THE DAILY EXCHANGE is published every morning (Sundays excepted); price TWO CENTS; served in the city at twelve and a half cents per week, payable to the carriers; mailed to subscribers out of the city, at SIX DOLLARS per annum. The TRI-WEEKLY edition is mailed to subscribers at FOUR DOLLARS per annum. TERMS—invariably cash in advance. OFFICE OF PUBLICATION—North-East corner of Baltimore and North streets, Baltimore. Letters to be addressed "TO THE DAILY EXCHANGE, Baltimore, Maryland."

BALTIMORE.

SATURDAY, AUGUST 21, 1858.

Encouraged by the success which has attended their Daily issue, the Proprietors of the *Exchange* are now publishing a Tri-weekly—or Country edition. This edition contains all the News and Editorial matter comprised in the Daily; together with a full and reliable report of the markets both Domestic and Foreign, and all the new advertisements. It is furnished to subscribers at four Dollars per annum, payable invariably in advance. Subscriptions for a shorter period will be received at the same rate.

Our thrifty and enterprising Canadian neighbors are not exempt, any more than ourselves, from occasional paroxysms of political excitement. Different as their form of government is from our own, the expression of party feeling is as strong with them as it is with us, and their periodical elections are growing quite as disorderly. The opposition between the ministerial and the anti-ministerial members, has produced recently a succession of Cabinet changes which have followed each other as rapidly as the tricks of a pantomime. A few weeks ago, the MACDONALD Ministry was in power. It was defeated upon the vote to transfer the seat of Government from Toronto to Ottawa. A resignation immediately followed, and, after a little delay, the BROWN-DORION Cabinet was formed. After holding office for twenty-four hours, the new Ministry was resolved into its original elements, and the MACDONALD Cabinet, with some few modifications, reinstated in power. Whether Canada will witness shortly a repetition of these feats of "ground and lofty tumbling," or whether Mr. MACDONALD and his associates can maintain the position so suddenly wrested from them, and so speedily recovered, will depend altogether upon their ability to grapple successfully with the several really important questions that are at this time attracting the serious attention of our Canada cousins. The first, in point of gravity and significance, is the Public School question. The Catholics of Canada claim, as they have claimed heretofore, in many parts of the United States, that separate schools shall be established, and that the revenue derived from Catholic sources shall be rigidly applied to the education of Catholic children. They are wholly opposed to a common fund, and to schools open to all denominations; and, indeed, regard the policy of extending any aid whatever to secular schools for children as, at best, of questionable soundness. But if the system of public education is to continue to receive the sanction of the government, and taxes are to be imposed for that specific purpose, they demand that the sums received from Catholics and non-Catholics, shall be kept separate from each other, and shall be separately appropriated. From this it will be seen that the points in controversy are precisely similar to those which agitated the public mind throughout the States a few years ago. But the Catholic element is stronger, and more concentrated in Canada than it is with us, and the endeavor to effect this change is therefore more powerful and persistent. It is one thing, however, to desire a thing and another to obtain it. Even where the wish is strongly expressed the fruition is frequently quite tardy, and, in this case, there does not appear any immediate probability of inducing the Canadian government to consent to introduce any modifications into the system they have already adopted. The Canadians are, moreover, troubled at this present time concerning a matter of more general interest and more immediately affecting their material prosperity.—Emulating the progressive spirit displayed by the people of the UNITED STATES, they have been tempted to embark in various works of internal improvement without considering, in the first instance, where the money was to come from to meet the cost of construction. Long lines of railway have been undertaken in advance of population. One bridge alone—the Victoria—a perfect marvel of engineering skill, is now in process of completion and will involve an expense of several millions of dollars. Nor can that expense be said to have been injudiciously incurred. Spanning with its immense tubes the St. Lawrence river, this wonderful structure is absolutely essential to the unity of the whole system of Canadian railways, of which it forms the connecting link. But in thus prosecuting with so much ardor, and at so vast an outlay of capital, their various enterprises, the Canadians, like the Myndians of old, have made their gates larger than their towns, and having exhausted their private means in doing so, now call upon the government to help them out of the dilemma. As the faith of the government is already pledged to a considerable extent to the bondholders, the question, now to be considered, is the best manner of raising a sufficient revenue to meet these extraordinary engagements. The progressionists advocate an increase of the tariff, ostensibly for the protection of Canadian industry, but in reality for the purpose of maintaining the public faith, and of pushing to completion the works already commenced. The proposition to increase the tariff has, however, already given rise to a bitter sectional dispute, for the tariff works as unequally in Canada as it is said to do elsewhere. As most of the articles of foreign production upon which it is proposed to lay additional duties, are imported into Canada from the United States, our manufacturers have a special interest in watching the progress of legislation upon this important question. The minority, upon whom the burthen would principally fall, protest vehemently against any attempt to increase the revenue by the adoption of a measure which would operate prejudicially upon one class of citizens alone, and would not affect the great body of the people in the slightest possible degree. They argue that as the public improvements were undertaken for the general benefit of all classes of the population, the assessment to meet the expenses of those works should be as general as the advantages they were designed to confer. The argument is a plausible one, and the opposition to any partial legislation is so great, that it is scarcely probable that the Canadian government will provoke still further a sectional feud which has already been productive of some personal violence, and many angry discussions. In the midst of all these conflicting elements the project has been started for uniting together, under one common political banner, all the Irish inhabitants of the Province, both Catholic and Protestant. What object the promoters of this league have in view, beyond the election of a few additional members from their own ranks to the Provincial Parliament, we have no present means of ascertaining. To organize, in the midst of a mixed population like that of Canada, a party simply upon the basis of its nationality—"a purely Irish party"—seems to us unwise; as it would prove, if the project were carried into effect, productive of antagonisms beyond the power of the government either to harmonize or subdue; while to unite all the Catholics together in opposition to the Protestant element—a suggestion which has also been gravely proposed—would be even still more injurious to the prosperity of the Province. It is plain, however, from this brief review of Canadian affairs, that our neighbors to the northward, whom we have been accustomed to regard as a quiet, methodical, and tolerably well satisfied race of provincials, have their own political and domestic troubles to contend with, and that those troubles are neither few in number, nor easy to bear with indifference. The contention respecting the seat of Government, has already led to the temporary overthrow of one ministry, and is still provocative of bitter and acrimonious discussions. The difficulty of providing the ways and means to fulfil existing obligations, without exciting sectional disturbances, is also one of more than ordinary gravity, and, in addition to those fruitful sources of discord, there yet remains the politico-religious question of the public schools to be adjusted in some way or other, even though the contemplated organization of a "purely Irish" or purely Catholic party should never be perfected.

In noticing yesterday in our local column, the fact that the mixed Commission created by the MAYOR and City Council, for the purpose of preparing a plan for the re-organization of the Fire Department, had nearly completed its labors, and would probably be ready with a report early in September, we thought proper to mention, although in advance of any official information upon the subject, some of the changes, which it is rumored, the Commission will recommend. Of these, the most important, it is said, will be the substitution of Steam Fire Engines for the old-fashioned hand-engines now in use. We hope that this may be so, and that the recommendation of the Commission will meet with the sanction of the MAYOR and City Council. We have been in favor of this step from the first, and from its adoption alone, though unaccompanied by any further or other reform, we should be disposed to augur the most salutary and beneficial results. We should confidently anticipate from this single change, both increased security against fires, and an eventual cessation of those scenes of disorder and riot by which the occurrence of fires is at present so often attended. At the same time, we sincerely trust that the Commission will not stop here, with its work but half done. We want a thorough and radical reformation in this important department of municipal police.—We want such a reformation as will give us not only a cheaper and more efficient system for the extinguishment of fires, but will relieve us from those moral and social evils which, we believe, the present voluntary organization has greatly tended to promote and foster. To that end, we want not only Steam Fire Engines, but a paid Fire Brigade. The recent action of the Fire Department has not been of a character either to command the respect, or to conciliate the good-will of the community, and has therefore paved the way for its easy abolition. It ought to be abolished, both root and branch. The Legislature alone can take away its charter, but the City can make its franchises practically worthless, by denying to the several companies composing the Department, the use of the public pumps and hydrants, and withdrawing from them its annual appropriations.—This power the MAYOR and Council hold in their hands, and should not hesitate to use, in view of the recent conduct of the Department to which we refer, and of its present disrespectful and contumacious attitude towards the corporate authorities, of which the proceedings of the Standing Committee on Thursday evening, afforded an additional illustration. The mixed Commission, of which we have been speaking, was created, as the public will doubtless remember, by a resolution of the City Council, and its members were nominated, two by the MAYOR, two from each Branch of the Council, and three by the President of the Fire Department. At the next general meeting of the last named body, however, resolutions were passed censuring the President for making any appointment under the resolution of the City Council; and in open contempt of the action of the Corporate authorities, another and separate Commission was organized, to whom the duty of preparing a plan for the re-organization of the Department was committed. Three of the Companies, the Mechanical, Vigilant and First Baltimore, who very properly declined to participate in this action of the Department or to be represented in the Commission, were fined for their contumacy—while to cap the climax of absurdity, on Thursday evening, the proceedings of the Standing Committee were brought to an abrupt and somewhat ignominious close, by the refusal of the majority of that body to recognize, Mr. JAMES L. MCPHAIL, who is a member of the First Baltimore, and the regularly elected Chairman of the Committee, as their presiding officer, and the equally decided refusal of that gentleman to yield the chair to any body else. These proceedings of the Department, of course are wholly unimportant in themselves, and would not even merit the limited space they have occupied in our columns, much less the editorial notice which we have thought proper to take of them, were it not for the apt illustration they afford of the necessity for a complete re-organization of the body, which could thus far forget its state of utter dependence upon the bounty of the City, as to seek to array itself in apparent opposition to the will of the City authorities, and interpose itself as a stumbling-block in the way of a great and salutary reform.

We have been requested by Capt. ROBERT LESLIE and Col. GEORGE P. KANE, to state that they are not candidates for the MAYORALTY, and that the presentation of their names in connection with that office is unauthorized by them.

We are indebted to the publishers, Messrs. PHILLIPS, SAMPSON & Co., of Boston, for the September number of "*The Atlantic Monthly.*"

NAVAL.

The Hon. Isaac Toucey, the Secretary of the Navy, visited the Charlestown Navy Yard yesterday forenoon. A salute of seventeen guns was fired when he entered, and he was then escorted by Commodore Stringham and several naval officers through the several workshops. A visit of inspection was also made to the war steamers Roanoke and Colorado, after which the United States Marines were reviewed. At 12½ o'clock Mr. Toucey was escorted to the residence of Com. Stringham, whose guest he is to be during his stay.

We learn that the crew of the Colorado will today have a holiday on shore, an indulgence which has been earnestly desired by them, previous to their departure in the Roanoke for their cruising ground in the Gulf of Mexico. They will march through our streets, and will have an opportunity of visiting Faneuil Hall and other points of interest.—*Boston Daily Advertiser, 19th.*

Dispatches have been received at the Navy Department from the Cumberland, the flag-ship of the African Squadron, dated at Porto Grande, July 20th. They contain no news of importance, being chiefly relative to official business. There is no mention made respecting the health of the squadron, from which the inference is that no sickness of consequence pervades.—*Washington Star.*

SILVER EAST OF THE SIERRA NEVADA.—A party of some fifteen or eighteen persons left this locality, a few days since, for the eastern slope of the Sierra Nevada, where they go in search of what they believe to be an immense deposit of silver ore. The cause of this expedition is understood to be as follows: During the year 1849, while on his way to California, the leader of this expedition, Mr. A. J. Harding, while his train was camping on the eastern slope of the Sierra Nevadas, went out on a hunting excursion. During his travels he came upon a mass of volcanic rocks, from fissures and around the base of which he discovered immense quantities of what appeared to be silver ore of exceeding richness. Taking specimens into camp, with some difficulty he succeeded in melting the mass, and extracting what appeared to be pure silver.

This result he brought with him to California, intending to have it properly tested when occasion offered. Some months since he made the attempt to get it assayed, but, unfortunately, the party into whose hands it was given could not be found when sought. He has now persuaded several of his friends and acquaintances to join him in seeking the locality from which the specimen was originally taken, having entire confidence in his ability to lead them to the spot. Of the probable result of this expedition we can only say that the imposing the party are mostly men of intelligence, truth and veracity. The party expect to be absent two months, at the expiration of which time, and probably much earlier, we shall be able to give the result of the search.—*Petaluma Journal, 9th inst.*

THE NIAGARA AT THE BROOKLYN NAVY YARD.—The Niagara has been pronounced to be in good condition, considering the time that she has been in service. She has sustained no injury from the strain attending the cable expedition, but is as capable of doing good execution as before. There are certain alterations to be made, which will require some time. Her spars have been found too light, and will be changed for heavier ones. Her armament had not been shipped when she was commissioned upon the enterprise of laying the cable; and this, it is probable, will now be done. Her crew are to be removed to the North Carolina, and those paid off whose terms of service have expired, while the remainder will be attached to other vessels. The Sabine is completed, and to go to Brazil as flag-ship off Rio Janeiro, and it is presumed that some of them will be placed on board of her. Capt. Hudson and the other officers of the Niagara will probably be allowed a furlough. Orders from the Navy Department at Washington are expected by every mail; pending which, little can be known with certainty.—*New York Post.*

LONGEVITY OF THE BRITISH PEERAGE.—It has been a frequent remark that the average duration of life of the British Peerage greatly exceeds that of the similar class elsewhere. The following supplies another confirmation of the fact:

"The Countess Dowager of Hardwicke, who recently died in England at the age of 95, was the daughter of the fifth Earl of Balcarres, who at the age of 60 married her mother. Lady Hardwicke was therefore able to say her father was engaged in the rebellion of 1715, (one hundred and forty-three years ago,) that her grandfather was born in the same year that Charles the First was beheaded, 1649, and that Charles the Second gave away the bride at her grandfather's first marriage."

YELLOW FEVER AT CHARLESTON.—We learn, through a friend, who arrived Tuesday evening in the Southern train, that the yellow fever has become an epidemic in Charleston, S. C., and that the people are fleeing in every direction—quite a panic exists. Sixty passengers from Charleston came through Tuesday and took the Baltimore steamer. We are informed that when the last steamer left Charleston for New York, so great was the rush of the citizens to the steamer, that it was impossible to accommodate the crowd. Many were left who were anxious to leave their afflicted city. We would state that the Charleston papers are silent on the subject.—*Norfolk Herald, 19th.*

A private letter received in England from Calcutta, and communicated to the public by Major General Tulloch, states that Nena Sahib, the executioner at Lucknow, has been captured.

THE LANDING OF THE CABLE—CAPTAIN HUDSON'S PRAYER.

In giving a full and graphic account of the landing of the cable, the New York *Herald's* correspondent says:

On the arrival of the procession, the cable is brought up to the house, and the end placed in connection with the instrument. The deflection of the needle on the galvanometer gives incontrovertible evidence that the electrical condition of the cable is satisfactory. The question now is, how shall we properly celebrate the consummation of the great event? How, but by an acknowledgment to that Providence without whose favor the enterprise must have ended in disaster and defeat. Every one feels that this is all that is necessary to make the celebration complete, and to mark the undertaking as the work of two great Christian nations. When, therefore, they all gathered together before the telegraph station, they understood the purpose for which they were assembled. Captain Hudson took up his position on a pile of boards, the officers and men standing round amid shavings, stumps of trees, pieces of broken furniture, sheets of copper, telegraph batteries, little mounds of lime and mortar, branches of trees, huge boulders, and a long catalogue of other things equally incongruous.

"We have," said the captain, "just accomplished a work which has attracted the attention and enlisted the interest of the whole world. That work," he continued, "has been performed, not by ourselves; there has been an Almighty Hand over us and aiding us; and without the Divine assistance thus extended us success was impossible. With this conviction firmly impressed upon our minds, it becomes our duty to acknowledge our indebtedness to that overruling Providence who holds the sea in the hollow of His hand. 'Not unto us, Oh Lord! not unto us, but to thy name be all the glory.' I hope the day will never come when, in our works, we shall refuse to acknowledge the overruling hand of a Divine and Almighty Power. It is He who can rebuke the winds and calm the seas. He works in a mysterious way for his people. His path is on the mighty waters. We have seen His power in the tempest; and when we have called upon Him in the time of trouble, He has heard our voice. And yet how ungrateful we are for all his favors, and how soon we forget Him when the trouble passes away like the summer cloud or the morning dew. On a solemn occasion like the present we should feel more particularly our indebtedness to Him; and it is with a feeling of heart-felt gratitude we should acknowledge the many favors which He has bestowed upon us. There are none here, I am sure, whose hearts are not overflowing with feelings of the liveliest gratitude to Him in view of the great work which has been accomplished through His permission, and who are not willing to join in a prayer of thanksgiving for its successful termination. I will therefore ask you to join me in the following prayer, which is the same, with a few necessary alterations, that was offered for the laying of the cable:

"O, Eternal Lord God, who alone spreadest out the heavens and rulest the raging of the sea, who hast compassed the waters with bounds till day and night come to an end, and whom the winds and the sea obey—look down in mercy, we beseech Thee, upon us, Thy servants, who now approach the throne of grace, and let our prayers ascend before Thee with acceptance. Thou hast commanded and encouraged us in all our ways to acknowledge Thee, and to commit our works to Thee; and Thou hast graciously promised to direct our paths and to prosper our handiwork. We desire now to thank Thee, believing that without Thy help and blessing nothing can prosper or succeed, and we desire humbly to commit all who have been engaged in this undertaking to Thy care, protection and guidance. It has pleased Thee to enable us to complete what we have been led by Thy providence to undertake, that being begun and carried on in the spirit of prayer and in dependence upon Thee, it may tend to Thy glory, and to the good of all nations, by promoting the increase of unity, peace, and concord. May Thy hand of power and mercy be so acknowledged by all that the language of every heart may be 'Not unto us, O Lord, not unto us, but unto Thy name give glory;' that so Thy name be hallowed and magnified in us and by us. Thou hast controlled the winds and the sea by Thy almighty power, and granted us favorable weather that we were enabled to lay the cable safely and effectually. Finally, we beseech Thee to implant within us a spirit of humility and childlike dependence upon Thee; and teach us to feel, as well as to say, 'If the Lord will we shall do this or that.'—Hear us, O Lord, and hear us in these our petitions according to Thy previous promise, for Jesus Christ's sake."

The "Amen" which followed the conclusion of this prayer showed what a sincere response it received from the hearts of all present and the depth of feeling it excited. "You recollect," proceeded the captain, "what our Saviour told his disciples, that if they had faith, even as a grain of mustard seed, they could move mountains." We have performed a work, or rather we are thankful to God for having performed a work for us, which has been ridiculed by a great many who regarded it as an impossibility. We have been peculiarly favored in being permitted to be His agents, and we are pleased to acknowledge that it was through his instrumentality the work was performed.

At the close of the foregoing remarks the audience of "cable layers" dispersed—some to amuse themselves in short excursions about the grounds adjoining the station, and others in exploring the mysteries of the building itself. About an hour after the captain, officers and men assembled on the beach where the cable had been landed, and where they re-embarked for their several ships.

MISSISSIPPI'S WEALTH AND RESOURCES.

The total value of lands in the State was estimated at the assessment of 1857, at one hundred and forty-one million seven hundred and forty-seven thousand five hundred and thirty-six dollars and thirty-seven cents—showing the enormous increase over the assessment of 1854 of fifty million eight hundred and eighty thousand four hundred and sixty dollars and seventy cents.

The number of taxable slaves in the State in 1854, was three hundred and twenty-six thousand eight hundred and sixty one; and in 1858, the number was three hundred and sixty-eight thousand one hundred and eighty-two, being an increase of forty-two thousand one hundred and sixty-three, and an increase in value, rating each slave at six hundred dollars of twenty-five million two hundred and ninty-seven thousand eight hundred dollars.

Within the period of three years the land and slave property has advanced in value in the aggregate, seventy-six million one hundred and seventy-eight thousand two hundred and sixty dollars and seventy cents. The value of the entire property in slaves may be safely computed at two hundred and twenty million nine hundred and nine thousand two hundred dollars, which added to the estimate of the land would make as the value of the two interests four hundred and sixty-two million six hundred and fifty-six thousand seven hundred and thirty-six dollars.

The large increase in the material wealth of the State, has occurred more generally in the region subject to overflow, but which until the recent floods had been partially reclaimed and put in cultivation, and in the counties which have enjoyed the the benefit of railroad facilities.—*Jackson Mississippian, Aug. 10.*

MATRIMONIAL UNION OF THE UNITED STATES AND ENGLAND PROPOSED.

A correspondent of the New York *Herald*, writing from Macon, Ga., under date of August 16th, says:

England and America are now united by a cable capable of bearing a weight of 62 cwt. Were the two nations to pull against each other this would be severed without a strain; but, being the two great nations of the earth, speaking the same language, and having so many interests in common, it becomes them to pull together, and thus multiply the capacity of the cable (by interest) to bind them together by untold strength. Now, to unite them more closely together, and as a very appropriate manner in which to celebrate the great event of the day, I would suggest the following:

Queen Victoria's eldest son, the Prince of Wales, if not already, will soon be wanting a wife, and that the United States offer one of her fair daughters for his bride, the lady that may be selected to be adopted by Uncle Sam, each of the States to give a bridal present suitable for the occasion, Uncle Sam to make up deficiencies in fortune, for a dowry for the position that she would occupy. We can supply him with as splendid an affair as he could get upon the top of this globe, and the fact of her being Uncle Sam's daughter is as high a rank as any European Power could boast.

The Singapore (E. I.) *Times* of the 5th of June says:—Her Majesty's steamer Plyades returned to this port on Tuesday, after having conveyed to Bangkok the Siamese embassy. By this opportunity we learn that the Danish Plenipotentiary, Mr. Jarvie, had succeeded in negotiating a treaty of commerce with the King of Siam.

The Vicksburg *Whig* learns that the planters of the river counties of Mississippi have agreed to meet in convention at Greenville, Washington county, on Monday, the 11th day of October next, for the consideration of matters connected with the Mississippi levees.

The parties who have got possession of the Franklin, Chambersburg, Greencastle and Hagerstown Railroad design making it part of a great through route from the cities of Boston, New York and Philadelphia to the south, by way of the railways traversing the Lebanon and Cumberland valleys, and a short connecting link to the Baltimore and Ohio Railroad.

MARRIED,

On the 19th instant, by the Rev. Wm. Prettyman, WILLIAM STABLER and ELIZABETH GALLAGHER, both of Baltimore county.

On the 19th instant, by the Rev. Mr. Hamilton, WILLIAM H. ANDERSON, of Baltimore, to Miss EMILY E. DORSEY, of Carroll county.

On the 11th instant, by the Rev. Mr. Kreever, SAMUEL BOWDEN to Miss SARAH AKEHURST, both of Baltimore county, Md.

DIED,

On the 19th instant, at 6¾ o'clock A. M., MARGARET ELLEN, aged 10 months and 19 days, youngest child of Laurence and Bridget A. Byrne.

On the 19th instant, M. CELESTIA, in the 42d year of her age, consort of John H. Turner.

On Thursday, 19th instant, WILLIAM HOLLAND, aged 31 years, son of Emeline Holland.

On the 19th instant, LAVINIA, in the 33d year of her age, consort of Wm. H. Slack.

On the 19th instant, FRANK MELVILLE, aged one year, the only son of Constantine D. and Mary F. Jenkins.

On the 17th inst., MARY CATHARINE, aged 2 months and 22 days, youngest daughter of James and Temperance Smith.

On the 16th instant, SARAH FRANCES, aged 1 year, 11 months and 3 days, the only and beloved daughter of John F. and Sarah A. Colein.

At Rippon, Jefferson county, Va., on the 13th instant, SIDNEY, wife of William F. Turner, and third daughter of Edward Patterson, of this city.

I. M. SINGER &. Co's,
IMPROVED SEWING MACHINES,
THE BEST EVER OFFERED FOR FAMILIES AND MANUFACTURING.
SOUTHERN SALES AND EXHIBITION ROOMS,
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☞ To Clergymen of all denominations, and Sewing Societies attached to Churches, we offer our Family Machine at half-price.
fe24-tf W. E. BRODERICK, Agent.

CAUTION TO THE PUBLIC.
CONSUMERS OF COAL will please take notice that Messrs. DOBBIN & WARFIELD, No. 36 Second street, are the only authorized agents in this city, for the sale of the Baltimore Coal Company's Coal, wholesale and retail.
The Company has not sold or shipped one pound of Coal to any dealer in Baltimore during this year.
THOMAS WILSON,
President Baltimore Coal Co.
Baltimore, August 12, 1858. au12-tf

THE BALTIMORE COAL COMPANY'S COAL.
FAMILIES, HOTELS, and other consumers, will be supplied with this well known and very desirable fuel, in any quantities, with promptness and despatch. It is undoubtedly the best and cheapest Coal in this market, and consumers will save money by purchasing their supplies at the present unprecedented low price.
DOBBIN & WARFIELD,
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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

COAL NOTICE,
WE WOULD RESPECTFULLY INFORM Our Friends and consumers of Coal generally, that we are receiving and prepared to deliver the Locust Gap and Coal Mountain COALS, which in appearance, quality and durability, can not be surpassed by any brought to this market. We merely desire parties to give these Coals a trial, to convince them of this fact; if taken at once we are enabled to furnish them at a much lower price than later in the season; 2,240 lbs. invariably given to the ton. We also keep constantly on hand, Lyken's Valley, Short Mountain and Cumberland COALS.
WASHBURN & HOUSE,
Office, 89 Lombard street, 2nd door,
au7 West of South st.

PROF. WOOD, 312 Broadway, is ruining the Hair Dye trade. People will not use dyes when a natural restoration to the original color of the hair can be produced by natural remedies. Dyes are artificial agents, and dangerous in their application, but Wood's Hair Tonic is a healtay stimulant, and causes a healthy growth. A growth of gray hair on a young person's head is unnatural, and to apply a coloring fluid produces an unnatural result; the color is changed, to be sure, but not through the roots of the hair. Ladies, do you see that geranium plant in the window yonder? how yellow and faded it looks? It is alive and growing; yet where is the beautiful, rich, dark green that belongs to it? Gone. You can color those leaves by an external application of chemicals, but they will not remain colored. Do you desire to do it naturally? Make a solution of guano water, apply it to the roots, and the plant will take it up into the system, and then you will see a rich green permanent hue. Professor Wood's Hair Tonic works upon the same principle. The roots of the hair drink up that application, and high health and beauty result.
CAUTION.—Beware of worthless imitations, as several are already in the market, called by different names. Use none unless the words (Professor Woods'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,
au9-2w 37 *and* 39 *Baltimore street.*

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SAWED AND SPLIT WOOD, OF ANY SIZE,
Sawed and Split by Machinery.
Owing to the constantly increasing demand for this wood, I have greatly increased my facilities for preparing and delivering it. I am now prepared to fill all orders with despatch for OAK or PINE WOOD, of any length or size, delivering it to any part of the city free of cartage, guaranteeing the same quantity that is contained in a cord before being sawed and split. JAS. H. JOHNSON,
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FELT AND COMPOSITION ROOFING.
Unrivalled by anything yet discovered for Roofing Purposes.
PERFECTLY FIRE PROOF,
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UNEQUALLED FOR ECONOMY,
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ADAPTED TO EVERY CLIMATE,
For further information address or call on
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jy26-tf Baltimore streets, Baltimore.

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.
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p19-tf L. D. CHASE, Agent.

COAL,
THE BOSTON COAL COMPANY'S COAL IS THE BEST AND CHEAPEST IN THIS MARKET,
And can be had in quantities to suit purchasers, of
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260 BALTIMORE ST., OPPOSITE HANOVER,
Are now receiving their fall supply of their superior PAPER HANGINGS. The stock will prove on examination, to be as large as any in the country, embracing everything new and desirable, of the richest and cheapest description—FRENCH, directly imported, as well as our own manufacture.
Having increased our facilities by introducing new and improved machinery into our Factory—customers can depend on the quality and style of the goods, as also the prompt fulfillment of orders.
Our assortment of GOLD PAPERS, VELVETS, WOOD IMITATIONS, PANELINGS, BORDERS, CURTAIN PAPERS, &c., is very extensive and cannot fail to please.
Orders from the country promptly filled.
PAPER put on in the best manner, and promptly.
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MANUFACTURED TOBACCO.
John J. Crittenden flue cured lbs., Henry Co., Va.
Brice Thomas, do. do. do.
J. H. Wilson lbs. S. S. Turner lbs.
J. Cardwell " A. Wins "
J. M. Dillard " H. M. Gibbs "
Queen of May " John A. Smith "
S. S. Law Twist. R. Caswell Twist
For sale by COURTNEY & CUSHING,
au21-tf No. 65 South Gay st.

MANUFACTURED TOBACCO.
B. T. Preston lbs. Thomas L. Orton lbs.
S. Preston " J. T. Ross "
John T. Ross " John Gibbs "
J. Brook " T. Mate "
A. Turner " F. Taylor "
Wm. Dooly " D. F. Holt "
Smoking Tobacco, in boxes and bbls.
For sale by COURTNEY & CUSHING,
au21-tf 65 South Gay street.

J. A. DUSHANE,
COMMISSION PAPER DEALER,
NO. 40 SOUTH CHARLES ST.,
near Lombard,
au21-tf BALTIMORE, MD.

THE CO-PARTNERSHIP HERETOfore existing under the name of J. J. & F. TURNER, was dissolved on the 12th instant, by the death of FRANCIS TURNER. The business will be continued hereafter by the surviving partners, under the same name.
JOSHUA J. TURNER,
J. Q. A. HOLLOWAY.
Baltimore, August 19th, 1858. au21-d6t*

PAULINE DORR vs. LOUIS DORR.
IN THE CIRCUIT COURT OF BALTIMORE CITY.—August 20th, 1858.—The object of this bill, filed in this case, is to procure a divorce "a vinculo matrimonii," between the plaintiff, Pauline Dorr, and the defendant, Louis Dorr—and to secure to said complainant the custody of her children. The bill states, that on the 13th of August, 1849, the said Pauline contracted marriage with the said Louis Dorr; that on or about the 20th of March, 1853, the defendant left the plaintiff and ever since lived separate from her, and that he has utterly abandoned her. It is therefore adjudged and ordered that the complainant, by causing a copy of this order to be inserted in some newspaper, published in the city of Baltimore, once in each of four successive weeks, before the 17th of September next, give notice to the said absent defendant of the object and substance of the bill of complaint and warn him to appear in this Court, in person, or by solicitor, on or before the 20th of November next, to answer the premises and show cause if any he has, why a decree ought not to pass as prayed. WM. H. TURNER.
True copy—Test. WM. H. TURNER, Clerk.
au21-law4w

50 TIERCES CHOICE S. C. HAMS, for family use, for sale by
au21-tf SMITH & NICODEMUS.

LARD, IN BBLS. AND KEGS—For sale by
(au21-tf) SMITH & NICODEMUS.

100 Hhds. PRIME WESTERN BACON SIDES, for sale by
au21-tf SMITH & NICODEMUS.

6,000 Pieces S. C. FAMILY HAMS, 3,000 pieces plain HAMS; for sale by
au21-tf SMITH & NICODEMUS.

75 Hhds. WESTERN SMOKED BACON SHOULDERS—bright and handsome, for sale by
au21-tf SMITH & NICODEMUS.

SHOULDERS.—75 hhds. Western Smoked, in tight casks, for sale by
au21 JOSEPH CARSON & CO.

BULK SHOULDERS.—50 hhds. prime Cincinnati packed, for sale by
au21 JOSEPH CARSON & CO.

SALT.—5,000 Bushels Turk's Island Salt, in store, for sale by HALL & LONEY,
au21-tf 56 Buchanan's wharf.

CALABRIA LICORICE, 25 cases; Italian Maccaroni, 300 boxes; Salad Oil, 500 baskets, qts. and pts.; Palm Nuts, 300 bags; Almonds, 50 bales Languedock; French Lemons, 50 boxes, prime order; Dates, 120 frails; Clarified Bordeaux Olive Oil, "A Lacave" brand, 50 boxes; for sale by J. CROSBY & SON,
au21 15 Bowly's wharf.

MACKEREL, &c.
150 bbls. No. 3 small MACKEREL;
250 " large do;
500 boxes new scaled HERRING; for sale by
CURTIS & POST,
au21 10t 43 South st., and 41 Pratt st.

ST. JOHN ALEWIVES.
600 bbls. prime St. John ALEWIVES, in store and for sale by CURTIS & POST,
au21-10t 43 South st., and 41 Pratt st.

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. ma1-tf

FOR SALE.—One superior PIANO—very little used. Apply at No. 34 Aisquith street. au5-tf

Amusements.

HOLLIDAY STREET THEATRE.
Manager ..... JOHN T. FORD.
Stage Manager ..... JOHN B. WRIGHT.
Principal Scenic Artist ..... C. S. GETZ.
Prompter ..... W. MARSCHELL.
Machinist ..... C. GARDNER.
Leader of Orchestra and Musical Director ..... SANDY JAMISON.
Treasurer ..... CLIFTON W. TAYLEURE.
Assistant Treasurer ..... JOHN WELLS.
Costumer ..... J. P. VAN OSTEN.
Property Maker ..... SAMUEL LINTON.
The Manager begs leave to announce that this beautiful Theatre will open for the Regular Dramatic Season on
SATURDAY EVENING, August 21st,
WITH A STRONG AND TALENTED COMPANY!
Composed of many established favorites, and some of the most popular performers in the Dramatic Profession.—American and European Artists of distinction will appear for brief periods, in Tragedy, Comedy, Opera, Ballet, and Spectacle; and strenuous endeavors will be used to secure a continuance of that patronage so liberally bestowed on this establishment during previous seasons. No expense will be spared in placing all entertainments on the Stage with a fidelity and superior excellence of Scenic Illusion worthy the patronage of a Baltimore audience.
THE STOCK COMPANY:
Mr. H. F. DALY; His first appearance in Baltimore.
S. PARKER; His first appearance in Baltimore.
T. E. MORRIS; His first appearance in Baltimore.
G. LEWIS; His first appearance in Baltimore.
JAS. HARRISON;
J. H. STODDART; His first appearance in Baltimore.
D. WHITING, JR. His first appearance in Baltimore.
M. W. FISK; His first appearance in Baltimore.
J. M. BARRON.
Mr. W. A. DONALDSON; His first appearance in Baltimore.
S. J. VERNEY; His first appearance in Baltimore.
G. JOHNSON; His first appearance in Baltimore.
G. H. CLARKE.
J. H. MAFFITT.
MISS JENNY PARKER; Her first appearance in Baltimore.
MISS MARY PARKER; Her first appearance in Baltimore.
MISS C. JEFFERSON; Her first appearance in Baltimore.
MRS. G. JOHNSON; Her first appearance in Baltimore.
MRS. J. H. STODDART; Her first appearance in Baltimore.
MRS. H. F. DALY; Her first appearance in Baltimore.
MRS. HELEN MUZZY;
MISS A. HODGES;
MRS. ADIE PROCTOR;
MISS K. HODGES;
MISS M. PARTINGTON;
MISS A. & M. HARRISON.
PRICES OF ADMISSION:
Dress Circle and Parquette ..... 50 cents.
Family Circle ..... 25 "
Colored Boxes ..... 37½ "
Colored Gallery ..... 25 "
No extra charge for reserved seats. Doors open at 7½ o'clock—to commence at 8 o'clock.
OPENING ADDRESS, written expressly for the occasion, will be spoken by Mrs. ADIE PROCTOR.
ON SATURDAY EVENING, AUG. 21, 1858,
The entertainments will commence with an Overture by the Orchestra! After which, the popular play, in 5 acts, written by J. Sheridan Knowles, Esq., author of the "Hunchback," "Wm. Tell," and "Virginia," entiled
THE WIFE!
Mariana ..... Miss Jennie Parker.
Flonbel ..... Mrs. H. F. Daly.
Julian St. Pierre ..... Mr. H. F. Daly.
Leonardo Gonzago, } Princes of Mantua } Mr. Jas. Harrison
Ferrardo Gonzago, } } Mr. Donaldson.
Count Florio ..... Mr. G. Johnson.
Antonio, (a Curate) ..... Mr. J. H. Stoddart.
Lorenzo (an Advocate of Rome) ..... Mr. J. M. Barron.
Hugo (Guardian to Mariana) ..... Mr. G. H. Clarke.
Bartolo ..... Mr. S. Parker.
Bernardo