BALTIMORE.

MONDAY, MAY 24, 1858.

NOTICE.

In consequence of the rapid and daily increase in the circulation of THE EXCHANGE, requiring greatly enlarged accommodations and more extended facilities for the transaction of the business of the paper, and the convenience of the public, the PROPRIETORS of THE EXCHANGE have removed their OFFICES to the building formerly occupied by the Franklin Bank, on the NORTH-EAST CORNER OF BALTIMORE AND NORTH STREETS. The Counting-Room of the paper is in the corner office on the ground floor, where all advertisements and communications may be left.

The omission in this journal of any notice of the proceedings of a recent meeting of the President and Directors of the BALTIMORE AND OHIO RAILROAD COMPANY, arose from the ignorance of our reporters of the fact that the meeting was to be open to the representatives of the press, and that the veil of secrecy which usually hides the transactions of the Board from the public, was on that occasion to be removed. The omission did not proceed from any want of appreciation on the part of the conductors of this journal, of the importance of those proceedings, or of the interest felt by all classes in this community in the affairs of the Road. On the contrary, it has been our constant wish to obtain for ourselves, and to furnish to the public, the fullest and most accurate information within our reach, on this important subject. If we have hitherto studiously refrained from the expression of any opinion as to the present condition, or future prospects of the Company, it has been because the utmost information which we have been able to obtain, has been neither full nor accurate. The published Statements and Reports of the President and Directors of the Road have long since ceased to be regarded by the public, as affording any certain clew to the real condition of its finances. It has been discovered that figures *will* sometimes lie, although Presidents and Directors may be above suspicion, and that public confidence in the virtue and integrity of the respectable gentlemen who have the management of the affairs of the Company by no means implies implicit faith in their skill as financiers. The discrepancy between the Majority and Minority Reports of the Special Committee of Directors, appointed "to investigate "the Financial condition, General Line of Policy," &c., of the Road, sufficiently illustrates the difficulties which attend any effort to unravel the intricacies of Railroad management. These Reports, signed by Directors of the Company, gentlemen of equal respectability and intelligence, and possessing equal opportunities of testing the accuracy of their statements by reference to the books and accounts of the Company, differ materially both as to matters of speculation and matters of fact. They differ as to the amount of the floating debt of the Company, which in the one Report, four Directors estimate to have been on the 1st of February $848,948.73, and in the other, five Directors estimate, on the 19th of February, to have been $994,877. They differ as to the extent and character of the provision made by the company for the redemption of its mortgage debt. Of the Sinking Fund, created for this express purpose, by resolution of the Board, on the 17th December, 1856, the Minority say—"The most conservative "element in the system, and that which most "ensures confidence in the permanent security "and value of railway property is the formation and maintenance of suitable sinking "funds for meeting mortgage indebtedness. It "is therefore highly important that the wise and "comprehensive basis and system adopted by the "Baltimore and Ohio Railroad Company shall be "maintained. * * * The undersigned therefore "recommend that the sinking funds be maintained in full integrity, and that the interest due to "each be paid and properly invested, in accordance "with the action and pledges of the company."

In their account of the same Sinking Fund, the Majority, after referring to the fact that "in it are embraced the two iron bonds of loan No. 3, of $113,333 each, due and paid in London, on 1st January, 1857, and first January, 1858," say—"These bonds were liabilities of the Company, "which were retired as they fell due, just as all "other fixed engagements of the Company have been, "and in the opinion of your Committee, there is no "better reason for making them constitute a part of "the sinking fund, than any other paid note or account in the possession of the Company. In fact, "one of them had been remitted for a month before "the sinking fund was instituted. It would be "quite as reasonable for a merchant to gather into "a bundle all the notes he had ever paid, stamp "them 'belonging to the sinking fund, not to be "re-issued,' and rely on them as means for "redeeming outstanding liabilities. The process is at best an idle ceremony, which cannot possibly add a dollar to the real substantial means of the Company, and your Committee "recommend that these bonds be canceled and "made to disappear from amongst the liabilities of "the Company, so that in the Annual Statement, "Loan No. 3 may no longer appear a recorded encumbrance for twice its real amount."

In respect to the policy of the Road, in reference to its Western connections, the Minority say: "A "liberal policy has been pursued in relation to the "transfer of merchandize and passengers, between "the terminus of the Marietta and Cincinnati Road "and Parkersburg. Whilst the distance is but 9 "miles, 56 miles have been added to the actual "length of their line, in dividing the through rates, "thus giving to that road the entire advantage of "the reduced distance between Cincinnati and Baltimore. * * * A careful discrimination in favor of the mercantile and general interests of Baltimore has been vigorously maintained, and has "resulted in most beneficial effects upon the trade "of the city."

Upon the same subject, the Majority say: "The "transfer between Parkersburg and Marietta was "under the control of the Marietta and Cincinnati "Road, which was allowed therefor 56 miles of rail "in computing its pro rata on through trade, thus "making the computed chargeable distance from "this city to Cincinnati by that route the same as "by the Northern line, and thus depriving both this "Road and city of *all the advantages of the shortest "line between the seaboard and the Great West, to "which they are so justly entitled.*"

The italics are those of the Committee. Finally, with respect to the financial condition of the Road, the Majority quote from the Annual Report of the President and Directors (October 1st, 1856) "the "gratifying fact, that in addition to the payment "from the net earnings of $170,566.23 of the funded mortgage debt, the sum of $620,983.95, *constituting the entire floating debt of the Company*, except "the trifling sum of $3,500, not then matured, had "been liquidated." They then proceed to state "that "since the 1st October, 1856, the whole of the net "receipts of nearly two millions and a quarter have "been absorbed, and the floating debt is about one "million of dollars."

The Minority, in their statement of what would have been the financial condition of the company, but for its advances, amounting to $1,415,986.23 to the Parkersburg Road, say—"the gratifying fact is thus demonstrated, that "but for its connection with the North-Western "Virginia Railroad, the Baltimore and Ohio "Railroad Company would in February last have "been entirely free from floating debt—would "have continued to purchase all its materials for "cash—paid the regular cash dividend, and still "have had a surplus of cash in the Treasury of "$263,722.50, thus also ensuring the April dividend."

These extracts are enough to illustrate the exceeding difficulty in the way of getting any correct insight into the affairs of the BALTIMORE AND OHIO RAILROAD COMPANY, from reading the official statements put forth by its Committees and Directors. Without entering further into the subject at this present time, we merely wish to call public attention to the contradictory statements of these two Reports. As public journalists, we fully realize what the committee term, "the grave responsibility "of reporting upon the condition of a property "involving in value more than thirty millions "of dollars, an amount nearly equal to one-third "of the entire aggregate of the real and personal "wealth of the city of Baltimore, and on the "faithful and intelligent management of which, "such vast interests depend." It is for this very reason, that with such imperfect *data* before us as are furnished by the unsatisfactory and conflicting reports of the Directors of the Road, we have long hesitated to approach a subject at once so delicate and so difficult. Had we been content to follow in the line of safe precedent, and imitate the example of other journals, our neighbors and contemporaries, we might still have preserved a discreet silence, in respect to the condition of this great Public Work, or safely avoided the possibility of offending anybody, by writing articles and saying nothing. Not so, however, do we measure the responsibilities of journalism, or weigh the duties which we owe to the public. To evade a question of such magnitude and importance, is as far from our intention, as it is to lend the columns of this journal to any clique or interest in the company, or out of it, for the promotion of their private or personal ends. We have no such ends to subserve ourselves; we have simply a public duty to perform. To be able to perform that duty intelligently is our highest ambition. That we mean to perform it honestly the sequel shall show.

The two Nations of the World that afford the most striking modern example of progressive increase in population and territory, are RUSSIA and the UNITED STATES. The one stimulated in its growth, by the energetic will of a series of absolute sovereigns; the other by the influence of liberal principles; the one achieving its objects by military force, combined with adroit diplomacy; the other attaining the same ends by commercial activity and the avoidance of entangling alliances. Within three-quarters of a century Russia has annexed one-half of Sweden, absorbed the greater part of Poland, wrested from Turkey in Asia, a territory equal in extent to the combined principalities of Germany,—and from Persia a country equal to England in size. Her acquisitions in Tartary are said, by a well informed writer, to have "an area "equal to Turkey in Europe, Greece, Italy, "and Spain;" the territory she has acquired since 1772, being "greater in extent and "importance, than the whole immense Empire "she possessed in Europe before that time." The successors of PETER the GREAT, and the heirs of his sagacious policy, have studiously directed their energies to the extension of the Imperial limits into climes more genial, seeking everywhere for outlets to seas where their ships of war and their commercial marine might find secure harbors, easy of access at all seasons, and unobstructed by the icy barrier which closes, for six months in every year, the ports in the Gulf of Finland. It was for this, that Russia took possession of the Crimea. It was for this, she fortified the almost impregnable position of Sevastopol, thus commanding the navigation of the Danube and menacing Constantinople. When the Western progress of Russia was checked by the armed interposition of England and France, she turned her attention to Eastern Asia, and is now building up a second Cronstadt at the mouth of the Amoor river.

The progress of the UNITED STATES, during the same period, has been of an equally extraordinary character, though under different influences and governed by other motives. In 1772 the Ohio river formed our Western boundary, our Southern the Gulf Stream. Since that time we have increased our population from 3,000,000 of souls to 25,000,000, have peopled the Ohio and Mississippi valleys, have crossed the Gulf Stream, transcended the Rocky Mountains and occupied with an industrious people the shores of the Pacific. Almost simultaneously with our appearance in California and Oregon, we find Russia emerging from the magnificent valley of the Amoor river, and occupying the islands in the sea of Ochotsk. When our Government dispatched a squadron to Japan to negotiate a change in the restrictive policy of that Empire, Russian frigates followed in the wake of our vessels, and forthwith laid claim to similar advantages. When, more recently, we sent an Ambassador to China to watch over our interests in that quarter of the globe, Russia also sent an Ambassador clothed with similar powers, and not with equally pacific instructions. Here, then, for the present, the parallel ends, but in the rivalry of the respective nations for the commerce of Asia, the regard which they now entertain for each other may be changed into antagonism. Let us hope that each nation may succeed in working out its particular destiny, without the necessity of coming into collision with the other.

We are indebted to the Hon. J. P. BENJAMIN, and the Hon. C. C. CLAY, JR., of the United States Senate, for interesting public documents.

GREAT STEAMBOAT DISASTER.

CITY OF HUNTSVILLE SUNK—AT LEAST TEN LIVES LOST—PARTICULARS AND INCIDENTS.

[*From the St. Louis Democrat of the 18th.*]

A telegraphic dispatch briefly announced on Saturday the total loss of the steamer City of Huntsville, in the Cumberland river, attended by a considerable loss of life. Since the arrival of the B. M. Runyan, we have been placed in possession of very full particulars.

The disaster occurred on Wednesday night, at 11 o'clock, at Palmyra, about ten miles below Clarksville. She struck a log, while running at her utmost speed, and sunk almost instantly, about half of her hull being torn away.

She lies now in the very centre of the channel, with four feet of water in her cabin, and will prevent boats from passing, unless removed previous to the advent of low water.

The suddenness of the disaster, and the late hour at which it occurred, combined to render it a deplorable affair, by the loss of at least ten lives.

Emmett Wallace, assistant engineer, of Smithland, Ky., and Henry Jackson, are the only names of the lost that we could ascertain. The latter was a free colored boy, and assistant porter of the boat. Eight deck hands, Irishmen, names unknown, are known to have perished. The first porter, when he arrived at Nashville had with him three trunks, which he had saved from the wreck. One of them was marked "Mr. Brentworth, Memphis," another without mark, was supposed to belong to Brent Spencer, of Nashville, who was a passenger; and the third was marked "Rebecca Davis, Tennessee."

The passengers saved were taken to Nashville, by the steamer Choctaw. They exonerated the officers from blame in the matter of the disaster. The accident occurred in a chute, through which the water, at its present high stage, rushes with great velocity, rendering the passage unusually difficult; lwhile in here, the boat "took a sheer" on the pilot, and encountered the log, there being no possibility of preventing the collision.

The officers, without exception, seem to have done all that it was possible for men to do under the circumstances, in giving directions for the general safety, and assisting personally. The greatest confusion, excitement and terror prevailed as usual in such cases, and there is much apprehension that the loss of life is much greater than ascertained, or ever will be ascertained.

Almost all the passengers had retired to their respective berths, long enough to justify the supposition that many were asleep. Soon after the shock, the cabin was filled with a mass of rushing, excited people, and the horror of their situation was augmented by the shrieking of womn and children.—One lady, we understand, threw her child over the guard, and it was saved by one the firemen.

A man floating in the water was seen to make toward a plank, on which was a young lady, who afterward proved to be his daughter. Both were saved.

The engineer, Hopkins, saved his life by clinging to a small pair of steps, with which he floated three miles before he could get to the bank.

Sloan, the clerk, and Mr. Bell, a passenger, secured and clung to a plank, which supported them safely to land.

The City of Huntsville was getting to be an old boat. She was valued at $10,000, owned by Capt. A. L. Davis, of Nashville, and was not insured.

She had an inconsiderable cargo, which, together with the boat, is lost.

NICARAGUA—THE SOUTHERN COMMERCIAL CONVENTION.

Notwithstanding the fact that so much of the time of the Convention was taken up in the slave-trade discussion, some attention was devoted to Nicaraguan matters, as will be seen by the following:

On the motion of Mr. Percy Walker, of Alabama, the Convention proceeded to the consideration of the following resolutions, reported from the Committee on Business, with the recommendation that they be adopted by the Convention, viz:

Resolved, That we regard the establishment of the Americans in Nicaragua, is a work of duty no less than of honor and interest, on the part of the Southern people, and that this enterprise, tending as it does to the increase of Southern commerce and Southern power, is of paramount importance to many other questions now before the American people.

Resolved, That, as the Southern States have, under the Constitution, equality of commercial rights and privileges with those of the North, the Federal Government is faithless to its engagements and oppressive in its operation when it attempts to suppress emigration to Central America from the South while it permits it from the North; and that we deem it just and lawful to condemn such an assumption of federal power, and perversion of constitutional authority.

Resolved, That we consider the Americans of Nicaragua as having been twice most grievously wronged by the Federal Government—first by the act of Commander Davis, at San Juan del Sur and Rivas, and recently by the utterly illegal and disgraceful conduct of Commodore Paulding at Punta Arenas; and that we believe that the people of the Southern States entirely repudiate these wrongs to their former countrymen, but also regard them as indirect insults to themselves; and we accordingly warn the Federal Government that a further persistence in such acts will render the Government odious to the people of the States and contemptible to foreign nations.

These resolutions were adopted, as follows:

YEAS—Virginia, 15; South Carolina, 8; Alabama, 9; Georgia, 10; Mississippi, 7; Louisiana, 6; Tennessee, 12; Texas, 4; and Florida, 6—77.

NAYS—0.

[*From the Boston Daily Advertiser.*]

THE IMPRISONMENT OF SIDNEY COOLIDGE.

As mention has been made frequently, of late, by the press, of Mr. Sidney Coolidge's imprisonment in Mexico, his friends may be pleased to receive authentic information of the circumstances of his capture and his situation at the last accounts.

A letter of May 2d, from the city of Mexico contains what follows:

"Among the prisoners taken at Orizaba was an American by the name of Sidney Coolidge. This young gentleman came out here some months ago in the corps of engineers employed to operate on the Vera Cruz Railroad under Col. Talcott. Being discharged with the greater part of the corps, his love of adventure prompted him to join the liberals, under La Llave. He was present at the battles of Cruz Blanca and of Orizaba, only as a spectator and friend of Gen. Lopez (who commanded the National Guard), having refused a major's commission and pay. But it is quite certain that he was the military engineer of the army of Llave, and in that capacity rendered it very efficient service. In his report of the capture of Orizaba, Gen. Echeagary says:—'The fortifications of the enemy were well made, that construction being directed by an American engineer, who has fallen a prisoner into our hands.'

"The American minister was advised by a special courier, dispatched to him by an English gentleman (Mr. Thomas Grandison,) in Orizaba, of Mr. Coolidge's capture, and as there were reasons to apprehend that he would be shot, Mr. Forsyth immediately interposed with Gen. Zuloaga in his behalf. Under the circumstances, he could only invoke his clemency. Gen. Zuloaga promptly replied that it was due to Gen. Echeagaray to withhold his decision until that officer could be heard from. Since then, Mr. Coolidge has been removed to Puebla, with other officers made prisoners at Orizaba. We think there is now no reason to fear for his life, but he may be kept for some time a prisoner."

The above letter was written before the steps taken in this country by the friends of Mr. Coolidge to obtain his release, could be known in Mexico, and it is to be hoped that his captivity will not be of long continuance.

ACQUITTAL OF WEAVER.—On Monday the trial of Isaac H. Weaver, charged with the murder of John E. Roach, at Delaware College, was commenced at New Castle.

Great interest was manifested, and the court house was crowded to excess throughout, many ladies being present. The jury rendered their verdict of acquittal a little after one o'clock on Wednesday night. The scene which followed is thus sketched in the Delaware *Gazette:*

"Simultaneous with this there went up a shout of applause from nearly every person in the room, that shook the very walls of the court house, followed by three hearty cheers for the jury—as soon as quiet was a little restored, the sheriff said that this demonstration must be repressed inside the court house, that if they wanted to show their satisfaction they must go outside. There was a rush for the prisoner on the part of his friends to congratulate him on his acquittal, and for the door on the part of the crowd who made the whole room echo with their shouts and cheers for the prisoner and the jury."

Capt. J. H. Hawkins, U. S. Inspector of Fire Arms, while at work in his garden in Springfield, Mass., on Monday morning suddenly fell and expired. Heart disease was supposed to be the cause.

Fifteen soldiers were tried for disertion at Newport Barracks, Ky., and on conviction, were punished with from 25 to 30 lashes each.

ARMY AND NAVY.

We are advised of the arrival at St. Catharine's, coast of Brazil, on the 14th of March, of the small steamer "Argentina," on her way to engage in the "exploration of the tributaries of the La Plata river.

The United States brig-of-war Bainbridge, Commander Renshaw, dropped down to Hampton Roads Monday, and, having a fair wind, she proceeded directly to sea for the coast of Africa.

The United States surveying steamer Robert J. Walker arrived at Norfolk Monday morning from Key West.

The United States brig Dolphin is now at Boston, preparing for the Home Squadron. The following is a list of her officers: Lieut. Commanding, J. N. Maffit; 1st Lieutenant, J. N. Bradford; 2d Lieutenant, E. P. Williams; 3d Lieutenant, C. C. Carpenter; Passed Assistant Surgeon, J. M. Brown. The Preble, practice ship, went into commission yesterday, and sailed in the afternoon for Annapolis. The following are all the names of her officers that have come to our knowledge: Commander, Thomas T. Craven; Lieut. Monroe; Passed Assistant Surgeon, R. Carter; Purser, Howard; —— Graves, Gunner. The Preble has a crew of fifty-one men, all told.

U. S. FRIGATE MACEDONIAN.—The steam frigate Roanoke now lies at the wharf, at the Charlestown Navy Yard, having been thoroughly repaired, and ready at the order of the Government for active service. The sloop Levant is now in dock, to be completely overhauled, in preparation for another cruise. The brig Dolphin, recently returned from the African station, is quite ready for sea. She is intended for some special purpose, and will be commanded by Lieut. John N. Maffit, an officer of well established reputation.—*Norfolk Herald, May 21.*

MARRIED,

On the 20th instant, by Rev. Mr. Heara, NICHOLAS MEGUINNEY to Miss ELIZA HOOD, all of this city.

On the 20th instant, by Rev. G. W. Cooper, EDWARD S. HOLLAND to Miss AMANDA STUART, both of this city.

On the 20th instant, by Rev. G. W. Cooper, ENOS DAVIS to Miss ELIZABETH A. AMOSS, both of Harford county.

In St. Paul's Church, Norfolk, on the 4th instant, WILLIAM M. PENDLETON, Esq., of Norfolk, to BETTIE, daughter of the late J. Edwards Frisby, of Baltimore county.

DIED,

On the 21st instant, Miss MARY COLE, in the 18th year of her age.

On the 17th instant, GEORGE HENRY BARGAR, aged 6 months.

On the 12th instant, PENELOPE DYE, aged 7 months.

In Baltimore county, RACHEL KELLY, in the 89th year of her age.

TURTLES.

The brig Atlantic, which reached this port on Tuesday, from Nassau, brought to RINN, the well known proprietor of the Eating House, No. 40 PRATT STREET, one hundred fine TURTLES, weighing over 2,000 pounds. This delicious shell-fish, made into soup, is served up daily at Mr. Rinn's establishment. See advertisement. my21

BALTIMORE COAL COMPANY'S COAL.

For the convenience of those living at a great distance rom our office, orders will be received, on our account, at the following named Drug stores:

Messrs. Moore & Emory, cor. Howard and Madison Sts.
" N. H. Jennings & Co., No. 88 N. Charles Street.
" Jno. W. Barry & Co., cor. Baltimore and Pearl Streets.
Mr. Edwin Eareckson, cor. Baltimore and Caroline Sts.
And at our OFFICE, No. 36 SECOND STREET.

DOBBIN & WARFIELD,
mr30-tfr Sole Agents.

WHEELER & WILSON MANUFACTURING Co's IMPROVED SEWING MACHINES, For Families, Manufacturers and others.

"In our own family we use one of Wheeler & Wilson's machines, and we cannot imagine anything more perfect." —*Ed. N. Y. Evangelist.*

126 BALTIMORE STREET, American Building,
fe22-tf. W. MERRILL, Agent

COLORING FLUIDS FOR THE HAIR ARE DANGEROUS.—Professor Wood's Hair Tonic restores the color, not by the nitrate of silver process, but by a restoration of the healthy functions upon which the original and natural color of the hair and its moisture, its gloss, its life, and consequently its original beauty depended. Professor Wood, at the age of thirty-seven years was as gray as a mun of eighty, and his hair was dry, thin and dead. Now he has not a single grey lock upon his crown, nor is his hair thin or dry, but soft, pliable and moist as that of a child of five years. This preparation acts upon the roots, for after an application that portion of the hair nearest the scalp is found restored to the original color, whatever it was, while the ends of the hair are gray. Try Wood's HAIR TONIC, and do not apply any other *till* after you have this. With this resolution you will never have occasion to use a hair dye.

CAUTION.—Beware of worthless imitations, as several are already in the market, called by different names. Use none unless the words (Professor Wood's Hair Restorative, Depot, St. Louis, Mo., and New York,) are blown in the bottle. Sold by all Druggists and Patent Medicine Dealers. Also by all Fancy and Toilet Goods Dealers in the United States and Canadas, and by

JOHN C. GIVEN, Chinaman's Tea Store,
my10 *37 and 39 Baltimore street.*

GIFTS! GIFTS!! GIFTS!!
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At the GRAND GIFT BOOK SALE, No. 41 Baltimore street, corner of Frederick.
mr25-dtf EVANS & HOYT.

I. M. SINGER &. Co's,
IMPROVED SEWING MACHINES,
THE BEST EVER OFFERED FOR FAMILIES AND MANUFACTURING.
SOUTHERN SALES AND EXHIBITION ROOMS,
105 BALTIMORE STREET.

☞ To Clergymen of all denominations, and Sewing Societies attached to Churches, we offer our Family Machine at half-price.

W. E. BRODERICK,
fe24-tf Agent.

JOHNSON'S SEWING MACHINE,
PRICE $60, $70, and $80,

For BEAUTY and durability of *stitch*, finish and design is *not excelled* by any other MACHINE.

GIBB'S SEWING MACHINE,
PRICE $15, $23, and $25.

The above MACHINES are SPEEDY in their MOVEMENT, and *make a new strong elastic stitch*, that will not rip or break if every fifth stitch is cut.

Salesroom, No. 99 BALTIMORE ST.
ap19-tf L. D. CHASE, Agent.

☞ THE FAIR FOR THE BENEFIT OF ST. IGNATIUS' CHURCH, NOW BEING HELD AT CARROLL HALL, WILL CONTINUE OPEN UNTIL NEXT THURSDAY EVENING.

The object of the Fair is to assist in liquidating the very heavy debt incurred in the erection of the Church. As this is the first appeal of the kind made to the public by the ladies of this congregation, it is confidently hoped that it will be met in a generous spirit. Their tables will be filled with a great variety of USEFUL AND FANCY ARTICLES, many of them of rare beauty and magnificence.

The doors will be opened every day at 10 o'clock, A. M., and close about 10, P. M.

REFRESHMENTS may be had at any time during the day.

TICKETS OF ADMITTANCE 12½ CENTS. SUPPER TICKETS 50 CENTS, children half price. my22 5t

TO THE VOTERS OF THE 4TH CONGRESSIONAL DISTRICT:

It is with much reluctance that I make any further public statement in regard to my protest against the validity of the late election for Congress in this District.

I am not willing, however, that my silence should be construed into an acquiescence in the correctness of the recent determination of the House of Representatives to discharge the Committee of Elections from the further consideration of my second memorial, put in as it was in express accordance with the views of the majority of the committee as indicated in their report against granting the prayer of my first memorial.

A brief statement will disclose whether the failure to investigate that election is justly chargeable to my neglect or to congressional trifling.

On the 16th of December, 1857, I addressed a memorial to the House of Representatives asking it to investigate the right of the Hon. H. Winter Davis to a seat in that body. There had been a law passed in 1851, to regulate contests for seats in Congress, allowing a contestant to take testimony for 60 days after his notice given, and an answer received from the sitting member.

Believing then, as I still do, that I could establish no claim to a seat myself, but that the fraud and violence which I charged had prevented any valid election whatever, and that the district, in consequence, was not represented at all, I prayed a committee to inquire into the legality of the election pretended; I did not then and do not now regard myself as a contestant, or as within the meaning of the law. My object was not to obtain a seat for myself, but to prevent the seat from being illegally filled.

Shortly before the time had elapsed in which testimony could have been taken under the law, the Committee of Elections, by a vote of 5 to 4, reported against granting the prayer of my memorial. That report which was subsequently, on the 18th of February, 1858, adopted by the House contains this language, "Let the memorialist go on under the Act of 1851, and let the time for taking the testimony be extended as long as may be necessary."

Believing the views of the minority of the House to be right, it was with extreme reluctance that I put in a second memorial in accordance with the views of the majority. This memorial was, however, presented to the House on the 2nd of March, 1858, asking an extension of the time which is expressly provided for in the law, and was in fact suggested by the adoption of the Committee report. No action was taken on this memorial till the 19th of May, when the Committee by a vote of 5 to 4, asked to be discharged from the further consideration of the subject, no fact or circumstance having occurred to vary the position or merits of the case from the time when the identical Committee thus asking to be discharged had recommended to the House an extension of time to enable me to prove a case which they thought demanded investigation.

I had written the week before to the Chairman of the Committee, enforcing my application, and had been informed by Mr. Whyte but a few days previously that he understood the time would be granted. On entering the House on the 19th of May I heard for the first time of the action of the Committee, and that their resolution had been adopted by the House. The statement, therefore, from a Washington correspondent, that it was with my concurrence or assent, is of course utterly without foundation.

I shall waste no words in comment on the facts I have set forth. I do not regret any sacrifice which I have been called on to make, in the performance of what I conceived to be a duty, though a disgraceable one. That some other might have succeeded where I have failed is possible, but that any one could more earnestly have devoted his energies and his means to that end, I feel called upon to deny.

The people of this District have, I think, just cause to complain that they have had but lukewarm friends against active and determined opposition.

My connection with the matter has now ceased, and I leave to the 35th Congress the task of providing in their own way and at their own good pleasure for the preservation of the purity of popular elections in the 4th Congressional District of Maryland.

Respectfully,
Your ob't serv't,
1t HENRY P. BROOKS.

S. C. HUNT vs. JACOB GREEN, *property, Monument street; of depth to Edward street.*

IN THE SUPERIOR COURT OF BALTIMORE CITY, SITTING IN EQUITY. May term, 1858. Ordered, that the sale made and reported by Robert Gilmor, Jr., Trustee, for the sale of the property mentioned in the above proceedings be ratified and confirmed, unless cause to the contrary thereof be shewn on or before the sixteenth day of June next, provided a copy of this order be inserted in some newspaper printed in Baltimore, once in each of three successive weeks, before the said fourteenth day of June next.

The report states the amount of sales to be $2,020.

GEO. E. SANGSTON, Clerk.
my24-1aw3w Test, GEO. E. SANGSTON, Clerk.

GERMAN STREET HALL.—The citizens of Baltimore and the public generally are hereby informed that the undersigned from this date has exclusive control of GERMAN ST. HALL, and will give it his entire attention, and will endeavor so to conduct it as to give general satisfaction. As for style and convenience it is unsurpassed by any house in the city.

His Larder will be furnished with all the SUBSTANTIALS AND DELICACIES THAT THE MARKET affords and will arrange the prices to suit the times.

my24-eot3t CYRIL W. KEACH.

CHEESE.
200 BOXES ENGLISH DAIRY and
100 " W. R. CUTTING CHEESE.
For sale low to close. D. J. FOLEY & BRO.,
my24-4t 50 South Street.

FOR CHARLESTON.—The well known and favorite steamship WESTERNPORT, Capt. P. S. Berry, will sail for the above port on SATURDAY, May 29th, at 3 o'clock, P. M.

Fare $15, including meals and state rooms.

No bills of lading signed after the departure of the steamer.

For freight or passage, having superior accommodations, apply to

A. C. HALL, Agt,
my24-6t 116 Spear's wharf.

FOR BOSTON.
SATURDAY,
29th May, at 3 o'clock, P. M.
The well known favorite Side Wheel Steamship
WILLIAM JENKINS,
1000 tons, W. A Hallett, commander, will leave her wharf, foot of Long Dock, for Boston, punctually as above.

For passage, having excellent accommodations,
Apply to HENRY D. MEARS, Agent,
Office at Steamer's Wharf.

Fare $12.00, including meals and state-rooms.
my24-6t

NOTICE.
POST OFFICE, BALTIMORE, MAY 19, 1858.
The Afternoon Mail for the East will close at this Office, until further notice, at 4 25 P. M.
This additional time is allowed on account of the necessity for dispensing with the Way Mail.

JOHN MORRIS,
my21-3t Postmaster.

WANTED.—A comfortable two-story DWELLING, with passage and back building, west of and not more than fifteen minutes walk from Calvert and Baltimore Streets. Rent not to exceed $300. ADDRESS P. T., OFFICE OF DAILY EXCHANGE,
my22tf

OFFICE OF THE COMMISSIONERS OF PUBLIC SCHOOLS, BALTIMORE, May 21, 1858. NOTICE TO COAL DEALERS—Sealed proposals will be received at this office until TUESDAY, the 25th instant, to supply the public schools of this city with Coal for the ensuing year.

By order,
JOHN F. PLUMMER,
THOS. J. PITT, } Com.
JOHN M. WALKER,
JACOB DAY, Clerk. my22-3t

JOHNSTON'S INSURANCE ROOMS,
PHŒNIX BUILDINGS,
73 SECOND STREET.
AGGREGATE CAPITAL
EIGHT MILLIONS DOLLARS.
STRICTLY FIRST CLASS.
FIRE, MARINE AND LIFE INSURANCE COMPANIES.
THOS. D. JOHNSTON,
mr30-tfr Underwriter.

R. J. BAKER,
IMPORTER AND MANUFACTURER OF
DYE-WOODS,
AND DEALER IN
DYE-STUFFS, CHEMICALS, ACIDS,
SAL-SODA, SODA-ASH,
BLEACHING POWDERS, GLUE, EMERY, &c.,
Used by Woolen, Cotton, Paper, Hat and Soap and Candle Manufacturers, Tanners, Morocco Dressers, Machinists and Dyers,
No. 36 SOUTH CHARLES STREET,
ap21-tf Baltimore.

GAS FITTING AND FIXTURES.
BLAIR & CO.,
MANUFACTURERS AND DEALERS IN
GAS FIXTURES,
No. 366 W. BALTIMORE STREET.
N. B. GAS PIPE INTRODUCED by experienced workmen, and warranted free from leaks.

RE-GILDING, RE-BRONZING, and SILVERING done at the shortest notice. ap29 tfr

JOHN SHANAHAN
HAS REMOVED FROM SNOW HILL,
And commenced the Manufacture of
EVERY DESCRIPTION OF TIN & SHEET IRON WARE
AT
No. 15 S. CALVERT STREET,
BALTIMORE,
Where every article connected with his business may be found, and which will be disposed of at the lowest prices.
Special attention paid to
ROOFING AND SPOUTING.
☞ All orders from the Eastern Shore and elsewhere will receive prompt attention mr6-3m

JOSHUA WALKER,
GENERAL COMMISSION MERCHANT,
AND DEALER IN
FEED, HAY AND STRAW,
No. 110 N. HOWARD STREET.
Family, Extra and Super Flour of the best selected brands, Corn Oats, Corn Meal, Chop Rye and Mill Feed. Hay and Straw in bales, Cut Straw, &c. mr.27-tf

MECHANICAL BAKERY COMPANY
OF BALTIMORE CITY.
NAVY BREAD AND CRACKERS.
The attention of Merchants and Shippers is invited to an examination of the HARD BREAD now being manufactured at the MECHANICAL BAKERY, S. HOWARD STREET, (near Pratt Street,) which in quality and price is believed to be superior to any manufactured in the city. my21-1m

DIVIDEND.—MECHANIC'S EXCHANGE AND SAVINGS COMPANY, Baltimore, May 4th, 1858.—The President and Directors have this day declared a dividend for the past year of FIFTEEN PER CENT., payable to the Stockholders and Annual Depositors on and after 10th instant.

They have also, by resolution, this day accepted the Law of the State of Maryland passed at the last session of the Legislature, changing the corporate style and title of the Company to that of the "EXCHANGE BANK."

By order,
my5-d4tw4tr WM. L. MONTAGUE, Cashier.

MOUNT VERNON CO.,
Manufacture and have always on hand FELTING for Paper Maker's use, of all widths up to 78 inches. OFFICE—COR. LOMBARD STREET AND FRANKLIN LANE. my21-1m

PAPER WAREHOUSE,
NO. 24 SOUTH CHARLES STREET,
JAMES S. ROBINSON
Has on hand for sale, a large assortment of the various kinds of Paper, such as Printing, Writing, Wrapping, and Colored Papers, of all sizes and prices, which he is offering low to punctual buyers. mal-tf

GREAT SAVING IN GAS.
J. H. COOPER'S
PATENT LEVER GAS REGULATOR.
Saves from 15 to 35 per cent. of Gas, and prevents all blowing and flaring of the light.
JACKSON & CHANDLER,
Agents for the State of Maryland, and District of Columbia, at the office of Messrs. GRATTAN & EVANS. Gas Fitters and Plumbers, No. 8 North street, Jarvis' Building
P. S. Certificates can be had at the office. my8-tf

INGERSOLL'S IMPROVED PORTABLE *HAY PRESS.*
We call attention to this press which *combines greater power and durability, requires less labor, occupies less space, and costs less money* than any other Machine for baling Hay or Cotton, ever offered to the public. For sale at manufacturer's prices by J. A. WESTON & CO.,
fe22 tf 41 South Charles street

NOTICE.—Neither the Captain nor Consignees of the Sicilian Brig ATTIVO will be responsible for any debts contracted by the crew of the said vessel. my18tf

OLD PAPERS FOR SALE,
OLD NEWSPAPERS FOR SALE AT 25 CENTS PER HUNDRED. Apply at this Office. ap20-tf

Amusements.

HOLLIDAY STREET THEATRE.
MESSRS. KUNKEL & CO., Lessees.
MR. JOHN T. FORD, Sole Manager.
ENGAGEMENT OF THE
KELLER TROUPE
AND
YOUNG AMERICA BALLET CORPS.
Monday Evening, May 24, 1858.
JOSEPH IN EGYPT,
Interspersed with MAGNIFICENT TABLEAUX by the Keller Troupe.
BALLET DIVERTISSEMENT,
By the Young America Ballet Corps—concluding with Keller's
TEMPLE OF LIBERTY.
RATES OF ADMISSION:
Dress Circle, Parquette and Orchestra Chairs.....50 cts.
Family Circle and Galleries.....25 cts.
☞ Doors open at half-past 6, performance to commence at half-past 7 o'clock.

WELLS, FARGO & CO.
NEW YORK & CALIFORNIA EXPRESS
AND EXCHANGE COMPANY.
A Joint Stock Company—Capital.....$600,000

Boston office—	OFFICE—82 BROADWAY, NEW YORK.	
39 & 40 Court Square.	San Fran. office— cor Montgomery & California sts.	Phil. office— 400 Chesnut st.

Agents for P. C. Bambalier & Co., Island of Cuba Express

EXPRESS to California, Sandwich Islands, Oregon and South America.

5th and 20th OF EACH MONTH—Express to Havana by all regular steamers.

Goods must be accompanied by invoices.

EXCHANGES on California, Oregon, Sandwich Islands and Havana, in sums to suit.

Agents in Baltimore—
PENDERGAST BROS.,
77 Smith's Wharf.

NOTICE TO CALIFORNIA BOND-HOLDERS.

WELLS FARGO & CO, are now prepared to receive the old Bonds of the State of California, transport the same to Sacramento City, and procure new ones, in accordance with the Act of 28th April, 1857, and return same to this city

fe26 eoly Office—82 Broadway, New York

Ex parte GEORGE KERR and GEORGE MORRIS.—In the matter of the mortgage executed to William Morris, deceased, by Thomas Camper, on the 18th of June, A. D. 1850

IN THE CIRCUIT COURT FOR BALTIMORE CITY,—6th May, 1858.—Ordered that the sale made and reported by James Mason Campbell, Trustee, for the sale of the mortgaged Real Estate in this cause mentioned, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 31st day of May instant. Provided, a copy of this order be inserted in some newspaper printed at Baltimore once in each of three successive weeks before the said 31st day of May instant

The Report states the amount of sales to be $8,500.

W. H. H. TURNER, Clk.
my10,17,24] True copy, test, W. H. H