EDITED BY
Ellwood Fisher & Edwin De Leon.

TERMS.

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THE SOUTHERN PRESS.

DAILY.

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ELLWOOD FISHER,
Washington City.

SOUTHERN CENTRAL AGRICULTURAL ASSOCIATION.

THE Fifth Annual Fair of the Southern Central Agricultural Association, will beheld during the week embracing Wednesday, the 14th day of August next, which is the day of the fifth annual meeting at Atlanta Georgia.

The Committee charged with the duty of prescribing such general rules as they may deem necessary to a proper management of the approaching Fair, have adopted the following

GENERAL REGULATIONS.

1st The Fair Grounds and Buildings will be opened for visitors on Monday morning, and continue open until Friday evening. It is therefore desirable that all persons having articles for exhibition, shall be on the ground as early as Friday or Saturday, the 9th and 10th August when a Committee will be there ready to receive them.

2d. The Association has an ample fund, and will, in all cases, become responsible for the safe-keeping of articles which may be placed in the hands of its officers and committees, (the owner taking a check for the same,) until the close of the Fair, which will be announced beforehand, in ample time to give them opportunty to recover their goods, and to prevent thereby the leaving of any goods or articles unprotected after the adjournment of the Association.

3d. Mark A. Cooper, Richard Peters, David W. Lewis, Wm. Ezzard, and James M. Calhoun, are appointed a committee whose duty it shall be to see that all articles entering the fair grounds for exhibition, shall have first been enteredin the Secretary's book or registry—then labelled w th the owner's name and residence—and price, if for sale—giving to the owner a corresponding card—and then classified and arranged by departments, and in such order as to facilitate the labors of the several committees on premiums; and also to employ such police and doorkeepers and clerks, as shall be necessary for the protection of the grounds and buildings, and such clerks as they may need in the arrangement and labelling of articles.

4th. There will positively be required, in all cases, a minute and accurate written statement illustrating and explaining every article sent for exhibition—the statement to be delivered to the Secretary. For instance, if a Machine, a statement of is powers and uses, cost, time of invention, and any other fact deemed valuable by the inventor or maker. If Horticultural or Agricultural Products, mode of preparation of land and soil, manure and time of planting, mode of cultivation. If an Animal, the pedigree or stock, age, mode of raising, &c. If Needle-work or Painting, or any work of Art, the length of time bestowed on it, or the amount of labor; the age, if by children or very old persons the value, uses, &c. Since this is the most reliable mode of collecting such information as may be worth publishing in the transactions of the Society, visitors, patrons and members, all will take notice, that a premium will not be awarded to any article, whatever its merit, unless accompanied by illustrative and explanatory statements, made out in legible hand, and in a style fit at once for the press.

5th. The delegations of the serveral county Societies are requested and enjoined to make out, upon consulation, a report of the present condition of Agriculture in their several counties, of the improvements in farming, tillage, draining and manuring, which have been or are in progress of being adopted. The leading products of their countiees the modes of preparation, time of planting and mod of cultivation. The means and measures of preserving and increasing the fertility of lands. Accurate Agricultural memoirs from the serveral county societies would make up an amount of valuable information to be sent out in the published transactions of the Society.

6th. It is desirable to make the Fair a Central Southern Agricultural and Manufacturers Exchange We request individuals who have a surplus of choice articles, or who make them for sale—such as choice seeds, machines, stock, &c—to carry them there for sale, and not alone for exhibition for a premium.

7th. Premiums.—It is impossible to name in a notice like this all, the various articles to which premiums will be granted. However comprehensive we might make any enumerated list there would still be many articles of merit offered which would not be embraced in it, and yet richly deserving premiums, lest therefore the announcement of premiums for particular articles might be construed by someinto an exclusion of all articles unannounced, the Committee requests the people generally to observe, that it is intended to give the action of the Association the very widest scope, embracing every thing that is ingenious or useful in business or art. All then, with whatever they have for sale or exhibition, are invited to come. The only regulation further necessary on this point perhaps is, that, on all articles of the highest merit in the department of Stock, Mechanics, Agricultural Implements, and valuable improvements or inventions in any of the departments, a premium of a cup worth $10 will be given; on the second best articles a cup worth $5 will be given, on the third best $2. 50; on the fourth an honor. And on all articles of the highest merit in the remaining departments a cup worth $5 will be given; on the second best $2. 50; on the third an honor; on the fourth, 2d honor. On miner and miscellaneous articles, premiums from one to three dollars—these, however, are general regulations, and in particular case or cases of peculiar merit the committees will be permitted, indeed are requested, to vary the rule.

8th. A hall will be prepared and assigned particularly to the Ladies for their garden products, fruits, flowers paintings, needle-work, &c. They are cordially invited to attend. Their assistance in many departments of the fair is absolutely necessary to a proper management.

9th. The facilities of getting to this central point induce us to invite, and to expect the presence and contributions of many of our fellow citizens of Carolina, Alabama, Tennessee and Florida. We hope they will unite with us in making this institution indeed, what it is in name, a Southern Central Agricultural Association.

10th. The President upon a consultation with such members as he can call to his aid, shall appoint committees and assign to them their respective departments, and to these committees so appointed the committee of reception shall furnish lists of the articles classed and arranged in their respective departments. In order to the perfection of this arrangement, the committee appointed to publish these regulations, will here repeat, and enjoin upon all to take notice that articles for exhibition may be received and arranged on Friday and Saturday the 9th and 10th of August, so that when the President shall appoint his committees on Monday morning, the committee of reception may have their lists of articles, and the several committees proceed at once to the examination of articles, and thereby have ample time to make their reports to the annual meeting on Wednesday. Thursday will be devoted to sales—Friday to general re-delivery of articles. The exhibition continuing the whole time.

11th. Any alterations of, or additions to, the foregoing rules, will be published at Atlanta early Monday morning of the Fair week.

12th. The annual oration will be made on Wednesday, the day of the Anniversary meeting, immediately preceding the reports of committees, by Col. John Billups, of Athens, Georgia.

13th. The Committee have the prospect of making arrangements with the Macon, State and Georgia Railroads, to run accommodation cars early every morning and late in the afternoon, to Griffin, Marietta, Stone Mountain, and Decatur, to give visitors the opportunity of the accommodations of the good Hotels at those places while in attendance upon the Fair.

14th. The citizens of Atlanta have provided comfortable quarters for Committees and Officers, and others engaged in the laborious business of the fair.

15th. The Secretary is directed to publish these regulations in the CULTIVATOR, and to procure as far as practicable their publication in the weekly papers of this and the adjoining States.

By order of the Committee of Arrangements.

DAVID W. LEWIS,
Sec'y Southern Central Agricultural Association.
Sparta, 25th June, 1850.

MATHEWES & ROPER,
Factors and Commission Merchants, for Cotton, Rice, Bagging small country Produce, Vanderhorst's Wharf, Charleston, S. C

MECHANICAL ARTS & SCIENCES

D. APPLETON & CO., NEW YORK,
HAVE IN COURSE OF PUBLICATION, IN PARTS, PRICE TWENTY-FIVE CENTS EACH,

Dictionay of Machines, Mechanics, Engine-Wok, and Engineering.

Designed for Practical Working-Men, and those intended for the Engineering Profession.

Edited by OLIVER BYRNE, *formerly Professor of Mathematics, College of Civil Engineers, London; Author and Inventor of "The Calculus of Form," "The New and Improved System of Logarithms," "The Elements of Euclid by Colors," etc., etc., etc.*

THIS work is of large 8vo. size, containing nearly *two thousand pages*, upwards of *fifteen hundred plates*, and *six thousand wood cuts*. It will present working-drawings and descriptions of the most important machines in the United States. Independently of the results of American ingenuity, it will contain complete practical treatises on Mechanics, Machinery, Engine-work, and Engineering; with all that is useful in more than one thousand dollars' worth of folio volumes, magazines, and other books, among which may be mentioned the following:

1. Bibliotheque des Arts Industriels. (Masson, Paris.)
2. Civil Engineer and Architect's Journal. (London.)
3. Engineer and Machinists Assistant. (Blackie, Glasgow.)
4. Publication Industrielle. (Armengaud Aine, Paris.)
5. Jamieson's Mechanics of Fluids.
6. Treatise on Mechanics. (Poisson.)
7. Allgemine Bauzeitung mit Abbildungen. (Forster, Wien.)
8. Organ fur die Fortschritte des Eisenbahnwesens in technischer Beziehung. (Von Waldegg, Wiesbaden.)
6. Sherwin's Logarithims.
10. Byrne's Logarithms.
11. The Mechanical and Mathematical Works of Oliver Byrne.
12. Silliman's Journal.
13. Algemeine Maschinen-Encyclopedia. (Hulsse, Leipzig.
14. Cotton Manufacture of Great Britain and America contrasted.
15. Holtzapffels' Turning and Mechanical Manipulation.
16. The Steam Engine. (J. Bourne.)
17. Eisenbahn-Zeitung. (Stuttgart.)
18. Tregold on the Steam-Engine.
19. Pike's Mathematical and Optical Instruments.
20. Dictionnaire des Arts et Manufactures. (Laboulaye, Paris.
21. Sganzin's Civil Engineering.
22. Brown's Indicator and Dynaometer.
23. Origin and Progress of Steam Navigation. (Woodcroft.)
24. Essai sur l'Industrie des Matieres Textiles (Michel Alcan, Paris.)
25. Macneill's Tables.
26. Griers' Mechanic's Pocket Dictionary.
27. Templeton's Millwright's and Engineer's Pocket Companion.
28. Lady's and Gentlemen's Diary.
29. Marine Steam Engine. (Brown.)
30. Weisbach's Mechanics and Engineering.
31. The Mathematician. (London.)
32. Barlow on Strength of Materials.
33. Hann's Mechanics.
34. Mechanical Principles of Engineering and Architecture. (Mosley.)
35. Journal of the Franklin Institute.
36. The Transactions of the Institute of Civil Engineers. (London.)
37. The Artisan.
38. Quarterly Papers on Engineering. (Published by Weale, London.)
39. Imperial Dictionary. (Glasgow.)
40. Student's Guide to the Locomotive Engine.
41. Railway Engine and Carriage Wheels. (Barlow, London,)
42. Recueil des Machines Instrumens et Appareil. (Le Blanc, Paris.)
43. Buchanan on Mill Work.
44. Practical Examples of Modern Tools and Machines. (G. Rennie.)
45. Repertoire de l'Industrie Franquaise et Etrangere. (L. Mathias, Paris.)
46. Treatise on the Manufacture of Gas. (Accom, London.)
47. Setting out Curves on Railways. (Law, London.)
48. Hodge on the Steam-Engine
49. Scientific American.
50. Railroad Journal. (New York)
51. American Artisan.
52. Mechanic's Magazine.
53. Nicholson's (Peter) Dictionary of Architecture.
54. Dictionaire de Marine a Voiles et a Vapeur, (De Bonnefoux, Paris.)
55. Conway and Menai Tubuler Bridges (Fairbarn.)
56. Brees' Railway Practice.
57. Barlow's Mathematical Dictionary.
58. Bowditch's Navigation.
59. Gregory's Mathematics for Practical Men.
60. Engineers' and Mechanics' Encyclopedia. (Luke Herbert.)
61. Patent Journal; London.
62. Bree's Glossary of Engineering.
63. Encyclopedia of Civil Engineering. Crasy.
64. Craddock's Lectures on the Steam-Engine.
65. Assistant Engineer's Railway Guide. (Haskoll.)
66. Mechanical Principia. (Leonard.)

The great object of this publication is, to place before practical men and students such an amount of theoretical and scientific knowledge, in a condensed form, as shall enable them to work to the best advantage, and to avoid those mistakes which they might otherwise commit. The amount of useful information thus brought together, is almost beyond a precedent in such works. Indeed there is hardly any subject within its range which is not treated with such clearness and precision, that even a man of the most ordinary capacity cannot fail of understanding, and thus learning from it much which it is important for him to know.

From the annexed list of the principal authors and subject comprised in this work it is self-evident, that all citizens engaged in the practical and useful arts, etc., may derive essential advantages from the possession and study of this publication. The following may be especially designated:

Millwrights.
Moulder and Boiler Makers.
Artificers in Brass, Copper, and Tin.
Cutlers, and Workers of Steel in general.
Carpenters.
Brickmakers.
Workers in Ivory, Bone, and Horn.
Civil Engineers, Railway Contractors, and Contractors for Earth-Work, and Masonary of every description.
Architects and Bridge Builders.
Builders, Master Masons, and Bricklayers.
Ship Builders, Masters of Vessels, Ship Carpenters, and others connected with Building and Docking Ships.
Block and Pump Makers.
Hemp Dressers and Rope Makers.
Manufacturers of Linen and Cotton Fabrics.
Manufacturers of Spinning Machines, Roving Machines, Card Breakers and Finishers, Drawing Frames' Willows, and Pickers, etc., connected with Cotton, Flax, and Wool Machinery.
Calenderers, Bleachers, and Calico Printers.
Cloth Folders, and Measurers, and persons interested in Sewing Machinery.
Anchor and Chain Cable Manufacturers.
Cutting and Turning Tool Makers.
Pin and Needle Makers.
Nail and Rivet Makers.
Bolt and Screw-Bolt Makers.
Nail Cutters.
Coiners.
Leather Dressers and Currriers.
Manufacturers of Great Guns and Small Arms.
Candle Makers.
Biscuit and Cracker Makers.
Lace Makers.
Ribbon Weavers.
Stone Cutters and Marble Masons.
Dyers, Cloth Washers, and Scourers.
Coopers.
Cider and Cheese Manufacturers
Crown, Crystal, and Plate Glass Makers.
Sugar Boilers and Refiners, with Proprietors of Sugar Plantations.
Manufacturers of Railway, Bar, Round Ribbon, and Rod Iron.
Wheel, Axle, and Spring Makers.
Engine Drivers, and Persons connected with the Locomotive generally.
Engineers, and Captains of Steam Vessels.
Managers of Stationary Engines.
Lumber Dealers and owners of Saw Mills.
Veneer Cutters.
Owners of Planing Machinery.
Corn Millers, and Persons connected with Bolting and Bran-Separating Machinery.
Farmers and Persons using Grain-Shelling and Threshing Machinery.
Buhl Workers, Carvers Engravers, and Ornament Makers in general.
Persons employed in the Manufacture of Gas.
Mekers of Copper and Lead Tubing.
Linen and Straw Paper Makers.
Ship Owners, Harbor Masters, and others interested in Dredging Machinery.
Well Sinkers.
Astronomers, Philosophers, and others using Philosophical Apparatus and Instruments.
Miner's Engineers, and other interested in Pumping Engines.
Persons interested in Canals and Aqueducts.
Warehousemen, and others, using Hydraulic Presses, Dynanometric Cranes, Jack Screws, Common and Feed Cranes.
Workers in Metals and Alloys.
Tin Plate Workers.
Spring Manufacturers.
Wheelwrights, Clock Makers Horologists, &c.

The publishers have expended a large sum of money to get original drawings of machinery in practical use in this country, and have procured almost every work on the subject, whether published in England, France, or Germany, the most essential parts of which being comprised in this Dictionary, render it as perfect and comprehensive as possible. The publishers have endeavored to use great economy in type, so that each page of the work contains at least four times the number of words found in ordinary pages of the same size. This has also secured to each plate working-drawings of ample size and clearness, so that a Mechanic may construct accurately any machine described.

The publishers are, in short determined, regardless of cost, to make the work as complete as possible; and it is hoped every one desirous to obtain the work will procure it as issued in numbers, and thus encourage the enterprise.

The work will be issued in semi-monthly numbers, commencing in January, 1850, and will progress with great regularity.

The whole work will be published in 40 numbers at 25 cents per number, and completed within the current year, 1850. A liberal discount will be made to agents.

Any one remitting the publishers $10 in advance shall receive the work through the post office free of expense.

Notice to Proprietors of Newspapers throughout the United States and Canada.

If the foregoing advertisement is inserted five times during the year, and the paper containing it sent to us, a copy of the work will be sent gratis in payment.

FOR CALIFORNIA.
UNITED STATES MAIL STEAMSHIP COMPANY—*THROUGH PASSAGE TO CALIFORNIA.*

THE public will be gratified to learn that the United States Mail Steamship Company are enabled to announce that their arrangements are now complete for sending passengers through from New York to San Francisco and back.

In the first attempts of this Company to meet the wants of travel to California, by providing ships on the Pacific, in connection with their ships from New York to Chagres, they were prevailed upon, at the urgent solicitation of the great number then desirous to go out, to sell tickets for through passages from Panama in advance, for their ships then going round. This was done from a desire to accommodate those who could procure passages in no other quarter, and by which, whatever might be the detention, they would reach San Francisco sooner than by any other line. Unforeseen difficulties, and the prevalence of fever at Rio de Janeiro at the time, prevented their ships from reaching Panama as soon as anticipated, and caused detention at the Isthmus, which was increased by the impatience of passengers in going forward, against the advice of the Company, at an earlier day than the ship could possibly reach Panama.

These interruptions are now all removed. Three of the four ships of the Company, intended for the Pacific service, have arrived at Panama, and several of them have performed trips to San Francisco and back. So that the Company are now able to give the public the assurance that the voyage through from New York to San Francisco, will be performed with regularity and despatch.

Their Pacific Line, from Panama to San Francisco, consists of the

REPUBLIC, Capt. HUDSON.
ITHMUS, Capt. HITCHCOCK.
COLUMBUS, Capt. PECK.
ANTELOPE, Capt. ACKLEY.

Their Atlantic and Gulf Line, from New York to Chagres, of the

GEORGIA, Capt. PORTER, U. S. N.
OHIO, Capt. SCHENCK, U. S. N.
FALCON, Capt. HARTSTEIN, U. S. N.

The connection between the two lines will be carefullly and regularly kept up, so that no delay beyond the usual stay of the ship in port at Panama, will arise.

The large size, well known speed, and superior accommodations of their New York and Chagres Line, and the speed and accommodations of the ships of their Pacific Line, offer the most certain, rapid, and pleasant through passage to California.

M. O. ROBERTS,
Cor. Warren and West sts., New York.
Aug. 15—1m

United States Mail Steamship Company.
CHANGE OF DATE OF SAILING

TO MONDAY, AUGUST 26, at 3 p. m.

From the pier foot of Warren street. The

UNITED STATES MAIL STEAMSHIP OHIO,

J. F. SCHENCK, U. S. Navy, Commander.

THIS splendid steamship will sail as as above, with the Government mails for the West Indies and California.

The arrangements for the transportation of passengers to San Francisco, without delay on the Isthmus, being now completed, the Company are now preparing to issue Through Tickets, of all classes, at a reduced rate of passage.

The books for the OHIO on the 26th instant, are now open, and tickets through can be obtained at the following prices:

FROM NEW YORK TO CHAGRES.

State-room berth $100
Standee berth, forward saloon . . 80
Steerage berth, found bed and separate table. 50

FROM PANAMA TO SAN FRANCISCO.

State-room berth $300
Steerage berth, found bed and board . 150

Passage can also be secured for the intermediate ports, as follows:

From New York to Charleston or Savannah—State-room, $25, Standee, $20; Steerage, $10.

From New York to Havanna—State-room, $70; Standee, $55; Steerage, $25.

From New York to New Orleans—State-room, $75; Standee, $60, Steerage, $25.

Freight to New Orleans, 25 cents per cubic foot for measurement goods; other merchandize as per agreement.

Freight will also be taken to Havana in limited quantity, at 25 cents per cubic foot, or per agreement. The consignee at Havana to attend to the merchandize immediately after the vessel arrives.

To secure freight or passage, apply at the office of the Company, 77 West street, corner of Warren street, New York.

Aug. 21—d26 M. ROBERTS.

THE SOUTHERN PRESS.

THE STEAM ENGINE.—It has been lately ascertained that the application of steam to the propelling of boats, and even the steam engine itself, is not the invention of Fitch or Fulton, or any of those to whom it has been usually attributed.

A recent discovery in Spain of some very old and long lost governmental archives, belonging to the Intendency of Samacas, would seem to turn the tables entirely, and unceremoniously dash from the brows of those inventors the wreaths of honor which they have so long worn. In a Madrid newspaper, of the 23d June, called *La Espana*, the N. Y. Sun finds, taken from the archives, a full description of a curious engine, operated by steam, and a full account of the trial trip, at Barcelona, of a vessel moved through the water by means of said engine. Samacas was an Intendency in the north-eastern part of Spain, in the province of Catalonia.

It appears from these official records, dated in the year 1543, and which are in the form of reports to the Secretary of War, that a Spaniard named Blasco de Garay, at that time an officer in the navy of Charles V., made a trial of his new propelling power, in the presence of the King. The trial took place on the 17th of June, 1543. The vessel propelled was of 200 tons burthen, named La Trinidad, and commanded by Pedro de Scorza. The King had commanded a number of his officers to be present, among whom were his son, Philip II., Ravago, the Royal Treasurer, Henry of Toledo, Gov. Pedro de Cardona, Vice Chancellor Francisco Grolla, and many others of the nobility. An immense concourse of people were also present, including many naval officers. There was a long delay in starting the boat, owing to some disarrangement of the machinery, and the crowd became greatly exasperated against Garay for having drawn such a concourse of people on such foolish business. It is recorded that but for the direct interference of the King, the people, in their madness, would have broken the boat to pieces, and drowned the foolish inventor in the river before any trial had been made. The most prominent object on the vessel was a large boiler of hot water. No terms too severe could be used to express the contempt of the crowd at the ridiculous project of attempting to propel a large vessel like the Trinidad by such means. But the moment for starting arrived, and with a sort of squizzling noise the beat left the shore, and, to the intense astonishment of all present, moved rapidly up the river, against wind and current. In a moment the ridiculing mind of that vast crowd was changed to wonder, and deafening cheers of applause repaid Garay for the bitter jeers which had been so profusely showered upon him. The King was delighted with the success of the experiment, and took Garay into his carriage as a mark of honor.

Although the trial proved beyond question the practicability of propelling vessels by steam power, still Ravago, the Treasurer, succeeded in inducing the King not to adopt the plan in the Royal Navy, under the pretext that the machinery was very complicated, and besides there was a risk of explosion from the boiler. So the invention perished. The Trinidad made several trips upon the now called Cardona river, but what finally became of her, or the inventor, is not known.

The cost of the boat and machinery was made up to Garay by the Government, and he received in addition a present of $1000 in money from the King, together with an offer of promotion to the highest stations, successively, in the Spanish Navy, if he would remain in its service. The committee of scientific men, appointed by the King to go in the boat and report the result of the trip, returned greatly pleased. They reported that at first the vessel moved at the rate of four and a half miles per hour; after a while it was reduced to three miles, which speed it retained during the trial. They stated that they were satisfied, vessels could be driven by this means twice as fast as the galleys of those days could be rowed.

A new and splendid steam frigate, the finest in the Spanish Navy, now cruising around Cuba, is called the Blasco de Garay, in honor of the discoverer of the steam engine.

THE UPPER REGIONS OF THE ATMOSPHERE.—Mr. Wise, the aeronout, has recently published a work entitled "History and practice of Aeronautics," from which the Philadelphia Inquirer derives the following interesting facts:

"In one place he makes us acquainted with the *still, quiet of the heavens*, thus:—a bee was let off (at (8,00 feet,) which flew away, making a humming noise. At the altitude of 11,000 feet, a great linnet was liberated, which flew away, directly, but soon feeling itself abandoned in the midst of an unknown ocean, it returned and settled on the stays of the balloon; then mustering fresh courage, it took a second flight and dashed downwards to the earth, describing a tortuous yet perpendicular track. A pigeon let off under similar circumstances, afforded a more curious spectacle Placed on the edge of the car, it rested awhile, measuring as it were, the breadth of that unexplored sea, which it designed to traverse; now, launching into the abyss, it fluttered irregularly, and seemed at first to try its wings on the thin element, till after a few strokes it gained more confidence, and whirling in large circles or spirals, like the bird of prey, it precipitated itself into the mass of extended clouds, where it was lost from sight. In one of his ascents, he held a distinct conversation in the cloud with Mr. Paulin who ascended with another balloon about the same time."

THE MEMPHIS AND CHARLESTON RAIL ROAD.—Col. Garnett, the Engineer of the Memphis and Charleston road has lately written a letter to Ex-Governor James C. Jones, in which he speaks in the most flattering terms of the prospects and prospective advantages of this work. The preliminary surveys have been commenced. Col. Garnett in his letter says, "all the routes examined are practicable and nothing but actual survey can determine with certainty the one which should be selected. With but very few exceptions no railroad in the Union will be found to pass over ground more favorable for such a purpose. The whole road cannot exceed two hundred and eighty miles in length—and of that all except perhaps forty miles, will be made at a very small expense comparing with the cost of most other roads even in the South.

"I will not venture, without calculation, based on positive data, to name the smallest sum for which I now believe the road could be made. But I am willing to hazard the assertion, that the entire road could be completed and fully equipped for $3,500,000. In no event can it exceed that, and it may fall very far short of it.

"Were it not for the restrictions imposed on themselves by the stockholders of this company the work might now be commenced with perfect safety.

"The importance of this road as a line of communication, for both travel and commerce, between distant points, the immense value of local trade incident to the fertile region through which it passes, and the great wealth which its construction will develope, all combine to make the success of the work certain."

SENATOR PRATT.—We regret to learn that Senator Pratt has been called from his place in the Senate, to his home at Annapolis, on account of sickness in his family.

THE SIAMESE TWINS.—Dr. Warren of the city, lately communicated the following among other interesting particulars in regard to this Siamese twins:

"The connecting substance is very strong, and has no great sensibility; it can be severely handled without causing pain. No pulsating vessel can be felt in it. The slightest motion, of one is immediately followed by the other in the same direction, so that the same wish seems to influence both; this is quite involuntary, or a habit formed by necessity.—They always face in one direction, standing nearly side by side, and cannot without inconvenience face in opposite directions. One is rather more intellectual than the other, the most intellectual being rather irritable, the other being extremely amiable.

The connection between these twins might afford some very interesting observations in physiology, therapeutics, and pathology. There is doubtless a connection by minute blood vessels, absorbents and nervous filaments, which might transmit the action of medicines and the causes of disease. As far as known any indisposition of one extends to the other; they are inclined to eat and sleep at the same time and in the same quantity, and perform in the same manner other similar acts. It is supposed that when they are asleep, touching one awakens both, but when awake an impulse given to one does not affect the other. The slightest movement of one is so soon perceived by the other, that a careless observer might think they acted simultaneously. No part seems to have a perception common to both, except the middle of the connecting substance and its neighborhood; for when an impression is made at this part, it is felt by both, while beyond this space it is felt only by the one of the side to which it is applied.

From the limited vascular and nervous connection that can be discovered, Dr. Warren supposes that the influence of medicine, transmitted from one to the other, would be inconsiderable; and the same would apply to most diseases—for instance, a slight fever would not probably extend from one to the other; while diseases, communicable through the absorbents or capillaries, (as small pox) would be readily transmitted. The beatings of both hearts coincide exactly, as also the pulses under ordinary circumstances; if one exerts himself without the other, his pulse alone will be quickened, while the latter is unchanged. They breathe also exactly together.

This harmony in corporeal functions would lead us to ask if there be a similar harmony in the intellectual functions; if they are identically the same persons. There is no reason to suppose that their intellectual operations are any more the same than they would be in any two persons, confined together, educated under similar circumstances, and with similar habits and tastes.

Then would come the question whether they could be separated with safety. Perhaps such an operation would not be necessarily fatal, but the peritoneum may be continuous from one to the other, and the opening of this great serious cavity might be attended with dangerous symtoms. Should one die before the other, it should be immediately perfomed, but no surgeon would be justified in attempting such an operation to free them from a mere inconvenience; which inconvenience, if we may believe the reports of their domestic affairs and flourishing condition in worldly goods, is after all of no very great consequence."

DABOLL'S FOG WHISTLE.—This ingenious invention was exhibited at pier No. 3 North River, to a large number of persons, who were present at the invitation of the inventor, Mr. Daboll. The machine, which weighs about a ton, is of a cylindrical form, two feet and a half in diameter, and about three feet and a half in height. On each side is a balance wheel weighing four hundred and seventy five pounds, by which, with the aid of a single operative, the air pumps, of which there are two, are set in operation.

These force the air into an air-chamber from which its escape is prevented by means of a conical valve worked by a spring, which in addition, to the pressure of the condensed air from within the chamber, effectually prevents its passage out. When the machine is charged with a pressure of 240 pounds to the square inch, the air is passed by a stop cock from the chamber into a tube, from which it issues with great force against an iron bell, (the first of the kind we were informed by the inventor, ever made in this country,) producing a sharp shrill whistle, which may be heard at the distance of several miles.

This machine has been made to demonstrate the entire practibility and general utility of such means of warning for light-ships, light-houses, &c. The Fog Whistle, which was in use on board the light-ship at Bartlett's Reef, in Long Island Sound, last fall, is said to have been equal to the steam whistle attached to locomotives, and much superior to any bell. Notwithstanding the testimony of several owners of ships, in regard to its merits, the superintendant of Light-houses, although strongly urged to substitute it for the bells, which were in general use then, refused to do so, on the ground that it would take too much time to charge the machine.

The inventor since, however, entered into an agreement with him, that the government should pay half the expenses towards the construction of another, that the superior quantities claimed for the fog whistle might be subjected to a fair test. After a great deal of time and labor had been expended, the present article was made, which can be charged in the short space of half a minute. Such machines, if generally adopted on our sea coast, most be of incalcuable benefit in protecting our commerce. Mr. Daboll, the inventor, is a resident of Providence, Rhode Island.—*N. Y. Evening Post.*

CHOLERA AT THE WEST.—The Cholera has entirely disappeared from Pittsburg, and the city is pronounced healthy.

The Uniontown (Pa.) *Democrat* says that three more cases of Cholera appeared in that town on Sunday last, but they readily yielded to medical treatment. Two negroes had also died of it within the previous few days.

At Columbus, Ohio, there were 38 deaths of Cholera during the week ending on Monday week.

At Gerardstown, Berkley county, Va., Mr. Michael Crowl, wife and son died of cholera during the last week. They were from Harper's Ferry.

Nathan Conrad died of cholera near Hillsborough, Va., on the 12th inst.

Mr. Isaac Stine died in Smithfield, Va., on Thursday week last.

A colored woman died in Charlestown, Va., and three cases proved fatal on a farm in its vicinity.

In Harper's Ferry, the scourge has so nearly disappeared as to warrant the belief that its ravages are about to cease. Very few cases have occurred during the last week.

At New Castle, Ky., there had been six deaths during Sunday and Monday week last, and there were five or six cases under treatment. Mr. Mitchell, Clerk of Henry Circuit Court, and the wife of John Rodman, esq., were among the victims.

SECRETARY MCKENNAN has left the city for a few days on a visit to Pennsylvania.

[From the Woodville (Miss.) Republican.]

In pursuance of a call, made by members of both the Whig and Democratic parties, of Wilkinson county, Mississippi, the citizens of said county, without distinction of party, assembled at the Court-house in Woodville, on Tuesday, August 6th, 1850.

Upon motion, Gen. W. L. Brandon (Whig) and Col. A. T. Moore (dem.) were called to the Chair, and D. O. Merwin, esq. (whig) and John S. Holt, Jr. esq. (Dem.) were appointed Secretaries.

Gen. Brandon explained the object of the meeting to be for taking into mature consideration the proceedings of the Nashville Convention, and declaring the sentiments of the county upon the resolutions of that assembly.

It was then moved that Col. T. Jones Stewart, a delegate to the Convention, be requested to address his assembled fellow-citizens; whereupon, Col. Stewart came forward and complied with the request.

Upon motion, the meeting adjourned until half-past three o'clock, P. M.

When the meeting again assembled, it was moved that a committee of six be appointed by the Chair, to draft resolutions expressive of the sentiment of the meeting upon the questions brought before it.

Thereupon the chair appointed Gen. D. H. Cooper, Geo. B. Collier, Hugh R. Davis, Dr. R. L. Buck, Dr. A. C. Holt, and John H. Sims.

Judge C. P. Smith, a delegate to the Convention, then addressed the meeting.

The committee appointed, having conferred, begged leave to make the following report from the majority:

Resolved, That we ratify and adopt the resolutions of the Nashville Convention.

It being intimated that H. F. Simrall, esq., would address the meeting in opposition to the resolution, he was called, came forward, and made an address in favor of the Compromise bill of the Committee of Thirteen.

H. M. Farish, Esq., opposed Mr. Simrall, controverting his positions.

The question being called for, Dr. A. C. Holt made a report from the minority of the committee. He stated that the whole committee were in favor of all the Nashville Convention resolutions, except the 11th, laying down an ultimatum of 36. 30.

He reported the following amendment to the report of the committee:

Resolved, That in adopting the Nashville resolutions we do not recognize the line of 36.30 as an *ultimatum*, but would be willing to accede to any adjustment by which the rights of the South are recognized and secured.

Gen. Cooper offered the following amendment to the amendment.

"And that no settlement of questions in dispute between the non-slaveholding and the slaveholding States, should be acceded to by the latter, which does not secure to them a front on the Pacific Ocean."

And demonstrated the necessity of the measure contained in the resolution.

Judge Smith followed in a few remarks. The question was called.

The question was first put upon the amendmendment to the amendment, which was carried unanimously.

The question then came up upon the report of the committee, as follows:

Resolved, That we ratify and adopt the resolutions of the Nashville Convention.

This was carried by an overwhelming majority.

Moved, that the proceedings of the meeting be published in the Wilkinson Whig and Woodville Republican.

On motion, the meeting adjourned.

W. L. BRANDON, } *Chairmen.*
A. T. MOORE, }
D. O. MERVIN, } *Secretaries.*
JOHN S. HOLT, JR, }

How Judges are Appointed.

MARYLAND—Appointed by the Executive—term of office during good behaviour.

LOUISIANA—Appointed by the Executive, with the consent of the Senate—term of office 8 years.

MISSOURI—Appointed by the Executive, with the consent of the Senate—term during good behaviour, or until 83 years old.

CONNECTICUT—Appointed by the Legislature—term during good behaviour, or until 70 years old.

SOUTH CAROLINA—Appointed by the Legislature—term during good behaviour, but removable by two-thirds vote.

TENNESSEE—Appointed by the Legislature—term of office 8 years for circuit, 12 years for supreme court.

GEORGIA—Circuit judges elected by the people—judges of the supreme court appointed by the Legislature—circuit judges hold office 8 years, supreme judges 6 years.

ARKANSAS—Appointed by the Executive—circuit judges hold office 8 years, supreme judges 8 years.

MAINE—Appointed by the Executive—term of office 7 years.

INDIANA—Appointed by the Executive, with the consent of the Legislature—term of office 7 years.

MICHIGAN—Elected by the people—term of office 7 years.

OHIO—Appointed by the Legislature—term of office 7 years.

RHODE ISLAND—Appointed by the Legislature—hold office until removed by the Legislature.

KENTUCKY—Elected by the people—circuit judges hold office 6 years, supreme court 8 years.

ALABAMA—Circuit judges elected by the people—supreme judges by the Legislature—term of office 6 years.

PENNSYLVANIA—Elected by the people—term of office in supreme court 15 years, in common pleas 10 and 5 years.

MASSACHUSETTS—Appointed by the Executive—term of office during good behaviour.

MISSISSIPPI—Elected by the people—circuit judges hold office 2 years, supreme court 4, chancellor 6, justices of peace 2 years.

NEW JERSEY—Appointed by the Governor, with the consent of the Senate—term of office 7 years.

NEW YORK—Elected by the people—term of office 8 years.

WISCONSIN—Elected by the people—term of office 6 years.

IOWA—Elected by the people—term of office 6 years.

ILLINOIS—Elected by the people—term of office in supreme court 9 years, circuit 6 years.

NEW HAMPSHIRE—Appointed by the Executive—term of office during good behaviour, or until 70 years old.

TEXAS—Elected by the people—term of office 6 years.

NORTH CAROLINA—Appointed by the Legislature term of office during good behaviour.

VERMONT—Appointed by the Legislature—term of office 1 year.

DELAWARE—Appointed by the Governor—term of office during good behaviour, but removable by two-thirds vote.

FLORIDA—Appointed by the Legislature—term of office 8 years.

GOVERNORS.—The Governor of every State is elected by the people, except the Governors of South Carolina and Virginia, who are appointed by the Legislature.—*Petersburg Daily News.*

CHOLERA AT LAGRANGE.—We regret to hear that the cholera broke out with much violence at Lagrange on Friday night last, and up to yesterday morning there had been six deaths, viz: two ladies, two children, and two negroes. The ladies were a Miss Lee and Mrs. Ann Eliza Rodman, wife of John Rodman, and daughter of the late Jarvis C. Russel, Esq., of Frankfort. There was much alarm among the residents of the place, and many were leaving.—*Louisville Courier, 19th.*

THE PROSPECT.—The present condition of our country presents a fearful prospect to every true friend of the Union, who duly estimates the force of causes still existing, and which have been exerting such a pernicious influence for the last several months; causes which, unless restrained, must inevitably, at an early day, lead to the severance of those bonds which have heretofore held together the different sections of our national confederacy. The peril is truly imminent and impending. It therefore becomes the duty of every true patriot to look calmly at the subject—to examine into the nature and extent of the difficulties which environ it, and expose them fully and fairly before the country, in order that the people may be enabled to judge for themselves as to the best mode of correcting the evil, and restoring peace and tranquility to our distracted councils.

It is a great mist