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DAILY.

Washington, Wednesday, September 4, 1850.

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MECHANICAL ARTS & SCIENCES

D. APPLETON & CO., NEW YORK. HAVE IN COURSE OF PUBLICATION, IN PARTS, PRICE TWENTY-FIVE CENTS EACH. Dictionary of Machinery, Mechanics, English, Work, and Engineering. Designed for Practical Working-Men, and those intended for the Engineering Profession. Edited by OLIVER BRINE, formerly Professor of Mathematics, College of Engineering, London; Author and Inventor of "The Calculus of Form," "The New and Improved System of Logarithms," "The Elements of Euclid," etc., etc. This work is of large size, containing nearly 10,000 pages, upwards of 15,000 woodcuts, and six thousand drawings. It will present working-drawings and descriptions of the most important machines in the United States. Independently of the results of American ingenuity, it contains 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 Mechanist's Assistant. (Blackie, Glasgow.)
4. Publication Industrielle. (Armengaud Aine, Paris.)
5. Jamieson's Mechanics of Fluids.
6. Traite on Machines. (Poisson.)
7. Allgemeine Bauzeitung mit Abhandlungen. (Konner, Wien.)
8. Organ fur die Fortschritte des Eisenhandwerks in technischer Beziehung. (Von Waldegg, Wiesbaden.)
9. Sherman's Logarithms.
10. The Mechanical and Mathematical Works of Oliver Byrne.
11. Silberman's Journal.
12. Allgemeine Maschinen-Encyclopaedia. (Hulsken, Leipzig.)
13. Cotton Manufacture of Great Britain and America contrasted.
14. Holtzapffel's Turning and Mechanical Manipulation.
15. The Steam Engine. (J. Bourne.)
16. Eisenbah-Zeitung. (Stuttgart.)
17. Treatise on the Steam-Engine.
18. Pike's Mathematical and Optical Instruments.
19. Dictionnaire des Arts et Manufactures. (Lavoisier, Paris.)
20. Brown's Indicator and Dynamometer.
21. Origin and Progress of Steam Navigation. (Woodcroft.)
22. Essai sur l'Industrie des Matieres Textiles. (Huttenlocher, Paris.)
23. Macneil's Tables.
24. Grieg's Mechanic's Pocket Dictionary.
25. Templeton's Millwright's and Engineer's Pocket Companion.
26. The Steam Engine. (Brown.)
27. Weisbach's Mechanics and Engineering.
28. The Matematician. (London.)
29. Barlow on Strength of Materials.
30. Hand Book of Engineering.
31. Mechanical Principles of Engineering and Architecture. (Moseley.)
32. Journal of the Franklin Institute.
33. The Transactions of the Institute of Civil Engineers. (London.)
34. The Artisan.
35. Quarterly Papers on Engineering. (Published by Weale, London.)
36. Imperial Dictionary. (Glasgow.)
37. Railway and Carriage Wheels. (Barlow, London.)
38. Recueil des Machines Instruments et Appareils. (Le Blanc, Paris.)
39. Buchanan's Mill Work.
40. Practical Examples of Modern Tools and Machines. (G. Kenne.)
41. Repertoire de l'Industrie Francaise et Etrangere. (L. Mathias, Paris.)
42. Treatise on the Manufacture of Gas. (Academy of Sciences, London.)
43. Setting out Curves on Railways. (Law, London.)
44. Hodge on the Steam Engine.
45. Scientific American.
46. Railroad and Canal. (New York.)
47. American Artisan.
48. Mechanic's Magazine.
49. Nicholson's (Peter) Dictionary of Architecture.
50. L'Esquisse de Marine a Voiles et a Vapeur. (De Bonneville, Paris.)
51. Conway and Menai Tubular Bridges. (Fairbairn.)
52. Bress's Railway Practice.
53. The Mechanical Dictionary.
54. Bowditch's Navigation.
55. Gregory's Mathematics for Practical Men. (Engineers and Mechanics' Encyclopaedia. (Luke Herbert.)
56. The London.
57. Breese's Glossary of Engineering.
58. Encyclopaedia of Civil Engineering. Cray.
59. Craddock's Lectures on the Steam-Engine.
60. Assistant Engineer's Railway Guide. (Hastings.)
61. 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 might otherwise be committed. 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 the most ordinary capacity cannot fail of understanding, and thus learning from it much which is important for them 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 study of the mechanical arts, 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.
Bricklayers.
Workers in Ivory, Bone, and Horn.
Civil Engineers, Railway Contractors, and Contractors for Earth-Work, and Masonry 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.
Black and Pump Makers.
Hemp Dressers and Rope Makers.
Manufacturers of Lines and Cotton Fabrics.
Manufacturers of Spinning Machines, Roving Machines, Card Breakers and Finers, Drawing Frames, and other derivative Picks, etc., connected with Cotton, Flax, and Wool Machinery.
Calenderers, Bleachers, and Calico Printers.
Cloth Dressers, and Measurers, and persons interested in Sewing Machinery.
Knives and Scissors Manufacturers.
Cutting and Turning Tool Makers.
Nail and Screw Makers.
Sole and Rivet-Bolt Makers.
Vulcanizers.
Coiners.
Leather Dressers and Curriers.
Manufacturers of Great Guns and Small Arms.
Candle Makers.
Black and Cracker Makers.
Lace Makers.
Ribbon Weavers.
Stucco Cutters and Marble Masons.
Dyers, Cloth Washers, and Scourers.
Coopers.
Kider and Cheese Manufacturers.

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From New York to New Orleans—State-room, \$15. Stowage, \$10.	
From New Orleans, 25 cents per cubic foot for measurement goods, and other merchandise 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 merchandise 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—26	M. ROBERTS.

THE SOUTHERN PRESS.

WASHINGTON CITY, August 26, 1850. DAVID MYERLE, Esq.—Dear Sir: In regard to your inquiry as to my knowledge of your efforts in the South of Missouri, to the promotion of the growth and preparation of hemp, I can state, knowingly, from being a hemp grower myself, in Lafayette County, that your efforts have been of incalculable advantage, both to the State and the West generally. The impetus given you in the growth and preparation of that article, has commanded the highest admiration on the part of the hemp growers and the farmers generally, producing them a main and profitable return for their labor. But from the improper rejection of your hemp by the Government agents, has not only paralyzed the enterprise of water rotting, but also discouraged the farmers from pursuing the process in the preparation of the article for market.

Previous to your commencing your operation in the year 1829, the growth of hemp was very limited, and was barely considered as an object of attention, arising from the want of a proper mode of preparing it and a market. But since that period, the instruction as to its culture, encouragement, and the sale of the article, has increased the growth most rapidly to that extent, as being now the great staple of the State, and the principal reliance which the farmer has for means to purchase land and the necessities in domestic life. It has also been the means of changing the appearance of the State from being newly settled to that of wealth and refinement.

As an illustration of the facts here presented of the progress of the article, your exertions for the past year in our State, I will state that the town of Lexington, located on the Missouri river, in the County in which I reside, was, previous to your efforts, a dull, monotonous village. Since that period, it has become a prosperous and flourishing town, and other produce, (besides hemp) being the principal article, which are forwarded to St. Louis, thence to the eastern ports and Europe. The result attending this business gave an impetus to the growth of hemp, and it is now a flourishing article of several thousand inhabitants.

It has been a source of great regret that as Government engaged you in this great national enterprise, they had not continued to give you that encouragement which the interest of the subject required. In that event, the result would have been at this time to the country, an abundant supply of a superior article of water-rotted hemp for the navy, a large surplus for exportation to the foreign countries, and a great benefit for your patriotic efforts and sacrifices, and I shall be much pleased to learn that Congress has done you justice, by amply reimbursing you for your losses, sacrifices, and time, sustained in the prosecution of this laudable enterprise; and I feel confident to say that were the question of justice by Congress left to the people of Missouri, it would receive a unanimous verdict in your favor.

I refer to the Hon. John A. Johnson, of the U. S. Senate, the Hon. John S. Phelps and James S. Green, for further evidence of my citizenship in Missouri. I am, very respectfully, your old servant, A. D. BENNING.

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 able to furnish passage for passengers from New York to San Francisco and back. In the first attempt of this Company to meet the wants of travel to California, by providing a direct route to the Pacific, the Company, by their ships from New York to Chagres, they were prevented upon, at the urgent solicitation of the great number of those desirous to go out, to sell tickets for through passages from Panama to San Francisco, and back. This was done from a desire to accommodate those who could procure passages in no other quarter, and which would reach the Pacific sooner than by any other route. 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, and the delay of the Company's ships, and 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. 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 service will be performed with regularity and despatch. Their Pacific Line, from Panama to San Francisco, consists of the REPUBLIC, Capt. Hudson. ITHACA, Capt. Hittcock. COLUMBUS, Capt. Peck. ANTELOPE, Capt. Ackerly. 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. Hartnett, U. S. N. The connection between the two lines will be carefully 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 the two lines, will be carefully and regularly kept up, so that no delay beyond the usual stay of the ship in port at Panama, will arise. 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 the 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	\$10.00
Stowage berth, forward saloon	5.00
Stowage berth, found bed and separate table.	5.00