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.

THURSDAY, SEPTEMBER 2, 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.

If the price of liberty be eternal vigilance, the axiom is no less true with respect to commerce.—In this age of progress, success in trade demands a keen perception and indomitable energy. We must not only know ourselves, and what we are capable of doing; but we must know others, and what it is possible for them to accomplish. There is, at this time, a revolution going on in the carrying trade of the world. Steam is superseding sails, and, for freight bearing vessels, the paddle-wheel is yielding to the propeller. Are we preparing ourselves to enter upon this new race for maritime supremacy, or shall we concede precedence to other nations more ready to catch the spirit of the age and to profit by its admonitions? There was a time when we entered boldly into competition with England for the dominion of the sea, and so long as the struggle was between the sailing vessels of the two nations, the odds were in our favor. Then it was that our clipper ships girdled the world with wealthy argosies, and our flag was recognised, and our name was familiarly known in every land.—But since the introduction of steam we have faltered in the race, and have suffered England to resume, with a firmer grasp, the trident we were in the act of wresting from her. At this time, her steam propellers are driving our clipper ships from the ocean. She sails round us, laughs at us, and shows us a clean pair of heels. She has converted the broad Atlantic into an English Lake, and has monopolized our freight and emigrant trade.—Whilst we are arguing that steamers will not pay, she proceeds, actively but quietly, to build more steamers. Even cautious and methodical Germany bargains for propellers built upon the Clyde, and organises a line between Bremen and New York. Another line, to consist of seven propellers, has been established between Galway and New York. Glasgow owns a third. In the meantime, the port of New York is crowded with sail vessels lying idle at its wharves, whilst foreign steamers moored saucily alongside, are reaping a rich harvest in freight and passengers. But it has been inconsiderately assumed, by our merchants and ship owners, that as the COLLINS line, even with the aid of a subsidy from the government, did not succeed, therefore, ocean steam navigation must be unprofitable; yet the CUNARDERS, with whom the COLLINS line came into direct competition, have not found it so; or the vessels would have been withdrawn long since. The fault, then, is not in the class of vessels, but in the management. But whatever might be said of the great expense of keeping up a line of side-wheel steamers, the case is different with respect to propellers. It is strange, moreover, that our countrymen do not see, that Ocean navigation by steam is complemental to the railway and the locomotive, and that they might as reasonably expect the old fashioned Mail-coach, or the Conestoga wagon, to compete successfully with the locomotive as to maintain our maritime footing by opposing sail vessels to propellers. It is sheer nonsense to say that the expenses of propellers eat up the profits, and that in American hands they cannot be made to pay. What others can do, we are certainly capable of performing. The Scotch, the Irish, the Germans, and the English, have succeeded in this new field of commercial enterprise; why then should not we, with equally good management, succeed also? Every body knows that the cost of fuel, which is the principal item of expense, is greater with them than with us, and it would be a libel upon our seamen to say that they are not as active and intelligent as those of any other nation. But it is alleged that this class of vessels cost more to build, and equip, in America, than elsewhere, and that, therefore, the annual interest upon the capital invested being so much larger, the net earnings are reduced in proportion. If this be true, our merchants must purchase their ships wherever they can obtain them—all other things being equal—a the cheapest price. In answer to this suggestion it may be contended that, under our Navigation Laws, they would not then be permitted to engage, on equal terms, with American built vessels, in the coasting and other trade of the UNITED STATES. Granting this to be so, they would still be placed on a better footing than foreign ship-owners, and even under these circumstances they would be exempt from many restrictions imposed upon the latter. It must, moreover, be borne in mind, that foreigners are multiplying the number of their steam-vessels trading to our ports, notwithstanding these restrictions, and this would certainly not be the case if they were sinking, or expected to sink money by the operation. If, then, they manage to succeed under disabilities from which we should be either wholly or partially relieved, why should we hesitate to follow the example they have set us? At present, we are literally doing nothing. In point of fact, we are doing worse than nothing. We are sinking the interest upon a vast amount of capital locked up in sailing vessels, that are lying idle for want of freights, and are carelessly permitting others to snatch the carrying trade from our loosening grasp. It is perfectly clear that something must be done to recover the ground that has been won from us of late, or we shall suffer materially in our maritime position. Nor is it the commercial and maritime interests only that will be seriously affected by allowing the steam vessels of other nations to acquire a preponderance on the high seas. Our national power and *prestige* will also be jeopardized. Every sailing vessel withdrawn from the ocean, and laid up in ordinary, limits, to that extent, the capacity of our nursery for able seamen, and if, by the introduction of steam propellers by other nations, the number of our sea-going vessels, instead of keeping pace with the increase of our commerce, should be reduced one-third, we should be constrained, in a case of emergency, to make up the deficiency with landsmen. This is not all. If we desire to maintain our acknowledged rank in the eyes of foreign Powers, our national marine must partake of the same characteristics as theirs. If they build steam gun-boats and steam frigates, we must build steam gun-boats and steam frigates likewise; or we can never hope, with any confidence, to measure our strength fairly with them in a pitched battle. It may be, that the necessity for doing so will not arise for many years yet to come; but who can tell? Peace is, undoubtedly, a blessing, and is worthy of our most strenuous efforts to preserve it, so long as it can be done with honor; yet, to maintain pacific relations with other governments, we must be prepared to accept the alternative. We have an extensive sea-board to defend, and the science of naval warfare has undergone so many changes recently, that fortifications, scattered here and there along the coast, would offer but a feeble resistance to a hostile fleet, propelled by steam power, and armed with all the destructive enginery invented by modern science. How little capable ordinary fortifications are of resisting a bombardment, let Bomarsund answer. But it is the commercial aspect of the case that is most deserving of consideration at this time, and the question we have to answer is: whether we are content to lose the carrying trade to and from our own ports, through our own supineness and groundless apprehensions of pecuniary loss; or whether we will adopt the improvements of the age, with respect to ocean navigation, and, by so doing, enter the lists with foreign nations upon an equal footing, and with equal chances of success?

In the shipping list of the *Borsen Halle Gazette* of Hamburg, of August 12th, we find the following vessels reported up for Baltimore: At Bremen, five of which are now probably on their way to this port, viz: the *Capella*, Lange, to sail August 15th; the *Ferdinand*, Heyn, September 15th; the *Hermann*, Kuhlmann, August 15th; the *Gottorp*, Borgfeldt, (Oldenburg) Aug 15th; the *Wieland*, Ostermann, Sept. 1; the *Gustav*, Geerken, Sept. 1.

MARIO AND DON GIOVANNI.

[*Correspondence of the Manchester Guardian.*]

The great success of the past season at the Royal Italian Opera has been the production of "Don Giovanni." The lessee of an opera house has this difficulty in bringing out a new opera—the greater part of the season is wasted in rehearsals. Thus "Don Giovanni," which always brings 3 or 4 crowded audiences, and would have filled the theatre for 20 nights, with the cast at the manager's disposal, was not brought out until the fag end of the season, when many subscribers had already left town. Every one knows that the part of Don Giovanni was written for a baritone, and that every baritone of mark has tried the character and failed, with the single exception of Tamburini, who is said to be little likely to reappear upon the London stage. It may be maintained with some show of reason that Mozart committed a mistake in giving the love music of this part to a baritone, when all tradition and the fitness of things point to the sympathetic tones of a tenor as most expressive of the tender passion. Be this as it may, Mario is fortified by the example of several great tenors in undertaking this arduous character. It is also whispered that he is not sorry to obtain possession of a part in which little demand is made upon him for those high notes which are somewhat impaired by time and use, while the rich, sweet, and full middle and lower notes of his voice are constantly heard with moving effect in the charming songs and concerted music of the great composer's masterpiece.

In order to enable a tenor to sing the music of a baritone, it is of course necessary that it should be transposed. A more delicate, difficult, and unthankful office could scarcely have been confided to Signor Alary, who might have expected that the virtuous and simple-minded critic of the "two standards" would raise a frightful clamor about the reverence due to Mozart—the iniquity of omitting the last dozen bars of the overture, and of singing a song well in one key which is usually sung in another. So favorable an opportunity of showing his technical knowledge, and at the same time of writing down the Royal Italian Opera, was not to be neglected. Luckily, however, the general public was not so critical, and your readers will entirely misconceive the sentiments of the connoisseurs if, relying upon the critic of the "two standards," they should dream of the Metropolitan public as outraged and disgusted by the transpositions of keys and the change from F to C. What they saw was the finest performance of Don Giovanni since the palmiest days of Tamburini. Imagine a cast which includes Grisi as Donna Anna, Tamberlik as her lover, Bosio as Zerlina, Mario as the Don, and Ronconi as Leporello! How handsome Mario looked, and how like a noble Spaniard just stepped out of a picture by Valasquez, it is unnecessary to say. His costume was perfect. In the early scenes he appears upon the stage carrying a gold-headed cane, which, as Mario is a great historical authority upon points of costume and equipment, was, we may be sure, worn by the hidalgoes of the period in which the scene is supposed to be cast. The gentlemanly and unaffected bearing, the consummate taste and ease with which the music was sung, the exquisite phrasing and delivery of "La ci darem" and the serenade, have never been surpassed, and cannot fail to render "Don Giovanni" one of the most admired parts in the repertory of the great tenor. The critics are not far wrong when they say that in the scenes with the statue Mario is too much occupied in remembering music not familiar to him to throw himself with *abandon* into the tragic and supernatural horrors of the situation. But the lyrical drama affords us more finished and yet energetic acting than that of Mario in the "Huguenots," "Lucrezia," and "Il Trovatore," although in the first and greatest of these operas he began by giving us a still and colorless outline, which he has gradually filled in with flesh and blood. So we may well afford to wait until the *artiste* has had time to develope and mature his conceptions of stage effect in his new part, being content meanwhile to hear the music infinitely better sung, and the character better played than by any Don Giovanni at present in possession of the stage.

What shall we say of the other characters in this remarkable cast—the Donna Anna of Grisi, with that fine outburst of natural feeling, as she throws herself upon the body of her murdered father, and the thrilling pathos with which she afterward describes the scene to her lover? What of Tamberlik, who sings "Il mio tesoro," as no one but Mario ever did sing it, and whose highest praise is that Mario can be spared without loss to fill the more prominent personages of the opera? What of the Zerlina of Bosio—the refined, the lady-like, the exquisite Bosio, who sings "Batti, batti," and "Vedrai carino" with such enchanting grace, with such a freshness of voice and purity of style and execution that the critic is dumb, holds his breath for fear of losing a note, and cannot help joining in the murmur of admiration and delight? What of Bosio, indeed, the prettiest Zerlina ever witnessed, in the prettiest costume, against whom nothing can be said except that she is naturally too graceful and lady-like for a peasant girl? What, lastly, of the Leporello of Ronconi, for whom no allowances need be made, but who acted and sang the part of Leporello on the first night, in a manner which the oldest opera-goer had never seen surpassed. With a full recollection of the great Lablache, I must affirm that Ronconi gives us a more true and dramatic, and not less amusing, interpretation of the character. His terror in the last act has its comic side of cowardice and selfishness, but his horror at the fate of his master is tragic in its intensity. Lablache, too, often made us laugh in the last act, when the great composer was lavishing all the resources of his dramatic genius in the attempt to inspire us with awe. Ronconi, on the contrary, not only makes the terror of Leporello a tragical element of the catastrophe, but disguises and diverts attention from the comparative tameness of Mario. In the scene between the statue and Don Giovanni he is for a few moments the master of the situation and the leading figure on the canvas—a situation which he owes to his genius and to the perfection both of his singing and acting.

DISTRESSING CASE OF BIGAMY AT EDINBURGH.

[*From the Scotsman of Aug. 1.*]

Yesterday evening the Hon. Major Yelverton of the Royal Artillery, who was apprehended and lodged in the Calton Jail on Thursday evening, charged with bigamy, was liberated on bail. The amount of the security, we understand, is £1,000.—The circumstances of this painful case have been for several months familiarly known in Edinburgh circles, and there is now no use in abstaining from mentioning them, so far as they are supposed to be known. It is understood that a considerable number of months ago, Major Yelverton (who is the second son of Lord Avonmore, an Irish peer) went through the form of marriage in Ireland with Miss Longworth, an Irish lady of respectable family, and some private fortune. Miss Longworth had formerly resided or visited in Edinburgh, where she formed the acquaintanceship of some of the highest in position among our citizens, and had also acted as a lady nurse in the Crimea, at the period when Major Yelverton was there on service. The marriage ceremony in Ireland was performed, it is understood by a Roman Catholic priest, and there are doubts, or more than doubts, as to its legal efficacy. Maj. Yelverton being a Protestant, although Miss Longworth had become a convert to the Romish Church. But subsequently the couple lived in lodgings in Edinburgh, in the avowed character, it is alleged, of man and wife, which would constitute a legal marriage according to Scotch law; and a good deal will depend upon the facts as to this point, as to both the civil and criminal cases which may be said to have already arisen. They also traveled on the Continent with a passport in which they were designated as Mr. and Mrs. Yelverton. In June last, Maj. Yelverton, leaving his supposed wife in Paris, came to Edinburgh, and on the 26th of that month was married in the Episcopal Chapel, Trinity, by Dean Ramsay, to the widow of our late lamented townsman, Prof. Edward Forbes, a daughter of the late Gen. Sir Charles Ashworth. This marriage was not at first announced in the newspapers in the usual way, but received a wide and simultaneous publication about three weeks afterward. The facts, it is understood, are that the supposed first wife having got a hint of Major Yelverton's intentions, followed him closely from Paris, arriving either immediately after the second marriage, or, it is said, even before it, though unable to prevent its solemnization, or perhaps to ascertain when and where it was to be performed. Of course she and her relatives immediately took such steps as have now led to the arrest of Major Yelverton on the charge of bigamy, and as will lead doubtless to the raising of at least one action regarding civil rights. These, we believe, are the main facts of the case, so far as they have transpired, although we cannot be sure of their entire accuracy. The affair had, as might be expected, created much interest, and, though all the facts are not yet certainly known, much sympathy for both of the ladies.

DEATH OF A POPULAR WRITER.

The Boston *Bee* of Monday says:

"Mrs. H. Marion Stephens, the well known authoress, died in East Hampden, Me., on Friday last, 27th August, of consumption. Her maiden name was Harriet Marion Atwell. She was the daughter of the Reverend John Atwell, of the Methodist persuasion, (still living,) and was born at Sidney, Me., July 2, 1823.

"In early life she adopted the stage as 'Miss Rosalie Somers.' In 1848 she married Mr. Richard Stephens, comedian, and soon after commenced her literary career, under the signature of 'Marion Ward.' In 1851 she left the stage, and devoted herself entirely to her pen. She was the authoress of one novel, 'Hagar, the Martyr,' and of a great variety of tales, sketches and poems, a collection of which was once published, with the title of 'Home Scenes and Home Sounds.' She also adapted for the stage Herbert's Marmaduke Wyvil, and several of Dickens' stories. She was a lady of undoubted talent, and possessed a warm and generous nature."

THE DEATH OF HAWKINS, THE TEMPERANCE LECTURER.—In reference to the recent death of John W. Hawkins, the author of the "Washingtonian" temperance movement, the New Haven *Palladium* says:

"The man whose death is thus announced, will be remembered by thousands in the United States, for the most affecting story which he told of the sufferings of himself and family from his habits of intemperance. His daughter 'Hannah' was his guardian angel, and her name will always be associated with that of her father, in the minds of those who heard him, because she was indeed his guardian angel, and was made so prominent in his thrilling story. Hawkins probably did more for the cause of temperance than any other man, living or dead—because of his peculiar experience—his advocacy of the principle of moral suasion and his doctrine of total abstinence, and because of the peculiar pathos and artless eloquence with which he related his sufferings and those of his daughter Hannah. His power of speech was almost irresistible; and yet he was not a cultivated man—but, on the contrary, he was in some respects illiterate, though possessing a good mind, and having much experience with the world in most of its varying phases. For the time in which he appeared before the public, probably he was the most eloquent and efficient advocate of Temperance that was then upon the stage, or has since appeared, not excepting even Mr. Gough."

NEWS FROM THE WEST INDIES.

VERY HOT WEATHER—NO FEVER—PATENT SLIP DOCK—SLAVE TRADE SENTIMENT—THE EXETER HALL ABOLITIONIST CONDEMNED.

We have files of Jamaica papers, dated at Kingston on the 10th of August, containing news sixteen days later.

The *Colonial Standard* of the 10th ult. contains the following news summary:

The weather has been intensely hot and scorchingly dry since the date of our last semi-monthly summary. Bad as the heat has been it has, so far as vegetation is concerned, been aggravated by strong, fiery sea breezes, which have parched the country around Kingston even more injuriously than the sun itself. The heat has been, unfortunately, associated with a total want of rain throughout large agricultural districts, and it is to be feared that next year's crop will suffer very seriously in consequence.

In this neighborhood there can be scarcely said to have been any rain since last November. We had some heavy showers in June, but they were not the customary rains, and beyond that no rain has fallen for 8 months.

The public health is always better in the absence of heavy rains. We have, therefore, no fever of any consequence to report.

We are happy to announce that the Directors of the Royal Mail Steam Packet Company have communicated to their Superintendent in this Island their satisfaction at the prospect of the erection of a patent ship dock in this harbor, and a forewarning of the business which such a dock would receive from the company.

We have very little to report on mining matters. The following is the latest published report from the Wheal Jamaica Copper company: Since I wrote you yesterday (July 23) there has been a favorable change in the end of the 65th level South. We have met with a good branch of ore, and have taken out some very good stones of copper ore.

The same paper adds: The question of the slave trade is literally one of life and death to the material interests of this colony. So long as competition shall be confined to present populations, slave or free, Jamaica, as well as the other British sugar colonies, have long since made up their minds to meet it. But there is a wide difference between competing with slavery and competing with the slave trade. In these colonies we have ceased to fear slavery as a competitor. We are willing and prepared to compete with the present slave populations. Nothing, however, can resist the slave trade. It is as impossible for us in Jamaica to compete with the smuggler as it is for the honest trader to to do so anywhere.

Havana is the nest of this piracy. The men who there hatch and carry out all the treason against humanity are not less American than Spanish. The American Consulate at Havana is not clear of the charge of complicity. If it be true that the schooner Cortes, lately condemned as a slaver, received clearance papers from the American Consul, it is certain that the American Consul was a criminal participator in the illegality of the Cortes' expedition. A more thoroughly defined slaver never traversed the ocean. She had everything that a slaver ever had on board her—water casks to the number of one hundred and twenty, some of them of immense size, and full of water; a genuine slave copper; a fitted slave deck, stowed as lumber, but sawed to actual dimensions, and exhibiting manifest token of having been already used; tin mess pans, and wooden spoons; rice and caravances, a large cargo of rum, the ordinary currency on she coast in exchange for slaves. Yet the Yankee Spaniards at Havana have got up, under the auspices of the American Consulate, a case against the captors. The case is remarkable for its monstrous exaggerations.

The *Colonial Standard* of the 28th of July remarks:—The Anti-Slavery Society has published a budget of missionary testimony on the subject of labor in this colony. The budget is not worth the paper on which it is printed. The Anti-Slavery Society is an obsolete idea. It has not at this moment even the influence of a name. The age of forced philanthropy has gone by, expedited to an end chiefly by the gross inconsistencies of those who assumed to represent the mythology of a bygone age. The legislation of 1846 blotted over, to all practical purposes, the phylacteries which adorned the legislation of 1833. The first cargo of slave sugar imported into London under free trade, was consigned to a member of the Society of Friends—one, probably, who had piously attended the last meeting of "the Society" in the ancient hall in Bishopsgate street, and had dropped his six pennies with reverential clatter into that money box, which is the centre of philanthropy on such occasions. It is notorious that leading members of the Anti-Slavery Society have been the most rabid free traders in England, and that at least one-third of the subscribing members, if they still subscribe, are dealers in slave sugar.

THE RUSSIAN FRIGATE GENERAL ADMIRAL.

THE LARGEST WOODEN SHIP IN THE WORLD.

This magnificent war vessel, now building in the yard of Wm. H. Webb, Esq., foot of Sixth street, East river, in this city, for the Czar Alexander, is rapidly approaching to completion. A recent visit to her shows that she is fully planked and all the decks are laid. A portion of the outside, and most of the inside works are painted, and the workmen are now engaged setting her head and putting on the carved work, which consists of an immense double-headed Russian eagle. The men are also engaged in fitting the large and heavy brass castings at the stern, which are intended for the propeller and shaft.

Indeed, the entire hull of the ship is very nearly completed, and presents a fine opportunity for those interested or curious in such matters to examine one of the greatest ships ever built or designed by man.

The General Admiral will be launched very soon, the "ways" being in process of construction, and when launched, she will be taken to the Novelty Iron Works, to receive her engines, boilers, &c. The parties interested in her construction keep matters so quiet that but little notice has been taken of her by the press, and the public consequently know but little about her.—*N. Y. Herald.*

LONDON OYSTER TRADE.—The oyster season opened in the London Market, in accordance with the civic regulations of Billingsgate Market at four o'clock on Wednesday morning, the 11th of August. Sixteen oyster vessels were present. Oysters are classified in England as dotives, pearls, cullies, barleys and common. The best natives brought in the London market, are $10.50 per bushel; inferior natives, $10; pearls, $3.50; cullies, from $3 to $3.50; and commons, from $2.50 to $3 per bushel. The railway vans brought immense quantities, in addition to the water borne from the oyster beds at Blackwater, Colchester, Burnham and other fishing towns.—When we think of an English oyster, a coppery taste in the mouth involuntary recurs. There are no oysters in London that an American could or would swallow in New York. It would be rejected as bad; but when a man pays $10 a bushel he cannot afford to be fastidious. It is one of our American privileges and blessings, for which we cannot be too grateful, that our lines have fallen near good oyster beds, and that a reasonable price commands a better article than Europeans get at extravagant prices. No wonder that, as Dickens says, the poor of London are the largest oyster buyers. It might make a rich man poor to eat oysters at London prices.

AN AMERICAN INVOLVED IN THE PENE AFFAIR.—A correspondent of a German paper, writing from Baden under date of August 4th, says that a Mr. N., "a wealthy American," at present sojourning in Baden, has been, like M. de Pene, called to account by French sub-lieutenants. It having transpired that Mr. N. was the author of an article in an American journal reflecting severely upon the character of the French sub-lieutenants, several of the aggrieved party immediately sought him out and demanded satisfaction for the insult.

The American promptly accepted the challenge, and at noon to-day the parties repaired to the adjacent frontier, where the American and one of the lieutenants were to settle the difficulty according to the rules of the "code." After the first fire, in which neither party was wounded, the American's second, an Austrian ex-officer, intimated to his principal that, as he was in fact the aggressor, and had satisfied the demand of honor, he should now make the *amende honorable*. With this request the American complied, and thus the affair terminated without bloodshed."

FIRST MAPLE SUGAR.—The important discovery that sugar can be made from the maple tree has been attributed to New England, and its date fixed as far back as 1765, in an article which has gone the rounds of the press. This statement has called forth a unanimous, indignant and patriotic protest on the part of the French Canadian press, and with pleasure we give currency to their claim for priority of discovery. They state that maple sugar was in general use in Canada previous to the Revolution, and long before *Dudley's Register* recorded, in 1765, its first manufacture in New England. Indeed, the Jesuit priest Charleroix, in his history of New France (Canada) wrote as early as 1721 an account of the process by which the sugar was obtained, stating that the sugar was unknown to the Indians, thus favoring its French origin. All honor, then, to the French Canadians for the maple sugar, unless our New England cotemporaries have records to substantiate their claim beyond the year 1721.

COTTON MANUFACTURE.—The best cotton now costs, when delivered either in Providence or Boston, 13½ cents per pound. It has been steadily advancing in price for eight or ten years, notwithstanding a rapid increase of production. In 1848, the crop exported from the United States was 814,274,000 lbs.; the average price was 7.81 cents per lb. The crop of 1846 exported was 1,351,131,701 lbs., at 9.41 cents per lb. The exports of 1857 were 1,048,282,475 lbs., at 12.55 per lb. The home market in 1856 absorbed 640,000 bales of 400 lbs. each, or little less than one-sixth of the entire crop. At present prices, this amount of raw material would be worth $31,000,000. It is impracticable to ascertain what additional value is given it by the labor, skill and ingenuity bestowed upon the manufacture, but it is probably no exaggeration to estimate the gross proceeds of this branch of industry in the New England States at $150,000,000 per annum.

INFLUENCE OF OUT-DOOR AIR AND SUNSHINE ON LONGEVITY.—A writer in one of the medical magazines argues that the more out door air and cheery sunshine a man can use, the longer he will live.—Go along any of the fashionable streets of New York, says the writer, and you will find not less than three, and often six, distinct contrivances to keep out sunshine and gladness. First, the Venetian shutter on the outside; second, the close shutter on the inside; third, the blind which is moved by rollers, then there are the lace curtains, the damask or other material, &c. In the train comes the exclusion of external air by means of double sash, and a variety of patent contrivances to keep any little stray whiff of air from entering from the bottom, sides and tops of doors and windows. At this rate, we shall dwindle into Lilliputs, if we do not die off sooner.

A THRIFTY MACHINE SHOP.—The Newark (Ohio) Machine Works commenced operations some four or five years ago, under the care of our esteemed friend, Mr. Joseph E. Holmes, and since that time the company has had a tide of continued prosperity. The amount of work turned out each year reaches about $150,000. The men employed in the works, now numbering one hundred, have distributed within the past three years, for purposes of pure benvolence, $1,336. Forty-five of them are members of a reading-room. They also take 222 papers, magazines, &c.

A NEW RAILROAD IN NEW JERSEY.—Notwithstanding the present depression of business, the people of North-Eastern New Jersey have been actively engaged in building a railroad. In 1552-3 a number of Bergen county farmers, feeling the want of a railroad, made application to the Legislature, and obtained a charter authorizing them to go on with this improvement. Owing to various obstacles, however, the Company was not organized until March, 1857, when, the sum of $150,000 having been subscribed as stock, a Board of Directors was chosen. Last Summer negotiations were opened with the Erie Company for the use of a part of their track, including the Bergen tunnel, when completed. The necessary surveys were made under Mr. William Sneeden, the Company's Chief Engineer. In January last the work of grading, bridging, track-laying and equipping the road was let to Seymour & Town, contractors for the sum of $330,000 or $15,000 per mile, for a single track. The work of construction was commenced in the Spring at various points, and already more than two-thirds of the road has been made ready for the ties. It is expected that the track will be ready for the superstructure in the latter part of October, by which time the iron, already contracted for, will have arrived. This railroad skirts the western base of the Palisades, from a point where it connects with the Erie road, three and a half miles west of the Jersey City Depot, to Piermont. Its total length will be a fraction short of 22 miles, and its establishment cannot fail to prove beneficial to the interests of Hudson and Bergen counties.

VERDICT AGAINST A CITY.—Silas Anderson, on Wednesday, in the S. J. Court, now in session at Bath, recovered a verdict of $1,583 damages against the City of Bath, for injuries sustained by him in driving through Broad street. The street being incumbered, Mr. Anderson was thrown from his wagon against a stone lying in the street, his leg was broken, and he was disabled for some months.

DEATH WHILE GAMBLING.—A few days since, as two men named Farrar and Tucker were playing "crack loo," in Dadeville, Ala., the latter gave the former the lie, when Farrar struck him in the neck with a knife, severing the jugular vein, and causing instant death.

MARRIED,

On the 30th ultimo, by Rev. John Thrush, at the Parsonage, ABEDNEGO TAYLOR to Miss DRUCILLA F. BYRD, all of this city.

DIED,

In Hoboken, New Jersey, on Friday evening, August 27th, ISABELLA, wife of James Raeney, of this city, and daughter of Alex'r McWhorter, of New York.

At Bonny Nook, St. Mary's Co., Md., on the 28th ult., BERNARD CAMPBELL, only child of George S. and Josephine C. King, aged 1 year and 3 days. R. I. P.

On Tuesday, 31st ultimo, ANN BULGER, aged 84 years.

On the 30th ultimo, THOMAS MURRAY, in the 79th year of his age.

On the morning of the 31st ultimo, of cholera morbus, SUSANNAH, wife of George R. Price, and daughter of Adam and Mary Fisher, in the 29th year of her age.

At Matanzas, Cuba, on the 17th of August, of yellow fever, JOHN DUNLOP, in the 50th year of his age, formerly of Baltimore city.

FALL—1858.

TAYLOR'S FALL HAT

Will be inaugurated on Saturday, September 4th. In *Model* and Mountings it is

STRIKINGLY ORIGINAL,

and will be sure to command the admiration of the

FASHIONABLE WORLD.

In *shape, finish and beauty of proportions* it defies criticism and is in fact the beau ideal of a

s1-6t GENTLEMAN'S HAT.

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

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

T. R. BASSFORD, Agent.
No. 8½ South street.

☞ ORDERS promptly executed. au7-d1m

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.

NOTHING IS SO BECOMING to a man or woman as a soft luxuriant head of hair. It is the crowning ornament of humanity. But alas! how soon it is lost, and with it all beauty, unless nourished and invigorated by some chemical preparation, for which nothing has yet been discovered equal to Professor Wood's Preparation.

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,
au25-2w 37 *and* 39 *Baltimore street.*

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.

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.

KINDLING WOOD! KINDLING WOOD!!
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,
Proprietor City Steam Fire-Wood Mill.

☞ Office corner of Baltimore and North streets, over Patriot Office.

ROOFING! ROOFING!! ROOFING!!!
Economy, Durability and Security.
Warren's Fire and Water Proof
FELT AND COMPOSITION ROOFING.
Unrivalled by anything yet discovered for Roofing Purposes.
PERFECTLY FIRE PROOF,
PERFECTLY WATER PROOF,
UNEQUALLED FOR ECONOMY,
UNRIVALLED FOR DURABILITY,
ADAPTED TO EVERY CLIMATE,
For further information address or call on
JAS. H. JOHNSON,
No. 2 Jarvis Building, cor. North and
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.
Salesroom, No. 99 BALTIMORE ST.
p19-tf L. D. CHASE, Agent.

☞ DEFENDERS OF BALTIMORE IN 1814.—At a meeting of the Executive Committee of the WELLS & McCOMAS MONUMENT ASSOCIATION, the following resolution was unanimously adopted:

Resolved, That all those who were engaged in the defence of Baltimore in 1814 be and they are hereby respectfully invited to join in the ceremonies to take place on the 12th September next, at the interment of the remains of Wells and McComas in Ashland Square.

Those who accept the above invitation will please report as early as possible to the undersigned.

Carriages, &c., will be furnished to accommodate those who join with us.

By order of the Executive Committee.
au26-dt138 W. H. QUINCY, Sec'y.

☞ DR. BAAKEE.—This distinguished and celebrated Surgeon and Physician will return to this city TO-DAY, (Wednesday, 1st of September,) after an absence of a week on professional business, and will resume the duties of his profession at his consultation Rooms, corner of Calvert and Lexington streets. 1t*

STEUBEN FESTIVAL, THURSDAY, Sept. 2.—The companies and associations to join in procession will meet on Broadway, at 7 o'clock, A. M. The order of line is from Broadway to Charles, up Charles to Washington Monument; thence to Park, Franklin, Eutaw and Baltimore streets to Lurman's place. On arrival the procession will fall into line according to order of the Chief Marshal. Song—"God is our Fortress," by the united singing associations.

SALUTATORY ADDRESS.
MUSIC.
ORATION—Rev. H. Scheib.
MUSIC.
ORATION—Hon. Joshua Vansant.
MUSIC.
ORATION—Dr. E. Wiss.
MUSIC.
ORATION—W. H. Young, Esq.
National Air by all present.

At two o'clock DINNER, in the hall erected for the purpose.

Social amusements will close the day.

Termination of the Festival at 6 o'clock.

☞ No liquors sold nor admitted on the place of Festival.

ENTRANCE 25 CENTS. DINNER TICKETS 50 CENTS.

s1-2t* THE EXECUTIVE COMMITTEE.

HENRY RIEMAN.....ALEX. RIEMAN....JOSEPH H. RIEMAN.

HENRY RIEMAN & SONS,
PROVISION
AND
COMMISSION MERCHANTS,
N. HOWARD STREET,
s2-tf BALTIMORE.

HOSIERY.

AMOS LOVEJOY & CO.,
195 *BALTIMORE STREET,*
Have received a large assortment of FALL AND WINTER HOSIERY, such as Shaker Knit Shirts and Drawers, Hose, &c. All sorts and sizes of Merino Under shirts and Drawers for Men, Ladies and Children; Gloves, Suspenders, Cravats, Collars, Pins, Needles, Tapes, Hooks and Eyes, Bobbins, Threads, Sewing Silks, Boston and Wool Wadding, Yarns, Douglass & Sherwood's Steel Skirts, Knitting Cottons, &c., &c., wholesale & Retail at 195 Baltimore street between Light and Charles, Baltimore, Maryland. s2-tf

W. J. WATERMAN,
ATTORNEY AT LAW,
83 *WEST FAYETTE STREET.*
☞ IN ALL BUSINESS, PROMPT. s2-eo2m

COTTON.—250 bales Tennessee Cotton for sale by
s2-tf HENRY RIEMAN & SONS, Howard st.

EDW. KURTZ SCHAEFFER, WILLIAM R. BARRY,
FRANCIS B. LONEY, ROBERT S. FINLEY.
IRVIN NEALE.

HARDWARE.—
SCHAEFFER & LONEY,
IMPORTERS OF
HARDWARE, CUTLERY, GUNS,
NO. 3 HANOVER STREET,
NEAR BALTIMORE STREET,
jy1 tf BALTIMORE.

CALIFORNIA AND FRASER'S RIVER.—Persons desiring Tickets for CALIFORNIA AND FRASER'S RIVER, by the Steamers leaving New York the 5th and 20th of each and every month, can obtain the same by applying to PENDERGAST BROS.,
au26-tf 77 Smith's wharf, up stairs.

NOTICE.—FERDINAND POLSTER is no longer authorized to collect money or otherwise act as agent for the undersigned.

WM. GAEBLE & CO.,
au31-4t Per Aug. Th. Berg, Atty.

J. A. DUSHANE,
COMMISSION PAPER DEALER,
No. 40 S. CHARLES STREET, NEAR LOMBARD,
BALTIMORE, MD.,
Has just received and now offers for sale a large and well assorted stock of Writing, Printing, Book and Wrapping Pap