BALTIMORE.

MONDAY, MAY 31, 1858.

The Great Southern Pacific Railway has fallen upon evil days. When the project was first started, backed by the magnificent land grant conditionally awarded to the Company by the State of Texas, the completion of the road was regarded as beyond a question of doubt. It was to divert the entire commerce of the Pacific from the old inter-oceanic routes, crowd the Southern ports with sea-going ships, build up the Southern cities and bring about an effectual change in the old order of things. The enterprise was boldly conceived and vigorously inaugurated. At its head were ROBERT J. WALKER and JOEL G. SEVER. Neither of these gentlemen were possessed of much money, but what they lacked of capital they made up in confidence.—When the books were opened in New York, Mr. WALKER promptly subscribed for ten millions of the stock, and Mr. SEVER for five millions. After this exploit, to quote the language of an indignant stockholder, "they went home to dinner, got drunk, and then went back and subscribed for further similar amounts." So dashing an operation gave unusual notoriety to the project, even if it failed to impress the public with a favorable idea of its solidity. Quite a number of other speculative individuals, poor in purse but rich in hope, came eagerly forward and registered their names for thousands of shares of a stock that was expected to cost nothing, and would, therefore, realize large profits on the investment. The master fishermen having thus skillfully baited their hook, threw it temptingly abroad among the financial currents of Wall street; but the larger fish—the capitalists—eyed it suspiciously askance, and would not rise to the lure; while the smaller fry ventured to nibble [illegible] around the barb. But if the salmon, and the salmon trout of the North, would not bite, there was at least good gudgeon fishing at the South; so the anglers wound up their reels, packed up their rods, and with a choice selection of "taking" flies, and an ample store of "ground bait" and "landing nets," set out upon their journey. In Kentucky and Louisiana they met with fair success, and won "golden opinions from all sorts of men." These golden opinions took the form of hard cash to an amount ranging from half a million to a million of dollars, and with this sum in hand or available, the Southern Railway to the Pacific was commenced in earnest. The southern stockholders counted up the value of the Texas land grants and in imagination beheld themselves millionaires.—The merchants of New Orleans anticipated a period when the Crescent city would become the *entrepot* of the gold of California and of the rich products of India and Cathay. All other routes to the Pacific were to yield precedence to the Great Southern Railway which was to cross the Texan prairies freighted with passengers from the Pacific, the silks and teas of China, the tin of Banca and gums and spices from the Indian Archipelago.—Cautious men shook their wise heads; but the enthusiasts were not to be discouraged. There was the road already begun, and on both sides of it, as it progressed, was the land which would pay for its construction. What could be plainer than that? Under such favorable circumstances how could a failure be possible? And besides the subscriptions to the stock at the South were there not millions of dollars subscribed at the North, and were not the subscriptions to that vast amount of stock understood to have been paid up? Under what happier auspices then could so important a work of internal improvement have been inaugurated? Let the *Delta* answer these too confident interrogatories: "Some months since, the Southern stockholders, "having discovered the wholesale villany, that had "been practiced in New York, took the management into their own hands. One of their first "movements was to throw overboard the holders of "'paid up stock,' upon which the Company had "never realized any money. This lightened the "load; but the burthen was still too heavy to be "borne. Only twenty miles of the road had been "completed. Near a million dollars had been used "up—and a debt of a quarter of a million remained. "A deed of trust was executed to secure this debt." The stockholders were called together in New Orleans to provide for this obligation, and the Committee to whom the subject was referred, reported in favor of selling the road to pay the debt; and recommended that the stockholders throw themselves on the liberality of the purchasers, who by the terms of the contract with the State of Texas, in becoming owners of the road, become also owners of the land grants in proportion to the distance to which the road is completed. Some of the stockholders were, however, unwilling to subject themselves to so heavy a loss as the whole of their investment, and proposed that an effort should be made to compound with the creditors of the road at the lowest possible amount they would be willing to take. Mr. PRICE, while fully exonerating the Southern Directors from all blame, emphatically declared that the whole stock taken was not worth "one chaw of tobacco;" and such seemed to be the general impression of all the stockholders present, but the meeting adjourned without coming to any practical conclusion. A second meeting was subsequently held with a similar result, and the final issue will most probably be that the road will be sold sometime during the coming month; the twenty miles of completed road will be turned to local uses; and the Great Southern Pacific Railway project, with all its gorgeous future, and in solemn mockery of the ambitious aspirations of its too credulous friends, will share the same fate as the Mississippi Bubble, the South Sea Scheme, the Tulip Mania, and many other magnificent speculations that in times past have "kept the word of promise to the ear, but broke it to the hope."

Will there be war with England? We answer emphatically—No. No sensible man either desires or anticipates anything of the sort. A controversy with England respecting the Right of Search, we may have—but of a war, we do not conceive that there is the slightest possible danger. The New York *Herald*, it is true, proclaims, like MILTON'S fiend, that its "voice is still for war," and Senator TOOMBS professes his entire readiness for a fight, and his anxiety to be "counted in," in the event of any difficulty arising between this country and England, in consequence of the conduct of the British cruisers, in overhauling and searching our vessels on the high seas. We are afraid, however, that the pugnacious Senator, and the belligerent journalist will be equally disappointed. We apprehend that there will be no great trouble after all. A vast increase in the consumption of stationery, both in Downing Street, and in the State Department, is the most serious result that we can at present foresee. Numerous dispatches will be written and answered. Much ink will be used, and much paper, many sticks of sealing-wax, and possibly some yards of red-tape. The venerable SECRETARY OF STATE will renew to His Lordship the MINISTER PLENIPOTENTIARY AND ENVOY EXTRAORDINARY the assurances of his distinguished consideration, and the MINISTER PLENIPOTENTIARY AND ENVOY EXTRAORDINARY will respond with like fervent protestations of his regard for the venerable SECRETARY. A long correspondence will ensue, and finally the subject be dropped, without any very definite understanding being had as to the original cause of the difficulty, or any very distinct agreement as to the course to be pursued in respect to the practice of Maritime Visitations hereafter. Such is the general course of diplomacy, and the usual upshot of our difficulties with the English Government. Neither nation desires to go to war with the other. Neither nation can afford to go to war with the other. The inclinations and the interests of both tend strongly to the preservation of peace—so strongly, in fact, that with each succeeding year, the contingencies of a war between the two countries become more and more remote. In the present instance, there would be no excuse for any serious misunderstanding, inasmuch as the matter in dispute is one susceptible of easy adjustment, in the event of its being made a direct issue between the two Governments. As we have just intimated, however, we do not believe that matters will proceed even to that extremity. The direct question will be avoided, and beyond an interchange of diplomatic compliments, nothing will grow out of the affair. According as the instructions under which the British cruisers have acted, proceeded from the last or the present Ministry, the probabilities are that the only effect of a demand on the part of our Government for a retraction of those orders, will be either to greatly strengthen Lord DERBY'S position, or to overthrow his Ministry altogether. In either event, we may count on an immediate compliance with our demands, and a ready acquiescence in the justice of our complaints. If the instructions were issued while Lord PALMERSTON was in office, Lord DERBY will doubtless improve the opportunity with his usual dexterity, by contrasting the cringing policy of his predecessor towards the Imperial Despotism of France, with the unfriendly spirit thus manifested towards England's natural ally, the great Republic of the West, and by adroitly magnifying the dangers thus incurred, of a war with the UNITED STATES, will be enabled thereby to secure for himself the otherwise doubtful, and much needed support of the Manchester men, and the Peace Party generally. If, however, the instructions emanated from the present Cabinet, this fact, and the consequent hostility which it will provoke on the part of the manufacturing and commercial interests against Lord DERBY'S ministry, will probably lead to an immediate union of all the elements of Opposition, resulting in the speedy overthrow of that ministry, and the return to office of Lord PALMERSTON, with Mr. BIGHAM, or some other representative of the Manchester School, as a member of his Cabinet. The first act of the new Administration, under such circumstances, would be to repudiate and disavow the obnoxious orders, and to tender every reasonable satisfaction for the dishonor done to our flag. Thus, in any event, we may conjecture, the probabilities of a final settlement of the long-mooted question of the Right of Search are equally remote with the possibility of a war. Any discussion of the general principle will be evaded, while any intention to enforce the right against American merchantmen in the Gulf of Mexico, will be politely disavowed. The whole affair will soon blow over, and all the vaporing and hectoring of indignant Congressmen and wrathful journalists, prove wholly ineffectual to disturb that *entente cordiale* which community of origin, speech, laws and interests ought ever to maintain between the kindred peoples of Great Britain and the UNITED STATES.

The *London Gazette*, received by the Steamer Africa, announces the appointment of her Britannic Majesty's Consul at this city, Mr. EDWARD W. MARR, to the consulate at Marseilles.

We are indebted to Mr. STREETS, of the Adams' Express Company, for late California files received per Steamer *Moses Taylor*.

NEW YORK NEWS.—MAY 29th.

Edwin W. Davies, city editor of the N. Y. *Sun*, died last night at his residence in Williamsburg, after an illness of seventeen days. Like most of the profession, he may be said to have almost died with harness on his back, as he attended a meeting of the Board of Councilmen on the night previous to his fatal attack of sickness. Mr. Davies has probably been connected with the New York press for nearly thirty years.

John McQueen, the engineer of the Peter Cooper building, was accidentally caught in the clothes by the shaft of the engine, last evening, and in an instant was drawn around and crushed to death.

A man named James Wood was found on Thursday night lying insensible upon a side-walk in the Sixteenth ward and taken to the station-house, where he was placed in a cell. On Friday morning, when the cell door was opened, life was found to be extinct.

An Italian, named Andrew E. Vicenut, was arrested this morning by officer Church, charged with stealing two pieces of silk, valued at $25,000, from Lockwood & Bros., No. 162 Broadway.

Last night a woman named Anna Shaughnessey, while engaged in cleaning the windows of the fourth story of her residence, corner of Forty-seventh street and Eleventh avenue, fell to the sidewalk, and was instantly killed.

Wm. Rheinman, the young man who suddenly disappeared from this city last week with Mrs. Hartung, the wife of the man who is supposed to have been poisoned, was arrested about six o'clock last evening in a place on the corner of Green and Division streets, kept by Jacob Engel.

The 14th of June next will be celebrated as the seventy-second anniversary of Lieut. Gen. Winfield Scott, by the Scott Life Guard. The corps is to receive on that occasion a beautiful stand of colors—the gift of several New York ladies—to be presented by Gen. Sandford. This organization is made up of members who have honorably and faithfully discharged their duties through the Mexican campaign.

The Brooklyn (E. D.) Sabbath Schools enjoyed, yesterday, their anniversary parade and review, which had been postponed from Tuesday last to the first fine day. The members counted 4,500.—Twenty-one schools were in the column of march, and the sight was one that delighted thousands of spectators along the line. They filled the five largest churches in Williamsburg, where they sang their hymns, and had pleasant, suggestive and pertinent speeches. The collations that followed were abundant.

Messrs. Briggs & Hayden, jewelers, Maiden-lane, for several months past have missed jewelry from their store, and until a day or two since were unable to obtain the slightest clue leading to the detection of the thief. Information of the robbery was communicated to the Police, and yesterday Isaac Proper was arrested, a young man, who was, until lately, in the employ of Messrs. Brown & Co., jewelers in the same building. The accused says that he received the stolen jewelry from a boy employed by Messrs. Briggs & Hayden.

The Central Park Commissioners report that they intend to proceed at once in the four principal classes of their work, namely: draining, laying out the roads, drives and parks, forming the lakes and fertilizing the soil. They have already procured 109,000 trees. They ask the Common Council for a portion of the $200,000 authorized to be raised for Central Park purposes this year.

The Hon. Howell Cobb, Secretary of the Treasury, has written to Mr. Cunard, in reply to the statement furnished him, respecting the arrest of Capt. Judkins, by the two Custom House Inspectors, for alleged detention, and obstructing them in the discharge of their duties, that the case must be allowed to go to trial.

Captain Henry Russell, the well known shipmaster, died at his late residence in Brooklyn, on the 24th inst. He was a son of the late Major Benjamin Russell, and was born in 1786, and was consequently seventy-two years of age at the time of his death. Captain Russell was one of the oldest shipmasters in the country.

A writ of error and stay of proceedings have been granted in the case of Ira Stout, convicted of the murder of his brother-in-law, Littles, at Rochester. It is expected that the new trial will take place in September.

A grand sacred concert was given last evening at the new church of St. Vincent de Paul, in 23d street. The concert was given for the benefit of the church, and a number of eminent artists volunteered their services.

Mr. Cranston is improving in health, though suffering much from his wounds.

WASHINGTON NEWS—MAY 29.

The meeting of delegates from several of the Southern Railroads met here yesterday, but failed to transact any business of importance. The route to New Orleans by railroad to Charleston, thence by steamer to Fernandina, and across the Florida peninsula, was mooted, but failed to receive much encouragement. The only matter consummated was to fix the fare from New York to Charleston at $25.

Last night a gentleman on board the steamer Powhatan, as she was awaiting the Richmond train at Aquia Creek, got out of his berth in a fit of somnambulism, and deliberately walked overboard. It was a fortunate circumstance for him that Captain Reynolds and Pilot McGarr were on deck at the time, and buoyed him up with a boat-hook until a boat was lowered to his assistance; otherwise, not being a swimmer he must have drowned.

The House of Representatives yesterday passed eighty-five bills, seventeen of which were Senate bills. It is understood they run through the private calendar, and gave so complete a manifestation of devotion to the public interest as to leave little room to doubt the final adjournment of Congress on the day fixed. The House passed the army, the mail steamer, and post-office appropriation bills. A good day's work.

Letters were received in this city yesterday from the American squadron on the African station, bringing the melancholy intelligence of the death of one of its gallant young officers, Lt. Theodorick Lee Walker. He died at sea on the 17th March, and his remains were interred with the honors of war at Porto Praya, Cape Verde Islands, on the 5th April.—Lieut. Walker was the son of the late Samuel P. Walker, of this city, where a numerous circle of relatives and friends mourn his early death.

Yesterday the Sioux made a visit to Arlington Spring, the well-known and popular resort of the District and Alexandria during the dull summer months. It having been made public that they were to visit Arlington, a numerous body of citizens and strangers, probably six hundred, assembled at the pavilion to witness the sports of the red men. The day was passed merrily, the Sioux enjoying themselves after their own fashion, much to the gratification of those who desired to witness the dances and hear the songs of the wild warriors.

A number of our most respectable grocery merchants have agreed to close their stores at 8 o'clock, P. M., from the 1st of June to the 1st of October—Saturday evenings excepted.

James C. McGuire sold $1,700 of Washington city stock yesterday morning at one per cent. above par.

MARYLAND NEWS.

CECIL.

Thomas Thomas has sold his farm, half a mile south of Elkton, containing 105 acres, to Mr. Wm. P. Morgan, for $2,000, with the privilege of residing in the house on it during his life.

Considerable lumber has come down the Susquehanna to Port Deposit, this spring. But the scarcity of money materially interferes with sales.—Many of the raftsmen have returned home and left their lumber to be disposed of on commission.

It is rumored here that the Central Railroad has changed hands, and thought probable that it will change once again before it reaches the river. The Port Deposit branch road is probably as near completion as it was last fall; no train will run over it before the *thirty-first* of June, next.

Lumber is moving more briskly, and it is supposed that all is down except a very few rafts, which have been stuck along the route. Some have sold out entirely and are on their way home.

It is said that Conowingo bridge has been let to contractors at $83,000. Next to McCall's Ferry, Conowingo is at the narrowest place this side of Harrisburg. We need a bridge badly, and hope for the speedy completion of the one contemplated.

The estate of the late Louis McLane, situated in Cecil and New Castle counties, was sold here, at trustee's sale yesterday, F. W. Bennett & Co. auctioneers, for the sum of $82,419.50.

John Ginn, an old and wealthy citizen of this county, died suddenly on Saturday morning.

ALLEGHANY.

It is currently stated that work will be resumed at the rolling mills of the Mount Savage Iron Works next week. The company has, it is said, received a heavy contract for the manufacture of railroad bars. A heavy slide of earth and rock occurred on the Baltimore and Ohio Railroad, between Grafton and Broad Tree Tunnel, in the early part of the week. The heavy and frequent rains of the past few weeks caused the slide. The trains on the western division of the road have in consequence been running very irregularly, but the travel is now uninterrupted.

COAL TRADE.—Last week the shipments from the various collieries in the Maryland coal field amounted to 11,509.98 tons. Of this aggregate the Cumberland & Pennsylvania Railroad brought down 6,189.02 tons; The George's Creek Coal & Iron Company 3,415.08 tons; and the Hampshire Coal & Iron Company 1,905.08 tons.

Since the above was in type the report of the Cumberland Coal & Iron Company has been received. The shipments over that road amount to 14,343 tons.

A slide of rock and earth occurred at the Canal tunnel on Thursday of last week. A gentleman who visited the tunnel since the accident, informs us that about 500 yards of earth and stone were down, and and about the same quantity more would fall. It filled the channel about half across leaving room for a scow to pass around.

The latest information from Dam No. 4, states that the cribs were ready to set to their places. The high stage of water, however, will make it extremely hazardous to attempt it for the present.

THE INDIAN MASSACRES.

The *Supplement to the Gazette*, published on the 6th, is a truly affecting document. It gives the list of all who have perished by murder, in action, or by disease, in the rebellion which has raged for the last 12 months in India. First come the victims of the outbreak at Gwalior, Indore, and Mhow. At these places 53 Europeans, of whom nearly half were women and children, were butchered on the 14th and 15th of June, the 1st of July, and the 8th of November. We may then take the "list of people killed at Meerut on the night of the 10th of May, 1857." These amount to 31. They were the first victims of the mutiny, which, however, in a few hours spread to Delhi, where the massacre began on May 11.

First, we have a list of persons connected with the Delhi magazine who have disappeared, and are "reported to have been murdered." Among these are no less than 25 children—a fact for those who are disposed to deny the ruthlessness and atrocity of sepoy revenge. Then follows nearly a column of names of persons who were certainly "murdered at Delhi." Among these we count 40 women and 54 children murdered; it may be reckoned, therefore, that upwards of 80 children were butchered at the single station of Delhi. The occupations of the victims are various. Missionaries of the most diverse creeds met a common fate: Anglican clergymen, Baptists, Wesleyans, and a Roman Catholic priest, are returned among the slain. Telegraph agents, private traders, persons connected with the College, all alike perished.

Thirty-three persons are returned as having been murdered at Agra, and then we come to the crowning atrocity of Cawnpore. As the *Gazette* does not give any summary of the number slain, we are obliged to compute it as well as we can from the lists themselves. But the words "and children" following many of the female names only indicate that a mother with her whole family was murdered, and we are left in ignorance of the precise number of the victims. It may be said, however, that in the first massacre of the 27th of June, 55 grown up ladies are represented to have perished, besides "the whole of the married women and children of her Majesty's 32nd Foot" and "all the married women and children of the 1st Company, 6th Battalion, Artillery."

As to the adult male part of the European community, we have, besides 22 persons of superior station, 60 men of her Majesty's 84th Foot, 15 men of the 1st European Bengal Fusiliers, 70 men (invalids) of her Majesty's 32d Foot, and 55 Bengal Artillerymen, four only of these last having escaped. In this first massacre it would thus appear that between 300 and 400 perished. On the night of the 16th of July, however, the great slaughter which horrified the civilized world was perpetrated under the command of the Nana Sahib. We count 186 residents at Cawnpore, among whom is the usual proportion of women and children, about 60 Futtyghur residents, "all supposed to have been murdered at Cawnpore," 56 other persons, some with their families, who were "also in Cawnpore at the time, and it is to be feared have met the same fate," making in all upwards of 309 more souls; and we read at the end:—"It must be remembered that this list does not include the soldiers of her Majesty's 32d and 84th Foot and Artillery, and their wives and children, many hundreds in number." Besides these there were 40 clerks, wives, and children, with four adults whose names are given, and eleven children. In short, we may count the number of victims at Cawnpore—men, women and children—at not far from 800. It is of little use for us to continue these melancholy calculations. At Jhansi a large number were murdered, among whom appears more than the usual proportion of children. Then come the names of officers of the Bengal army murdered by their own mutinous regiments.

Of their number we can give no definite notion, as they are mixed up in the return with officers who were slain in action or who died of disease during the campaign. But sufficient is given to show the pitiless slaughter that took place when the fiends whom they commanded broke into mutiny. The return of "killed and wounded by rebels in the Allahabad division" is full of such entries as these: "Shot on parade by regiment;" shot by guard of 6th N. I." On the 6th of June eight officers of this last named corps were "murdered in messhouse of regiment by mess guard." Mrs. Collins, wife of Cattle Sergeant Collins, was "shot by Gholab Khan, attended by sepoys and budmashes, on the morning of the 7th of June." Mrs. Thomas, widow, was "murdered by band of rebels, headed by Elahee tailors and others." In short, wherever we learn anything of the details of these frightful acts the perpetrators seem to have committed them without the slightest pity for age or sex, or the slightest regard for any benefit received.

After glancing over this return, containing 72 pages full of the names of those who have suffered at the hands of a treacherous and cruel enemy, one can hardly believe it possible that here at home, in the midst of newspapers and Parliamentary debates a few persons should have the hardihood to stand up for the comparative innocence of the sepoy, and with an irritating perversity to declare that the narratives of Asiatic malignity and cruelty are exaggerated, highly colored, got up for effect, purely mythical, and so on. If anything could add to the frenzy which is said to possess our people in the East, it would be the news that a clique at home is bent on denying what everybody on the spot knows to be true.—*Times.*

ARMY AND NAVY.

The United States frigate Constitution, now upon the railway of the dock at the Portsmouth Navy Yard, having been thoroughly repaired and coppered, will be put into the dry dock on Thursday, and floated out into the river on Saturday. A correspondent of the Boston *Journal* says that the planking outside and in has been taken off, and between six and seven hundred new timbers have been put on in place of the rotten ones removed, and new planking, ceiling, clamps and decks take the place of the old. "Old Ironsides" is now as good as new when first launched in Boston sixty years ago. She will be fitted with a heavier battery than she has hitherto carried, and with all the improvements of the age, while the model, of course, remains as she was originally constructed.

The headquarters, non-commissioned staff and band, with companies E, G, and H, Seventh Infantry, 300 men, left Jefferson Barracks, Mo., on the 23d instant, at 12 o'clock, M., for Fort Leavenworth, under the command of Captain Henry Little. The other officers accompanying the detachment were Assistant Surgeon Thomas H. Williams; Lieut. Edw. J. Brooks, Adjutant 7th Infantry; Captain Joseph H. Potter, 7th Infantry; Lieutenant A. W. Evans, 7th Infantry; Lieutenant D. P. Hancock, 7th Infantry; Lieutenant T. B. Edelin, 7th Infantry.

By telegraphic dispatch from St. Louis, we are informed that the second column of the U. S. troops, under command of Col. Monroe, which had been encamped on Salt Run, four miles below Fort Leavenworth, resumed its march on the 23d. The third column under Col. May was still encamped in the vicinity of the Fort, and was not expected to move before the 27th. Three companies of the 7th regiment reached the Fort on the 23d inst.

The steamer Water Witch left Washington yesterday morning to join the United States naval squadron in the Gulf of Mexico. Her officers are: Commander, John Rodgers; lieutenants, H. K. Stevens, George P. Welsh, Clark H. Wells, Austin Pendergrast; passed assistant surgeon, Wm. D. Harrison; acting boatswain, John A. Brisco; 1st assistant engineer, W. C. Wheeler; 3d assistants, B. B. H. Wharton, Z. K. Rind, B. E. Chassaing.

The orders for the second regiment of cavalry to join the Utah expedition, have been countermanded. The regiment is directed to concentrate at the nearest post on its route in the department of Texas, and there await further orders of the War Department.

The United States ship Congress was taken off the dock at the Philadelphia navy yard on the 25th instant.

Mr. Joseph Swift has been appointed gunner in the United States navy, and ordered to report on board the United States practice ship Preble.

Upon the decease of Maj. Gen. Smith, Gen. Harney assumed the command of the Utah expedition as the senior officer present.

Bayfield has been very strongly recommended for the capital of the State of "Superior." A State government is proposed, with some expectation that it may be organized.

A Comparison of the grand lists of Connecticut, for the years 1847 and 1857, shows an increase of 60 per cent. in the wealth of the State in ten years.

At Boston, on the Fourth of July, there will be a regatta, a balloon ascension, and a display of fireworks at the city's expense.

The number of foreigners reaching the United States in the last fifteen years is nearly four millions.

It is rumored that Sir Edward Bulwer Lytton is to be raised to the peerage under the title of Lord Lytton.

On the 21st inst., the county treasury of Henry co., Ind., was entered and robbed of $11,000.

The wheat harvest has fully commenced in Texas, and the yield is said to be large.

☞ PERSONS wishing the *Baltimore County Advocate* can have it left at the Baltimore Post Office, or LYMS & HERSHINS' Grocery Store, Front and Gay Streets, every Saturday morning, free of postage, for 31 per annum. Leave the name and dollar at the grocery store above.

Advertisements inserted at reasonable rates. *It is the only paper in the county.*

E. F. CHURCH, Publisher.

TOWSONTOWN, May 29, 1858. 3t

☞ A MONMOUTH PAPER says: "In another column will be found the certificate of our fellow townsman, Jas. W. Davidson, Esq., to Professor Wood. This is another of the numerous instances where it has changed gray hair to raven ringlets, and bald scalps to waving locks. Let any who stand in need of this valuable remedy give it a fair trial."

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,
my29-2w 57 *and 59 Baltimore street.*

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,
my15-tf 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

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.

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At the GRAND GIFT BOOK SALE, No. 41 Baltimore street, corner of Frederick.

mr 25-tf EVANS & HOYT.

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, $22, 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.

FOR BOSTON.
SATURDAY,
June 5th, at 3 o'clock, P. M.
The well known favorite Side-Wheel Steamship
JOSEPH WHITNEY,
1000 tons, Solomon Howes, commander, will leave her wharf, foot of Long Dock, for Boston, punctually as above.

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

Fare $12.00, including meals and state-rooms.
my31-6t

FOR CHARLESTON.—
The well known and favorite steamship
GEORGE'S CREEK,
H. MORLEY, COMMANDER,
will sail for the above port on SATURDAY next, June 5th, 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, Ag't,
my31-6t [P.A.] 116 Spear's wharf.

BALTIMORE AND SAVANNAH STEAMSHIP LINE.—FOR SAVANNAH.—The fine steamship COMMERCE, H. Vaughan, master, will have quick dispatch for the above port.

For freight or passage, having excellent accommodations, apply to

T. H. BELT, Jr., Agent,
my31-tf Union Dock.

FLORAL FAIR
FOR THE HOME OF THE FRIENDLESS.

The Ladies conducting the HOME OF THE FRIENDLESS will hold a FAIR AT CARROLL HALL, ON TUESDAY EVENING, June 1st, commencing at 5 o'clock, P. M., also on the 2d, at 12, and continue through the evening.

They will offer for sale, AT FLORIST'S PRICES, choice Bouquets, also exquisite Flower Baskets, rare Wall and Hanging Baskets, all filled with flowers; also, Pot Plants, Strawberries and Cream, Fancy Articles, &c.

They invite their friends and patrons to come, the lovers of a liberal and useful charity, the workers and givers of good generally, the old and middle aged, the young men and maidens, the children, all, to come to the beautiful FLORAL FAIR

N. B.—All donations of Fruits, Flowers, Confectionery, &c., &c., will be thankfully received by the Ladies of "THE HOME," at Carroll Hall, on the mornings of Tuesday and Wednesday next. my31-2t

NEW STYLE.
BALTIMORE AND OHIO RAILROAD RECEIPTS,
WITH THE NEW STIPULATIONS APPROVED BY THE COMPANY.

Being a new and beautiful style and much superior to those now in use.

For sale in books or by the quire, unbound. Also printed to order with the names of firms, &c., &c.

LUCAS BROTHERS,
Booksellers, Stationers, &c.,
my31-m.w.af. 170 Baltimore Street.

FOR RENT.—A LARGE BUILDING on FREDERICK STREET, a few doors north of Second street, for some years occupied as a cosch factory, but more recently as a vinegar depot. Also, for rent a number of desirable OFFICES on second and third floors of Exchange Reading Rooms Building, No. 19 S. Gay Street. Apply to

GEO. U. PORTER.
my31-3t

CHAMPAGNE,
THE CELEBRATED "CRESCENT" BRAND.
Recent importations, for sale by

GEO. L. HARRISON,
my31-tf 6 O'Donnell's Wharf.

THIS IS TO GIVE NOTICE THAT the subscriber has obtained from the Orphans' Court of Baltimore City, letters of administration on the estate of JAMES C. UMBERGER, late of said city, deceased. All persons having claims against the said deceased are hereby warned to exhibit the same with the vouchers thereof to the subscriber, on or before the first day of December next; they may otherwise, by law, be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment. Given under my hand this 29th day of May, 1858.

JOHN H. B. LATROBE, Administrator.
my31 law4w*

BY VIRTUE OF A DECREE AND ORDER OF THE CIRCUIT COURT FOR BALTIMORE CITY, the undersigned, as trustee, will offer for sale by PUBLIC AUCTION, on the premises, on MONDAY, the 20TH DAY OF JUNE NEXT, at 3 o'clock, P. M., ALL THAT PARCEL OF GROUND AND PREMISES, fronting on the south-west side of Pennsylvania avenue, between George and Biddle streets, 31 feet 4 inches or thereabout, with a depth of about 100 feet—improved by a TWO STORY AND ATTIC BRICK DWELLING HOUSE AND TWO STORY BACK BUILDING; also by a Blacksmith Shop and Coach Factory on the south, recently occupied by Wm. Morrison, being therefore at the north-east corner of a lot leased by Paul Ruckle to Melchis Pahl.

Terms of sale, one third cash, one-third 3 months, one-third 6 months, with interest and approved security.

GEO. R. CINNAMOND,
Trustee.
SAM'L H. GOVER,
my31 je7,14,21 Auctioneer.

VALUABLE COTTON FACTORIES AT AUCTION.—By virtue of a deed of trust from William Mason, and others, to them dated on the 15th day of February, 1856, and recorded among the land records of Baltimore county, the undersigned will sell at public auction, on SATURDAY, 19th day of June, 1858, at 1 o'clock, P. M., at the Exchange, in the city of Baltimore, ALL THOSE VALUABLE COTTON FACTORIES, situated in Baltimore county, on Gwynn's Falls, beyond the village of Franklin, and known as THE POWHATAN AND POCAHONTAS FACTORIES, together with about THREE HUNDRED AND NINETY-SEVEN ACRES OF LAND, and all the MACHINERY, FIXTURES, APPARATUS, WATER RIGHTS, BUILDINGS, IMPROVEMENTS, &c., appertaining thereto. About one hundred acres of the land are in high state of cultivation, mostly in grass. The POWHATAN FACTORY is 5 stories high, 2½ stone, and 2¾ brick, about 155 feet long and 45 wide; water-wheel 21 feet 6 inches diameter, heavy cast-iron shafts and flanges. There is a Steam Engine, 40 horse power, built by Wells & Miller; 2 large flue Boilers in good order. The machinery, in part, consists of 1 Willow and 1 Spreader, in separate fire proof Buildings; 30 36 inch cards with 4 heads of drawing, 4 fly-er Speeders; 1 English do., 11 list do., containing 152 spindles, 1 Grinder Frame, 16 Frames, 1 440 Ring Spindles, 3 Flyer Twisters, 180 Spindles, 2 Spoolers, 100 Spindles, 1 Bobbin Winder, 30 Spindles, 1 Balling Machine, 14 heavy Duck Looms, 28 Osnaburg Looms, 1 Warping Mill, 2 Trainers, &c.

This Mill has just undergone a thorough repair, and is mostly filled with new machinery. The POCAHONTAS FACTORY is 255 feet long by 45, built of stone, 3 stories high and has two water-wheels using the water in succession. The upper one nearly new, 15 feet diameter, 20 feet long, wrought iron shaft and cast flanges, and cost, with gearing, $5,000. The lower wheel is 18½ feet in diameter by 22 long, heavy wrought iron shaft and cast flanges. There is also a 75 horse power steam engine, built by Denmead. The machinery consists in part of 1 Willow, 3 Spreaders, 48 30-inch Cards with 4 heads, 6 heads of drawing, 5 List Speeders, 70 Bobbins, 1 Grinder Frame, 26 Spinning Frames, 2,496 Ring Spindles, 8 Ring Twisters, 480 Spindles, 5 Spoolers, 200 Spindles, 2 Bobbin Winders, 60 Spindles, Warping Room and Furniture complete; Mill, Training Mill, Beamer, &c.; 48 Cotton Duck Looms, light and heavy; heavy Calendering Machine, &c., &c.

The water-power is unfailing and ample, and the dam one of the largest and best in the country.

There are about EIGHTY FRAME and STONE DWELLINGS, including dwellings for Managers, Stone Church, School House, Stables, Dry House, Flue House and Boiler for heating Mills, Cotton House, Waste House, &c.

An inventory can be seen at the office of either of the Trustees.

Possession of the Factories will be given 10th July, and they are in condition to be immediately carried on. The crops on the place will be taken off by the present tenant for whom the privilege is retained.

Purchasers can examine the premises on application at the Mills.

The terms of sale are:—One-quarter cash, and the balance in six, twelve and eighteen months; the credit payments to bear interest and be secured by approved notes.

ST. GEO. W. TEACKLE,
W. A. TALBOTT, Trustees.
CANNON & MATTHEWS,
my31-ts Auctioneers.

NOTICE TO AUCTIONEERS AND ALL OTHERS INTERESTED.—All Property intended to be sold at the Merchants' Exchange, on and after TUESDAY, June 1, will be offered in the NEW HOUSE SALES ROOM, Exchange Reading Rooms Building, No. 19 S. Gay st., three doors north of Marine Bank. This arrangement has been rendered necessary by the repairs and alterations now progressing in the Exchange Building.

GEO. U. PORTER,
my31-6t. Sup't. Exchange Reading Rooms.

NOTICE TO CREDITORS.—The creditors of CHARLES H. LEE, an applicant for the benefit of the insolvent laws of the State of Maryland, who were such prior to the 8th day of August, 1850, the date of his application, are hereby notified to file their claims, duly authenticated, with the Clerk of the Court of Common Pleas, or the Auditor of Insolvent Debtors' Estates, on or before the 1st day of August next, preparatory to a distribution of assets.

FRANCIS X. KELLY, Trustee,
my31-2aw2w 59 Fayette Street.

RICE.
50 TIERCES PRIME RICE, for sale by

GEO. L. HARRISON,
my31-6t 6 O'Donnell's Wharf.

PORT AND SHERRY.
VERY CHOICE OLD PORT AND SHERRY WINES.
Imported direct and for sale by

GEO. L. HARRISON,
my31-tf 6 O'Donnell's Wharf.

BALTIMORE FIRE INSURANCE CO.
(ESTABLISHED UPWARDS OF HALF A CENTURY.)
NEW BUILDING,
S. W CORNER OF SOUTH AND WATER STREETS.

This Company INSURES AGAINST LOSS OR DAMAGE BY FIRE, in the city or country, on the various descriptions of property.

BOARD OF DIRECTORS.

J. I. COHEN, JR., President

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S. T. THOMPSON,	JOSHUA I. COHEN,
GEO. R. VICKERS,	FRANCIS T