Lynchburg,	Knoxville,	Atlanta,
Nashville,	Grand Junction,	Montgomery,
	and New Orleans.	

For through tickets and further information of the route, inquire at the southern ticket office, No. 372 Pennsylvania avenue, one door east of Browns' Hotel, or on board the boats, foot of 6th street.

GEO. E. MATTINLY,

August 17—1y Ticket Agent.

University of Nashville.

I. COLLEGIATE DEPARTMENT, OR MILITARY COLLEGE.

J. BERRIEN LINDSLEY, M. D., D. D., Chancellor of the University, and Professor of Chemistry and Geology.

Col. B. R. JOHNSON, Superintendent of the Military College and Professor of Engineering.

JAMES F. HAMILTON, A. M., Professor of Mathematics, Natural Philosophy, and Astronomy.

J. H. STEWART, A. M., Professor of Greek and Latin Languages and Literature.

F. L. J. THYSSENS, A. M., Professor of French and Drawing.

G. S. BLACKIE, A. M., M. D., Professor of Botany and Natural History.

Rev. J. W. HOYTE, A. M., M. D., Professor of Mental and Moral Philosophy, and Bibical Literature.

C. K. WINSTON, M. D., Surgeon.

The first term of the next academic year commences on the 20th of September, and the second term 14th of February.

Tuition, boarding, washing, fuel, rooms, servants' attendance, and use of arms, $100 per term. Matriculation fee, $5. Students are required to furnish their rooms, which can be done at a moderate charge, by rent or purchase. Engineering, French, Spanish, German, drawing, book-keeping, and fencing, each $10 per term of twenty weeks.

In the regular collegiate course the ancient reputation of the University for scientific and classical scholarship will be maintained, and at the same time every facility afforded those who desire to pursue a partial course. Besides the four regular college classes, there is also a preparatory class. Students under fourteen years of age will not be admitted.

By the aid of military discipline effective government is established, and health, physical culture, good order, and industrious habits are promoted.

For catalogues, or additional information, apply to any member of the faculty.

II. MEDICAL DEPARTMENT.

SESSION 1858-9.—The seventh annual course of lectures in this institution will commence on Monday, the 2d of November next, and continue till the first of the ensuing March.

THOMAS R. JENNINGS, M. D., Professor of Anatomy.

J. BERRIEN LINDSLEY, M. D., Professor of Chemistry and Pharmacy.

C. K. WINSTON, M. D., Professor of Materia Medica and Medical Jurisprudence.

A. H. BUCHANAN, M. D., Professor of Surgical Anatomy and Physiology.

JOHN M. WATSON, M. D., Professor of Obstetrics and Diseases of Women and Children.

PAUL F. EVE, M. D., Professor of Principles and Practice of Surgery.

W. K. BOWLING, M. D., Professor of Institutes and Practice of Medicine.

WILLIAM T. BRIGGS, M. D., Adjunct Professor and Demonstrator of Anatomy.

The anatomical rooms will be opened for students on the first Monday in October, (the 5th.)

A *preliminary course* of lectures, free to all students, will be given by the professors, commencing also on the first Monday of October.

The Tennessee State Hospital, under the direction of the faculty, is open to the class free of charge.

A Clinique has been established in connexion with the University, at which operations are performed and cases prescribed for and lectured upon in the presence of the class.

Amount of fees for lectures is $105; Matriculation fee (paid once only,) $5; Practical Anatomy, $10; Graduation fee, $25.

Good boarding can be procured for $3 to $4 per week. For further information or Catalogue apply to

W. K. BOWLING, M. D.
Nashville, Tenn., Aug. 4, 1858. Dean of the Faculty.

EXTENSION OF THE "NEW BOOK STORE."—FRANKLIN PHILP respectfully informs his friends and the public that extensive alterations and improvements in the construction of the store are now completed. In addition to a large and recently selected stock of first-class stationery, American and European books, he has established a fine art gallery, (at the rear of the store,) where will be found the latest novelties in art, and all the conveniences of a public reading-room, the leading European journals being regularly received.

F. Philp having correspondents in most of the European cities is prepared to execute foreign orders on most advantageous terms, and, from long experience in England and America, feels confident in the satisfactory execution of all orders intrusted to his care.

FRANKLIN PHILP,
Bookseller and Stationer,

Aug 8—tf 332 Penn. av., between 9th and 10th streets.

BARRY CORNWALL'S DAUGHTER.—Legends and Lyrics; by Anne Adelaide Proctor; 1 vol., 75 cents. Just published and for sale at

PHILP'S New Bookstore,

Sept 18 332 Penn. av., between 9th and 10th sts.

THE PIKE PEAK GOLD MINES.

[From the Kansas City Journal of Commerce, Sept. 15.]

For many years the traders from this city to the mountains have believed in the existence of gold in the head streams of the Arkansas and South Platte. As long ago as 1835 Eustache Carriere, a French trapper, now living superannuated with the Chouteau family in this city, was lost from his party in that region, and wandered for several weeks through the country, during which time he collected in his shot-pouch numerous specimens, which he carried with him to New Mexico. They proved to be gold, and a party was there formed and returned with M. Carriere to search for the locality. He was unable to find the streams where he had collected his specimens, and was tied up and severely whipped by the Mexicans, under the supposition that he did not wish to disclose their location. This was the first discovery which we have been able to learn. The Catholic missionaries have frequently found specimens in possession of the Kansas Indians and others, who annually visit the country for hunting.

Col. Wm. Bent, or, as he is more familiarly known, "Bill Bent," has been trading in the vicinity of the country for many years. He says that the existence of gold has been known to the Indians ever since his residence among them. He made many inquiries after the discovery of gold in California, and has ever since been satisfied of its existence. The Indians, however, have always remonstrated against the knowledge being made known to the whites. The country is their richest hunting-ground, their best wintering country, and as one old chief told Bent, if the white men ever found the gold they would take them from their "best and last home." Their jealousy has thus far guarded their country and kept the secret from the white man.

The second discovery was made by a party of emigrants to California, in 1851, from Missouri, Arkansas, and the Cherokee Nation. Gold was found by them while passing through the country, and a proposal made at that time to stop; but having families with them, and no means of affording them shelter or protection, they finally proceeded on to California. The development of the gold deposits in that State prevented their return, but their reports further stimulated public feeling, and nothing was accomplished or attempted until last season. The settlement of the Kansas difficulty left many men in the country who had become habituated to excitement and adventure, and were looking out for some new field. Parties were formed at different points for explorations. Some went to Arizona, some to Salt Lake City, and others to California. One, however, from the Cherokee country and Arkansas, incited by the accounts which the Cherokees gave of the Pike's Peak region, fitted out for that point. News of the expedition being brought to Lawrence, K. T., a party fitted out at that place late in May last; and a company from Missouri, under the direction of a member of the California party of 1851, left the central part of the State last spring for the same destination.

These parties have been prospecting the country during the summer, and their being in the country, and being discovered by some of the trappers and traders, led Bordeau, Richard, Cantrell, and others, to the waters of Cherry and Long's creek. The results of their discoveries we have already given. The great secret of the Indians is at last discovered, and before the snows of winter cover the country a thousand men will be at work in the auriferous sands of the mountain streams.

From those already returned from the mines, we have a generally correct idea of the region in which the gold is known to exist. Pike's Peak, which may be taken as the geographical point, is about twenty-five miles south of the 39th parallel of latitude, and on a direct line about 570 miles southwest of Kansas city. It is about 50 miles east of Cochetopa Pass, and about 24 miles south. The Arkansas takes its rise on the south side of the range in which the Peak is situated, and the South Platte on the north side. Mr. John Cantrell, the Lawrence, Georgia, and Missouri companies have prospected the South Platte streams, pricipally Cherry and Long creek, which are from 40 to 50 miles from the Peak, almost in a direct westerly course. Mr. King and the Cherokee company have, in addition, pretty thoroughly explored the Arkansas branches, with, in many instances, better success than on the Platte, but sufficient has been demonstrated to prove that both are gold-producing. The two rivers head together, but the Arkansas penetrates the mountain range to a much greater distance than the other. The country prospected embraces about 70 miles north and south, and following the streams greater or less distances. From the South Platte we have as yet seen only "float gold," but from the Arkansas we have both the scales and the nuggets, as well as the gold in the quartz. The specimens which have reached Kansas city are greatly superior in richness to the first discoveries in California, and leave no doubt as to the capabilities of the mines when properly worked.

The country in the vicinity of Pike's Peak is well suited to the growth of small grain; is as well watered as the mountain districts of Pennsylvania and Virginia, and is in the same latitude with Baltimore, Cincinnati, and St. Louis. But, owing to its elevation, snows fall early in the fall and late in the spring. Trappers and traders, however, who have long been familiar with the country, speak of it as much more mild than the country at the South Pass. Immediately west and south are the parks of the Rocky mountains, which are represented by Fremont, Beale, Leroux, Williams, Carson, and Goodale to be exceedingly mild in winter, affording abundance of food for stock during the entire winter season, and are the favorite winter haunts of the Indians. From all we can learn, the seasons are as mild as any in the same latitude east, and much more so, considering its latitude.

The country abounds in timber, the prevailing variety being pine—immense forests of both the yellow and white being common. On the streams the wild cherry and timber common to this latitude are found. Game is exceedingly abundant—the black-tailed deer, red deer, elk, antelope, mountain sheep, black bear, &c., being found in all portions of the country. It is a favorite resort for the Indians, as it affords them plenty of game when off their buffalo hunts, and is where they get their lodge-poles and equipments for their excursions for buffalo on the plains.

The country bordering the Missouri river in Iowa and Nebraska, as far as Council Bluffs and above, probably the best route would be by Fort Laramie, although the route up the Spanish fork of the Platte is very sandy and covered for long distances with a dense growth of the prickly pear, which is very severe upon stock, as well as upon men. The sand hills greatly retard the progress of trains, and the prickly pear furnishes no sustenance whatever. The streams are numerous, and, when full, very difficult to cross.

To all east of the Mississippi, and for a few hundred miles west of it, the best route by far is by the great Santa Fe road, and thence following the Arkansas to Bent's Fort and the mines. This is the route travelled by the mountain traders for half a century, and is a well-beaten, plain wagon road the entire distance. There have passed over it the present season over ten thousand wagons, as far as the crossing of the Arkansas, and over five hundred have left this city the present season for Bent's Fort and the different trading posts in that region of country. These wagons carry from five thousand to six thousand pounds each, and are usually drawn by six yoke of oxen. It is also the route which the stock-drovers take to California, and we give to-day the amount of stock which Mr. Thatcher proposes to start with the present fall. But to those who may not have access to those who are familiar with the route, they can gain all the information they desire from the reports of Fremont, Beale, and Gunnison. Their point of starting and general direction is the same, and, although their explorations were made for railway purposes, yet their description of the country is perhaps the most reliable to which the great mass of people can have access.

The trip is usually made by Kansas City traders, with their heavily-laden wagons, in 25 to 30 days, and starting any time from the middle of April to the first of October, plenty of grass is to be found throughout the whole extent of the route. The past season grass was abundant as early as the first of April. Wood and water are more abundant than by any other route, avoiding the wide and treeless table lands of the more northern regions.

UNVEILING THE TOMB OF FRANKLIN.—This morning workmen commenced demolishing the portion of the brick wall intended to be removed at the Christ Church burying ground, at Fifth and Arch streets, for the purpose of allowing the grave of Franklin to be seen from the street.—*Phila. Bulletin*, 20*th*.

THE BULLION BANK.

[From the New York Journal of Commerce, Sept 21.]

In our former discussions of the hard-money question, we came to the conclusion that a paper currency, so far as it is only a theoretical representative of value, and is connected with the idea of credit to the issuer, is annually becoming less popular in this country; while, on the other hand, the costly and dangerous movements of large bodies of coin and bullion, where no absolute necessity exists for the actual possession of the precious metals, is equally opposed to the labor-saving tendencies of the age; and that a reform should, therefore, be effected upon a common ground, where the true friends of a sound currency might all cordially unite. To carry out this object, we advocated the plan of depositing the coin at some convenient locality where it might remain intact, the ownership to be represented by negotiable certificates of convenient size, thus obviating all necessity of its frequent movement from place to place, while for all practical purposes it would be absolutely within the control of its owners. After referring to the objections made against the sub-treasury as a place of deposit for individual funds, we suggested, in March last, that "a private depository might be opened, under sufficient guarantees, which should assume the trust, and answer most, if not all, the objects to be desired in such an agency."

Within a day or two past we have received a circular containing a proposition for the establishment of such an agency in the shape of a bullion bank, with a capital of one million dollars, to be located in this city. The bank to be forbidden by its articles from lending or investing anything but its own capital. It is to receive deposites and to pay checks, as other banks do, but not to lend out any portion of its deposites, and to deal only in coin. The profits of the business to be made up—first, by the interest on the capital, which is to be safely invested; and second, by the charge to each depositor of a small banking commission for the transaction of his business. The charge to the depositors, according to this plan, is to be regulated by the necessity of the case, but it is computed that one-tenth of one per cent. on the annual total of deposites would be the outside limit, while a large business would reduce the charge to one-thirtieth of one per cent., and allow the stockholders a liberal dividend. It is not necessary that such an establishment should clash at all with the operations of our banks of discount, and we are, therefore, not surprised to learn that the officers of some of our largest and most conservative institutions have expressed their hearty approval of the project. In addition to the guarantee of a large capital, the new bank, if established, is likely to be under the management of a considerable number of our most eminent citizens, so that the experiment will have the test of a fair trial.

If successful, it will draw out of insecure hiding places a large amount of coin now hoarded, and will gather an accumulation of specie that will not be affected by any sudden panic. But the greatest good we anticipate from it will be its tendency to interfere with the creation of that immense debt-currency, which is the real agent in producing our great revulsions. The clearings of our banks, as shown by the records of our clearing house, are over eight thousand millions ($8,000,000,000!) annually. This immense volume of currency is not money, nor to a very large extent even a representative of money; it is rather a representative of *debt*, and it is its rapid increase or diminution which marks the period of buoyancy or depression; which, in effect, makes and unmakes with such fearful rapidity the fortunes of our merchants, mechanics, and traders. It is a paper currency, not regulated at Albany—beyond the reach even of our law-makers—which generally ebbs and flows in such a steady tide that it can be watched, and waited upon, and turned to profitable account; but liable to such sudden expansions and contractions that it will float a whole community, almost against their will, into channels beyond their depth. The exaggeration of these inscriptive values, thus represented in the exchanges of the clearing-house, is the worst "inflation of credit" ever experienced, because it comes in such a plausible guise, is so difficult of control, and, in case of a sudden reaction, punishes alike the innocent and the guilty, while its own agency is almost wholly concealed. The terrible lesson of last year has directed public attention to this subject, and the discussion has taken a practical turn, which can hardly fail of a useful result.

THE MANUFACTURE OF WATCHES.

[From the Correspondence of the Baltimore Patriot, Sept. 20.]

Those who feel an interest in the advancement of American manufactures will be pleased to learn of the success which has attended the efforts of several of our ingenious countrymen in introducing to the notice of the American people a watch that in all respects compares with any hitherto manufactured in England or Switzerland. It cannot be denied that with our looms and our anvils, our industry and ingenuity, we have surpassed foreign ingenuity in a thousand different ways, why then should we not make a watch in this country equal to one made in England, or on the banks of the Geneva. It cannot be urged that labor is cheaper abroad, for this competition is met by ingenuity for a machine used by the Waltham Watch Manufacturing Company; tended with but little care by a lad, accomplishes in one hour what manual labor would not complete in a day. The beautiful establishment for the manufacture of these watches is located at Waltham, Mass.

The manufactory occupies an area of one hundred by one hundred feet, and forms a quadruple with an open court in the centre. The machinery of the establishment is driven by an engine of twelve-horse power, which gives motion to lines of shafting in all the rooms, to which are attached the numerous ingenious, delicate, and wonderful machines which are used in the various processes for transforming the crude material into the exquisitely-finished parts of the watch, the completest result of human ingenuity and skill yet attained. Messrs. Appleton, Tracey, & Co., the present proprietors of the establishment, have ample means to conduct it on a scale commensurate with its importance. The plan of manufacture is highly philosophical, comprehensive, complete, and peculiarly American. All is done by machinery—each machine doing its peculiar work to a gauge or a pattern with an exactness that no skill of handicraft can rival. In the Waltham factory we derive the great benefit of receiving an article greatly reduced in price, and, in the end, as cheap as any foreign watch that we can purchase.

The new system of manufacture, which enables them to make a thousand watches at once, gives that certainty of perfection which induces the company to guaranty the perfect performance of every watch they turn out. In case a watch gets broken, there is no part which cannot be duplicated. The simplicity of the Waltham watch lessens its liability to stop from the presence of foreign substances, and it is not more liable to be affected by the changes of the weather than the imported ones; while, by avoiding intricate movements, it is easily repaired, and any cause of disarrangement can at once be detected, and the expense which attends the repairing of other watches is avoided. Hundreds of thousands of dollars are invested in this new branch of American trade, and the proprietors have a right to expect the patronage of their fellow countrymen. Imported watches may be had a little lower than these are sold, but when we consider the ability of the company to furnish, for almost half the money, an American watch, superior in all respects to an imported one, it would be disgraceful to the pride of an American if he would not prefer to pocket one of them. In visiting the establishment of the general agents, Messrs. Robbins & Appleton, No. 15 Maiden Lane, to-day, we had the pleasure of examining these beautiful specimens of American skill and industry. The demand for this watch in all sections of the Union, we are gratified to learn, is already very large, and constantly on the increase; and our southern friends, who may have a desire to investigate its merits further than we have done, will have ample opportunity for so doing by calling upon the Baltimore agents, Messrs. Ham & Cushing.

A WHOLE TOWN REFORMED.—The town of Troy, Missouri, had been long noted for its abounding wickedness and drunkenness, gambling, fighting, and Sabbath-breaking, and held undisputed sway, until the first Sunday in last May, when a protracted meeting was commenced in a Presbyterian church, which resulted in the hopeful conversion of nearly 70 persons, including some of the most hardened characters in the place.

The weight of one million dollars of United States currency in gold is 53,750 troy ounces. This makes 4,479 pounds 2 ounces, or nearly two tons and a quarter, reckoning only 2,000 pounds to each ton.

THE EXPORTATION OF THE AFRICANS.

[From the Charleston Mercury, Sept. 20.]

The United States steam frigate Niagara arrived off this port on Saturday, at about 1 o'clock, p. m., and came to anchor in about eight fathoms of water. Her topmasts can just be distinguished from the city wharves over Morris island. She has a full frigate's guard on board, consisting of three hundred sailors and fifty marines. The following are her officers:

Commander—Capt. John S. Chauncey. Lieutenants—J. R. M. Mullany, Edward A. Barnett, A. J. Drake, Wm. Nelson; Wm. Mitchell (acting master.) Surgeons—Edward Hudson, M P. Christian. Purser—Chas. C. Upham. Engineers—John Faron (chief,) Wm. S. Stamm, Edward D. Robie, George R. Johnson, Mortimer Kellogg, J. H. Bailey, W. G. Bachler, F. Cronin, G. W. Rogers. Lieutenant of Marines—Charles Heywood. Acting Boatswain—John K. Bartlett.

Several private parties have made excursions to see the frigate by the various pilot boats and the steamer Aid, but, owing to the heavy sea, none have been able to board her. The impression, however, made by the frigate upon such gentlemen as have seen her is unfavorable. They have been greatly disappointed. The James Adger, now lying at our wharves, is voted a much finer-looking vessel.

Being desirous of placing before our readers all the incidents attending the removal of the negroes from Fort Sumter to the Niagara, we, several days since, made application to the United States district marshal for permission to allow a gentleman connected with the office to be on board of the steamer which was to make the transfer. The marshal received the application very kindly, but declined our request, stating that no person would be permitted to be on board but himself and two deputies, not even the officers of the court, as he considered that it would be highly indecorous to give any information respecting the removal of the negroes to the public, through the press, before the President had been informed.

We have, however, availed ourselves of the kindness of Dr. Rainey, the transportation agent, appointed by the President, whom, we are happy to say, we have found a very agreeable gentleman, who has in every respect accommodated us to the full extent of his power. Dr. Rainey has found his familiarity with the Portuguese language of very essential service, as he can communicate with the head-men of the Africans, independent of the interpreter. No agent of the Colonization Society is on board the Niagara, and the ship is provided with sufficient stores only for the officers and crew. The marshal has, however, supplied from one of our Charleston merchants the necessary stores for the Africans, which were conveyed to the Niagara yesterday. The marshal and his assistants, the United States attorney, and the ship chandler, were the only parties allowed to visit the ship.

The steamer Gen. Clinch yesterday forenoon visited Fort Sumter, took on board the Africans, and conveyed them to the frigate. A heavy sea was running, and it required all the ingenuity of the officers in charge to ship their cargo. Finally, they hit upon the expedient so successfully practised among the Indians of South America in crossing rapid streams. The frigate and the steamer were connected by two hawsers, and a large tub placed upon a third line, run from the spanker-boom of the frigate to the deck of the steamer, and thus the awful chasm was bridged. Upon this line the negroes were placed, and hauled by tub-fulls to the frigate. The ceremony was, of course, very slow and tedious, and it was late in the evening before the Clinch returned to the city. We regret to say that we must await the information of the authorities at Washington before we can state authentically the precise number of negroes departed. The number is, however, understood to be about two hundred and eighty. The Niagara will sail this afternoon.

Captain Chauncey, of the Niagara, is anxious to get a good and skilful colored steward to go to Africa and back. Any person sending one to this officer will confer a favor. An agent will be at the office from ten to one o'clock to-day.

A GRAND SMASH-UP ON THE BALTIMORE AND OHIO RAILROAD.

[From the Cincinnati Commercial.]

Here we are, forty-five miles east of Cumberland, on the Baltimore and Ohio railroad, amidst a perfect wreck. The eastward-bound express, this morning, at a few minutes before five o'clock, was thrown off the track, and the engine, tender, baggage, and one passenger car were thrown down an embankment some thirty-five or forty feet. The locomotive turned over three times in going down. The tender rolled down end over end. The baggage car turned over two or three times, and was smashed to pieces. The first passenger car, in which there were twelve or fifteen passengers, fell over a perpendicular wall of about thirty feet, and, of course, was somewhat broken. The second passenger car was off the track, and was tipped over an angle of forty-five degrees, suspended thus by its coupling to the rear car, upon the edge of the wall, over the first passenger car, which was lying on its side below. Had it gone over, the persons in the first car must nearly all have been killed. The rear car was thrown off the track, but not in so dangerous a position as the second. There was but one person (the fireman) killed. All who went over with the wreck were more or less cut or bruised—none fatally, as we think. The fireman was killed by the engine rolling over him.

The accident was caused by some fiend in human shape changing the switch. He would meet with a warm reception if he could now be found.

AN ITALIAN HEROINE.

[From the Westminster Review.]

Onorata Rudiano wielded at once the painter's pencil and the warrior's sword. She is quite a personage of romance, and we are surprised that she has never figured in novel or poetry. In her twenty-third year she had already attained so great a reputation for artistic skill that Gabrino Fondolo, tyrant of Cremona, committed to her care the adornment of his palace. Onorata would willingly have declined this equivocal honor, but the Marquis would listen to no refusal; and to excite the anger of a man at one so vindictive and so unscrupulous was too fearful a risk. Onorata was not destined to labor long in the service of Fondolo. One day, while occupied in painting the walls of one of the apartments, a courtier, notorious for his dissipated habits, entered the room, and offered some unjustifiable liberties. The young artist indignantly repulsed him, and on his returning to the charge she seized a dagger she always wore concealed in her boddice and stabbed him to the heart. Then, rushing from the palace, disguised herself in man's attire and fled to the mountains, declaring she would rather perish in exile and a wanderer, but pure and untainted, than enjoy splendor and dishonor at home. The Marquis was furious; he sent soldiers in every direction in pursuit, with orders to bring her back, alive or dead; but unable to discover the place of her retreat, and finding no one capable of completing her labors, he promised full and entire pardon on condition of her instant return. Onorata, however, had effected her escape from his dominions. Retaining her disguise, she obtained admittance into one of the companies of Condottieri then infesting Italy, and, by her courage and conduct, soon rose to the post of captain. Her warlike spirit delighted in the independence and excitement of her new career; she refused to abandon it, and continued to fight and paint alternately for thirty years. In 1472 her native town, Castellione, was besieged by the Venitians. Onorata, at the head of her company, flew to its relief; she forced the enemy to raise the siege, but was mortally wounded in the conflict, and died a few days later.

A DELICIOUS BEVERAGE.—A capital story is told of a dandified cockney attaché at Constantinople, who travelled into Koordistan, intending to copy Layard and write a book. He was what he called "roughing it," with six or seven horses carrying his necessaries—*i. e.*, a few things he could not possibly do without. Among them were the wooden frames for cleaning his boots and shoes, and a case of bottles for his polished leathers. He was attacked by the Arabs, who overhauled his kit. When they came to the bottles they opened them, and the varnish being made with Madeira, and scented with all sorts of good things, it smelt so nice that the thieves thought it must be something to drink. In vain did he explain that it was paint for his boots; they were sure that it was too delicious for that, and, in order to try, they determined he should drink some; so they took out one of his own cut-glass tumblers and made him drink a glass of his own boot-varnish.—*London Journal.*

DOUGLAS'S POSITION MANIFEST AT LAST.

[From the Mobile Daily Register.]

Our neighbor of the Advertiser expressed the opinion some days ago that we were in error in supposing Senator Douglas to be in favor of the admission of Kansas without respect to her possession of the representative ratio of population. Our neighbor predicated this opinion upon a quotation from one of the senator's late speeches in which he declared, that he "believed that when a Territory had population enough for a slave State it had enough for a free State; but he believed, nevertheless, that no Territory ought to be admitted into the Union until it had a population of ninety-three thousand." We differed from the Advertiser in our construction of this declaration of the senator, not finding it sufficient to rebut our previous conclusion; inferred from the general tenor of Mr. Douglas's views in connection with the conference act, and from the position of his leading organs and friends on this question, that he was in favor of the admission of Kansas without respect to population. We interpreted the senator's words to mean that, although he maintained the general principle that no Territory should be admitted until it had attained the requisite population for a representative in Congress, he was not in favor of applying that principle to the case of Kansas, inasmuch as Congress had decided, by the passage of the conference act, that she should come in with a less population—as a slave State. Our neighbor met our argument with a regular syllogism, framed upon the best model of Whateley, Hedge or Aristotle, to show the fallacy of our construction, and to substantiate the conclusion that Douglas would oppose the admission of Kansas until she should have acquired the requisite population of ninety-three thousand. Unfortunately, however, for the efficacy of our neighbor's logic, and in vindication of the correctness of our own assumption as to the views of the senator, Mr. Douglas has in a subsequent speech declared himself explicitly upon the point at issue, so as to leave it no longer a matter of inference and argument, that he is for the admission of Kansas before she has acquired the representative ratio. In his late speech at Freeport, Mr. Douglas defined his position on this question as follows:

In my opinion, whenever Kansas has people enough to constitute a slave State, she has people enough for a free State. I will not make any exception of Kansas to the other States of this Union. I hold it to be a sound rule of universal application to require Territories to contain the requisite population for a member of Congress before they come into the Union. I made that proposition in the Senate in 1856. I renewed it in the Senate during the last session, by a bill providing that no Territory of the U. S. should form a constitution and apply for admission into the Union until it had the requisite population. Congress did not adopt my general rule, requiring all the Territories to have that amount of population before they should come into the Union, but did make an exception of Kansas alone. I will not stand by that exception. [Applause.] Either Kansas must come in the same as any other State, with whatever population she may have, or the rule must be applied to all the other States alike. *I therefore answer at once, it having been decided that Kansas has enough for a slave State, I hold that she has enough for a free State.* [Applause.] I hope Mr. Lincoln is satisfied on this question.

Here, then, at last, we have Mr. Douglas's explicit avowal of his position on this vital question. He is for the admission of Kansas whenever she shall apply with her new free State constitution, without respect to the number of inhabitants, and in despite and defiance of the conference act. He is thus in an attitude of open war with the settled and recorded policy of the democratic party upon the Kansas question. His success in the struggle in which he is now engaged in Illinois will be a triumph over the democratic party and its Kansas policy, a triumph over the cause of the South, which, at best but feebly vindicated in the passage of the conference act, will have been utterly prostrated and ignominously trampled under foot in the violation of that measure of compromise. And yet, in the face of these clear and unquestionable deductions, there are democratic journals here at the South blindly and irrationally claiming that Mr. Douglas deserves the sympathy of every southern democrat in his contest in Illinois, and deprecating and denouncing any warfare upon him on the part of the democratic press. It is claimed that he is fighting the battle of the South in Illinois, when he is for breaking down the last and only barrier of protection to southern rights, in connection with the settlement of the Kansas question.

Some of our democratic brethren and cotemporaries of the South seem to be laboring under an absolute hallucination with regard to the merits of Mr. Douglas's position and contest in Illinois. We are unable on any other hypothesis to account for their infatuated sympathy with the fortunes of a man who is in open arms against the cause of the democratic party and the South, and whose success must inevitably redound to the discomfiture of both upon the question now most vitally and imminently affecting their interests.

A DEMOCRATIC ADMINISTRATION.

[From the Mount Vernon (Ohio) Democratic Banner, Sept. 21.]

The administration of James Buchanan will live in history amongst the proudest and best of which our country can boast; and many of those who now assail it will live to do it justice, and to acknowledge their past errors towards it.

When Mr. Buchanan came into power he found the country in the midst of intense excitement in regard to affairs in Kansas; and, although that excitement continued for a long time by the lawless and revolutionary course of the abolitionists in and out of Kansas, yet we now find that the storm has passed away, the country enjoys peace, and the democratic party is most happily united—all brought about by the wisdom and patriotism of the administration.

When Mr. Buchanan came into power, the Mormons were in open rebellion against the government; but by the prompt, decided, patriotic, and honorable course he adopted, that lawless and wicked people were subdued, and their opposition to the government was put to an end.

When Mr. Buchanan came into power Great Britain was asserting her supremacy over the "waters of the great deep." Her ships-of-war were sailing in all their pride and insolence, from port to port, acting in the capacity of *marshals of the ocean*—running down and capturing every vessel that crossed their path, especially if they carried the American flag, under the tyrannical pretence of putting a stop to the slave trade. But Old Buck, through his Secretary of State, Gen. Cass, speedily gave John Bull to understand that he must quit that kind of business, or take another good whipping. So John apologized, and said he would do so no longer.

When Mr. Buchanan came into power he found lawless expeditions fitting up all over the country, under the direction of "General" Walker and other fillibusters, for the purpose of making war upon and conquering weak but friendly nations. Old Buck issued his proclamation, and commanded these men to keep the peace, under the penalty of losing their heads!

We might go on and enumerate many other acts of this administration which will be approved by the judgment of posterity, but we deem it unnecessary. Every American citizen whose mind is unprejudiced, and whose judgment is not perverted, must give credit to Mr. Buchanan for lofty patriotism, and a sincere desire to establish harmony and prosperity through the length and breadth of the land.

PATENT RAILROAD SIGNAL LAMP.—A very simple invention, and yet one promising important advantages, is called "Bailey's Patent Railroad Signal Lamp." Its merit consists in the facility with which the color of the light may be changed from white to ruby, or *vice versa*. In construction the lamp does not differ essentially from the common globe lantern, except that it has an interior glass of ruby color and cylindrical in shape, which may be instantaneously lowered from the top (where it is suspended by a small pulley and chain) by turning the ball of the lamp half way round. A lamp of this kind at once supersedes the necessity of having two sets of lights constantly burning for immediate use as a protection from disaster, either one of which can be used only in the particular service for which it is designed. On the Hudson River railroad, for example, where every precaution is observed to guard against accident, the watchmen necessarily use a white light for their examination of the track, while a red light is carefully concealed in a bag, in readiness for use as a signal of alarm. The great economy of Bailey's lamp in the saving of oil, no less than its convenience, recommend it for adoption in all such cases. Levitt & Smith, 164 Front street, are the agents.—*Journal of Commerce.*