ANCIENT INSCRIPTIONS OF THE WEST—GRAVE CREEK MOUND.

As we are about to celebrate the first settlement of the whites in Ohio, it may not be without interest to glance at the antiquities of that people who long preceded the whites. The valley of the Ohio is remarkable for the vast number of its antiquities. In every form of fortification, monument, altar, tomb, the Ohio valley is strewed with the memorials of an ancient people. The Miami and Scioto Valleys are peculiarly rich in them. Cincinnati itself was the site of ancient fortifications; and Fort Ancient, as it now stands on the Miami, is a gigantic work. The surface of a section through the parapet, where the road passes out, is nearly four hundred square feet! When such a parapet is continued for miles, the reader may imagine with what labor that work was made. Circleville, Chillicothe, and Marietta, all stood on the sites of ancient towns, defended by great fortifications.

At Grave Creek, below Wheeling, is one of the most interesting localities for these antiquities. Tumuli and parapets mark the site of some important place; but among them the Great Mound rises as the special monument of the place. It is 69 feet in perpendicular height, 820 feet in circumference at the base, and 63 feet in diameter at the top. Its solid contents are calculated at 175,000 cubic feet. The interior of this mound contained a finished chamber, and a stone *with an unknown inscription*. This inscription has recently become the subject of a most elaborate discussion before the American Ethnological Society, at New York, in consequence of a denial by Mr. E. G. Squier, of the authenticity, or rather existence, of that inscription.

Before we notice the proceedings of the Ethnological Society, we should here state that the whole question was settled at Cincinnati twenty years ago. In 1838, Mr. Tomlinson, then proprietor of the Grave Creek Mound, employed laborers to open the mound, and give it a thorough investigation. It was always supposed that the mound contained the grave or monument of some great person. In the interior was found a chamber, which had originally been lined or ceiled with wood. Some remains of the same general character with those in other mounds were found. A stone was also discovered, on which was an inscription.

This inscription has found no interpreter. An account of these proceedings, with a drawing of the stone and a copy of the inscription, was prepared by Mr. Tomlinson for the Cincinnati *Chronicle*, and published in that paper. This account was authentic, and has remained unimpeached. The statements in regard to his inscription had been laid before the public by Dr. Townshend, of Wheeling; Dr. Clemens, Mr. A. B. Tomlinson, proprietor of the Mound; was the subject of an interesting memoir by Schoolcraft; and in Europe was discussed by Sir J. E. Alexander, before the Geographical Society of London; by Professor Raflin, of Copenhagen, and by Mr. Jourard, before the Institute of Belles Lettres and Inscriptions at Paris. We can, therefore, see that this inscription is one of extraordinary interest. In this work on the "Aboriginal Monuments of the Mississippi Valley," Mr. E. G. Squier had considered this inscription an imposition upon very insufficient reasons. At a recent meeting of the "American Ethnological Society," Dr. Wells De Hass, of Western Virginia, made a demonstration on the subject, which proved entirely satisfactory to the whole Society.

One part of it was not wholly creditable to the late Dr. Morton's investigation. Dr. Clemens had written out this inscription with other particulars for Morton's work "*Crania Americana;*" but Morton *omitted* this part of the account, because, he said, it did not relate to *craniology*, and he was *skeptical on mound inscriptions*. We fear that several of our craniological and ethnological inquirers, especially those who have recently treated of the Origin of Races, have been equally inaccurate. A deciphered inscription upon one of the monuments of America might have put an extinguisher upon some of the theories derived from *crania*, as some of the recently discovered fossils have upon geological theories of development.

The discussion before the Ethnological Society was full of interest. It resulted in an acknowledgment by Mr. Squier that he was mistaken. The conclusion is given in the *N. Y. Herald:*

Dr. De Hass discussed with great force and clearness every point at issue. He touched the subject in all its bearings, clearly showing that he had investigated it in every particular. He supported his position by letters from many of the most distinguished citizens of North-western Virginia. His mass of material, under the head of Evidence, is perfectly overwhelming on all points affecting the credibility of the inscription. Much of this he could not read for want of time. His own paper occupied about two hours in delivery.

Having concluded, Mr. Squier rose and addressed the meeting. He stated, in a few words, that he had relied upon Dr. Morton as a careful and distinguished investigator of American Archæology. He disclaimed any personal feeling upon the subject.—He wished the facts in the case, and now that Dr. De Hass had with great care and industry collected these facts, he was happy to receive them, and willing to say that the point was clearly established by Dr. De Hass that Dr. Clemens did communicate to Dr. Morton an account of the inscription stone found at Grave Creek. He would like some additional facts about the identical discovery, and closed by moving a vote of thanks to Dr. De Hass for his paper just read.

Dr. De Hass regretted to detain the Society, but he was in possession of full facts about the discovery, which he had not been able to read for want of time. He would simply read an extract from the affidavit of Mr. A. B. Tomlinson, who found the tablet. Having read this portion of Mr. Tomlinson's affidavit, with the simple remark that he had abundant additional evidence on that head, he submitted the question to the Society. The response was general that the whole question had been fully and satisfactorily settled. The vote of thanks was then put and unanimously carried.

The inscription on the Grave Creek stone, and others like it, will we fear never be interpreted.—The unknown race who settled this continent from Asia, who (whether the same race found here by Europeans or not,) must have brought with them some remains of civiliza ion; who here built cities and fortresses; who fought great battles; whose bones the plough turns up amidst the green fields; who, after a mighty struggle, have perished from their ancient places,—this race, we fear, will live only in history.

There was formerly a large and curious bird, which is now extinct, and a single specimen of which remains in the British Museum. The time, perhaps, is not far distant, when the Museums will contain all that remains of the Indian. The description of the writer, and the portrait of the painter, may give posterity some idea of his appearance and character; but the reality will be gone. From a civilized point of view, this is not to be regretted. But we should remember that there were whole lives of nations bound up in this lost history. It furnishes a hint to ourselves, that our history, our early records should be written with the point of a diamond, and engraved in lead. This must be done, in the language of a living literature. When Tacitus wrote, these ancient nations of America were alive and vigorous; but now they are dead, and he lives in immortal history.—*Cincinnati Gazette.*

A Berlin paper asserts that the French Government will avail itself of the opportunity of the impending Paris Conference to have the question of political refugees settled by the European Powers. Austria, it is said, has been sounded on the subject, but has declined to give her sanction to the design.

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Carroll's Fig,	½ "	Ferguson's cor. stone,	¼ bxs.
Murphy's Fig,	½ "	M. G. Anderson's G.	
Ferguson's Pincake,	½ "	Bars,	½ "
Ragsdale's Twist,	½ "	Nutmeg Twist,	½ "
S. S. Lucke,	½ "	Jas. Miller's Pancake,	½ "
Ragsdale's Dew Drop,	½ "	Thomas' Hon. Bean,	½ "
		Witcher's Fan. & Soz.	R&R ½
Stewart & Walker's 6s,	½ bxs	Berger's Original Jenny Lind Twist.	

J. Thomas, Jr., "Gholson."

POUNDS.	
S. E. White,	R. M. Harper,
J. M. Cobb,	American Clipper,
J. A. Clay,	Natural Leaf,
J. M. Arnold,	W. C. Morton,
Burton's Cross,	J. A. Graves,
H. Lewis,	T. Taylor,
Star of Franklin,	People's Favorite,
M. T. Anderson,	Murrell & Burks,
T. H. Allen,	R. D. Burks,
Lee & Bro.	May Cherry,
Abdel Kader,	Red Fox,
Lone Star,	Jno. Pate,
Tyreana,	Piedmont,
L. A. Williams,	Jno. S. Clair,
J. L. Clayton's Cross,	H. Walker,
Geo. G. Curle,	Jno. Turner,
Prentis,	Lilly Lee,
R. Walton,	J. P. Hamlet,
Edmund Hale,	D. P. Witchus, AAAA,
J. C. Ferguson,	John Logan,
John Smith,	A. E. Saunders,
Leftwitch's Cross,	J. C. Breckinridge,
Bluff City,	FIVES.
Natural Bridge,	Jack Robinson.
Nutmeg,	EIGHTS, &c.
Harry of the West	Carter Jackson,
P. Parley,	Consoler of Man,
Uncle Sam,	Jno. Amos,
Jew Twang,	O. H. Roland,
Fannie Waller,	TENS,
I. Ross,	J. C. Luce,
W. B. Ryland,	Stewart & Walker.

HALF POUNDS,	
Consoler of Man,	Carter Jackson, ½ boxes.

SMOKING TOBACCO IN BALES, BOXES AND BBLS.
Kentucky Leaf; Virginia Leaf and Stems.
Powhatan Pipes; Calabria Stick Liquorice.
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These Engines are of four different sizes, two of them—the two smallest—STRICTLY PORTABLE, and easily hauled by four or six horses, according to the state of the roads, being mounted on strong and substantial wheels.—The latter Engines are adapted to all the purposes of the plantation, as sawing, grinding, ginning of cotton, threshing, &c. The two largest Engines are DETACHED; the boilers, smoke stack, &c., being mounted on strong and substantial wheels, can be removed any where with a team of 6 or 8 horses. NO BRICK WORK IS REQUIRED TO PUT THEM IN FULL OPERATION. One of the two smallest Portable Engines is of 10 horse power, the other 5; both are well adapted for the purposes before enumerated, which should recommend them to planters and farmers, as it is obviously their interest to have such labor saving machinery on their plantations, and in their neighborhood, as they are so arranged as to be exempt from all danger of fire. The three Largest Engines can saw from 2,000 to 10,000 feet of lumber per day, according to its respective size.
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STUMP PULLING MACHINE.
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FOR ALL PARTS OF THE WEST.
BALTIMORE AND OHIO RAILROAD,
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First:—The MAIL TRAIN starts (Sundays excepted, at 8.30, A. M., and arrives at Wheeling at 4.15 A. M., connecting at Benwood with Central Ohio trains for Columbus, Cincinnati, Indianapolis, Louisville, Chicago, St. Louis, &c., and at same place with trains for Cleveland, Toledo, Detroit, &c., by Cleveland Road, and also at Parkersburg with Marietta Road.
Second:—The ST. LOUIS and CINCINNATI EXPRESS TRAIN leaves daily at 5.15, P. M., connecting at Benwood at 10½, A. M., with express trains from Bellaire to Cincinnati (*without change of cars at Columbus,*) and reaching there in 29 hours from Baltimore. It also connects directly, in both directions, at Grafton with cars by Parkersburg and Marietta roads for Chillicothe, Cincinnati, etc. These trains connect at Xenia for Indianapolis, Chicago and St. Louis, and at Cincinnati with the Ohio and Mississippi Express for Louisville, Cairo and St. Louis—through to St. ouis in less than 48 hours from Baltimore. From the West, these connections are equally close and satisfactory, arriving at Baltimore at 10.30, A. M.
☞ Baggage checked through to all points.
THROUGH TICKETS sold at lowest rates, at Camden Station, and at Washington, D. C.
Passengers from Baltimore or Washington may view the entire road by daylight, by taking morning train, and lying over at Cumberland, and resuming next morning by Wheeling Accommodation Train, leaving Cumberland at 8 o'clock.

FOR WAY PASSENGERS.
The Mail Train at 8½, A. M., will stop at all Stations east of Cumberland, and the Acommodation at all Stations beyond Cumberland going west. Eastwardly, the Accommodation Train leaves Wheeling at 8.30, A. M., and the Mail leaves Cumberland at 9, reaching Baltimore at 5.35 P. M.
On the NORTHWESTERN VIRGINIA BRANCH, between Grafton and Parkersburg, way passengers will take the Express westwardly and the Mail eastwardly.
The FREDERICK Train starts at 4, P. M., stopping at way stations. Leaves Frederick at 9.15, A. M., arrives at Baltimore at 12.35, noon.
The ELLICOTTS MILLS Train leaves at 5.45, A. M., and at 3.15, P. M. Leaves Ellicotts Mills at 8, A. M., and 6, P. M., except Sunday.

FOR WASHINGTON AND THE SOUTH.
Leave Baltimore for Washington at 4.15 and 8 and 10 A. M., 3 and 5.20, P. M. On Sundays at 4.15, A. M. only.
Leave Washington for Baltimore at 6 and 8, A. M., and 3, and 4.20, P. M. On Sundays at 4.20, P. M., only.
The first and fifth trains from Baltimore, and the fourth train from Washington, will be Express Mail Trains, stopping only at Washington Junction and Annapolis Junction.
The 8 and 5.20 trains from Baltimore, and the 8 and 5.20 trains from Washington, connect with the trains at Annapolis.
For tickets, information, fare, &c, apply to J. T. ENGLAND, Agent, at the Ticket Office, Camden Station.
WM. PRESCOTT SMITH,
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FALL AND WINTER
ARRANGEMENTS,
NORTHERN CENTRAL RAILWAY,
On and after January 28th, 1858, TWO DAILY TRAINS will leave Calvert station for
PITTSBURG, CHICAGO,
CLEVELAND, CINCINNATI,
ST. LOUIS, and all cities and towns in the West and North and Southwest.
THE MORNING MAIL TRAIN
Leaves Baltimore daily (Sunday excepted) at 8.15, A. M. for Pittsburg, and all Western Towns and Cities.
THE ACCOMMODATION TRAIN
Leaves Baltimore daily (Sunday excepted) at 3, P. M. for Parkton.
THE NIGHT EXPRESS TRAIN
Leaves Baltimore every night at 10, P. M., connecting with the Lightning Express over the Pennsylvania Railroad for Pittsburg, arriving at 1, P. M.
The 8.15 A. M. and 10, P. M. trains connect closely at Pittsburg with trains over the Pittsburg, Fort Wayne and Chicago Railroad and its Northern, Southern and Western connections.
Passengers for Chicago, Rock Island, Burlington, Iowa City, Milwaukie, Dubuque, St. Paul, Madison, and other leading Cities in the Northwest, will save one hundred miles of travel and ten hours in time, with four less changes of cars, by taking this route.
Passengers for Cleveland, Sandusky, Toledo and Detroit go by this route, and the time is unequalled, being 45 miles shorter than any other route.
Passengers for St. Louis, Indianapolis, Terre Haute, Cairo, and all points on the Lower and Upper Mississippi, make less changes of cars and arrive in advance of any other route; and to Cincinnati, Columbus, Dayton, Louisville and other prominent cities, as quick as by any other route.
All Western Baggage checked through, and handled with care.
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