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.

MONDAY, NOVEMBER 1, 1858.

The London *Cotton Plant* warmly advocates a project, now on foot, for establishing a direct trade with the South by means of the Galway line of steamers. The plan, as proposed, contemplates the establishment of a Daily Steam Ferry between Galway in Ireland, and St. John's in New Brunswick, with coasting Steamers continually plying between the Southern ports and St. John's, to act as feeders to what may be termed the main trunk line. In this connection, the advantages presented by the Port of Baltimore have been thoughtfully, if not judiciously, considered. "We have "every reason to believe," says *The Cotton Plant*, "that one of the first efforts in this new direction, "will be to connect the Chesapeake with St. John's. "*Steamers*—that is to say *coasting* steamers—*starting from Baltimore, and touching at Norfolk, would "embrace interests sufficiently important, if concentrated upon one enterprise, to alone sustain a line of "European steamers.*" We pause here, for a moment, to remark, that while we entirely coincide with *The Cotton Plant* in the opinion it expresses of the ability of Baltimore and Norfolk combined, to sustain a line of European steamers, and have so stated, on more than one occasion, in the columns of THE EXCHANGE, we cannot perceive the advantage to be derived from carrying, by coasting steamers, our exports to St. John's, and of bringing thence our imports, when we are, as *The Cotton Plant* admits, abundantly able to sustain a line of European steamers from our own wharves. Certainly, if we, alone, can sustain a line from St. John's, we can do it equally well at home, and all the machinery of coasting steamers is therefore worse than useless. Nor do we very clearly see how we should be any better circumstanced, by exporting and importing *via* St. John's, than by continuing to do the same thing by way of New York. If the choice lay between the two ports, we should unquestionably give the preference to New York; not only because it is an American port, but, also, for the equally cogent reason that it is within easy reach by sail, and that the dangers attendant upon a long coasting voyage would be avoided. When, therefore, *The Cotton Plant* urges upon the people of Baltimore and Virginia, who are in favor of direct trade with the South, to throw the weight of their influence "into co-"operation with the Galway and St. John's enter-"prise," we must beg leave to say, that, however well intentioned the advice may be, it is, nevertheless, practically mischievous, and ought not to be followed. We perfectly agree with *The Cotton Plant*, when it states, that "Baltimore possesses "unrivalled advantages, as a port of direct impor-"tation, or entry, for European goods," and we believe, also, that if a proper degree of energy was displayed, by our merchants and capitalists, she might "supplant New York as the importer of the Southern States;" but this can never be done by countenancing the plan proposed for this purpose by the owners of the Galway steamships. All that we should accomplish in such a case, would be merely a diversion of our present indirect trade with Europe from New York to St. John's. So far as *direct* communication with Europe is concerned, we should thus be more remote from attaining our object than ever, and we assuredly have no desire to build up the port of St. John's at the expense of that of New York, though we are certainly anxious that "the exportations and importations of the Tobacco and "Cotton States, should seek a point of concentra-"tion on the Chesapeake." In whatever aspect we may view this Galway project, it is perfectly evident that it is by no means adapted to carry out the system of direct trade which is now being warmly advocated at the South, and, although it appears to be taken for granted, that we will eagerly accord to it the support demanded, it is manifest that we cannot give any encouragement to an enterprise which, if not wholly visionary and impracticable, would, at least, render us quite as tributary to the port of St. John's, as we now are to the port of New York. If we are to form "a direct trade alliance with the Cotton States," it must be on a very different basis from that which *The Cotton Plant* urges us to accept.—If the Galway Company really desire to offer to the South the advantages of direct communication with Europe, they have only to make the Chesapeake one of the termini of their line of ocean steamers, and the object would at once be accomplished. To admit that Baltimore and Norfolk, by co-operating together, can furnish coasting steamers with sufficient freight to sustain a line of ocean steamers sailing from St. Johns, is to admit that they could sustain a line of ocean steamers sailing from the Chesapeake, and if their ability to do this can be practically demonstrated—as we firmly believe it can—it necessarily follows that the Chesapeake, and *not* St. Johns, is the natural and appropriate terminus. When, therefore, *The Cotton Plant* refers to the fact that the Virginia railways will concentrate at Norfolk the trade and travel, not only of that State, but of some portions of North Carolina, and Tennessee, and Kentucky; while the products of the West and northwest already reach this city over the Baltimore and Ohio, and the Northern Central Railways, and attempts to argue from these that it is our interest to become tributary to St. Johns, or, as it more delicately phrases it, "to co-operate with the Gal-"way and St. John's enterprise;" we feel on the contrary, that our interest admonishes us to turn our attention to an ocean steam line of our own; or, if not of our own, to a line sailing direct from Baltimore to Europe, touching at Norfolk going and returning. The scheme proposed is not to be commended. It seems, however, that it is not only seriously entertained, but that certain parties in favor of it are sanguine of inducing harmony of action, with regard to it, between Baltimore and the Virginia cities, and that the matter will be introduced to the attention of our merchants at an early day. We can only repeat what we have already said, and what must be obvious enough to our readers. The Galway plan contemplates nothing more than the transfer of our present indirect trade from the port of New York, to a port much more remote and inaccessible. To call it a project for direct trade between the South and Europe is an absurdity, and we are surprised that *The Cotton Plant* should have undertaken to advocate so warmly a movement, which, if carried out, would only tend to fasten upon us still more strongly those very shackles from which we are striving to free ourselves.

We are indebted to Mr. N. Hickman, agent for the publishers, Leonard Scott & Co., for the October number of Blackwood. Its contents are—a continuation of Bulwer's novel, "What Will He do with It;" an article on "Animal Heat," a "Plea for Shams," intended as a defence of the recognized conventionalities and "decent hypocrisies" of life. Part II—of "Light on the Hearth;" a poem on the Atlantic Telegraphic Cable; a review of Aytoun's Ballads of Scotland and Haye's Ballads of Ireland, and a spirited account of Lord Clyde's Campaign in India.

HOLLIDAY STREET THEATRE.

The RAVELS make their first appearance this evening, and their return to Baltimore will afford infinite gratification to their numerous admirers, who have, heretofore, crowded to see them every night. Their entertainments are certainly most amusing and interesting, their tableaux and ballet dances not being excelled by any other troupe in the world.

A PATRIOTIC SENTIMENT.—Judge Douglas, in his late speech at Alton, in discussion with Mr. Lincoln, used the following bold and manly language:

"I hold that when the time arrives that I cannot proclaim my political creed in the same terms, not only in the northern but the southern part of Illinois—not only in the northern but the southern States, and wherever the American flag waves over American soil, that there must be something wrong in that creed. So long as we live under a common Constitution—so long as we have a confederacy of sovereign and equal States, joined together as one for certain purposes, any political creed is radically wrong, which cannot be proclaimed in every State and every section of the Union alike. * * * * I have said everywhere, and now repeat it to you—that if the people of Kansas want a slave State, they have a right under the Constitution of the United States to come in such a State, and I would let them come into the Union with slavery or without, as they determine."

FROM WASHINGTON.

The State Department, having reason to suppose that some irresponsible persons in England, and others there writing under assumed names, have induced parties in this country to forward remittances thither for recovery of estates to which they are led to believe they are entitled, cautions persons to whom such representations are made to be satisfied as to the identity and character of their correspondents.

Emory D. Potter has been appointed Collector of Customs for the District of Miami, Ohio, in place of Mr. Coghlin, removed.

A RUNAWAY WIFE.—The Pittsburg *Dispatch* says: William Linningstine, a resident of Baltimore, Md., taking a fancy to Catharine Lunksuhler, of that city, eloped with her on the 28th of September last, taking with her her eldest child, and leaving a husband and three children behind to mourn her untimely loss.

They came to this city and settled down. The husband of Catharine, learning her whereabouts, came on to this city yesterday, preferred a charge against his faithless spouse before the Mayor, and had her arrested. He declined to prosecute, however, on the surrender of the child, with which he started for Baltimore in the evening.

Gov. Packer has appointed Thursday, November 18th, as Thanksgiving day.

BY JAMES BUCHANAN, PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas information has reached me from sources which I cannot disregard that certains persons, in violation of the neutrality laws of the United States are making a third attempt to set on foot a military expedition within their territory against Nicaragua, a foreign State, with which they are at peace. In order to raise money for equipping and maintaining this expedition, persons connected therewith, as I have reason to believe, have issued and sold bonds and other contracts pledging the public lands of Nicaragua and the transit route through its territory as a security for their redemption and fulfilment.

The hostile design of this expedition is rendered manifest by the fact that these bonds and contracts can be of no possible value to their holders, unless the present government of Nicaragua shall be overthrown by force. Besides, the envoy extraordinary and minister plenipotentiary of that government in the United States has issued a notice, in pursuance of his instructions, dated on the 27th instant, forbidding the citizens or subjects of any nation, except passengers intending to proceed through Nicaragua over the Transit route from ocean to ocean, to enter its territory without a regular passport, signed by the proper minister or consul-general of the republic resident in the country from whence they shall have departed. Such persons, with this exception, "will be stopped and compelled to return by the same conveyance that took them to the country."

From these circumstances, the inference is irresistible that persons engaged in this expedition will leave the United States with hostile purposes against Nicaragua. They cannot, under the guise which they have assumed, that they are peaceful emigrants, conceal their real intentions, and especially when they know, in advance, that their landing will be resisted, and can only be accomplished by an overpowering force. This expedient was successfully resorted to previous to the last expedition, and the vessel in which those composing it were conveyed to Nicaragua, obtained a clearance from the collector of the port of Mobile. Although, after a careful examination, no arms or munitions of war were discovered on board, yet, when they arrived in Nicaragua, they were found to be armed and equipped and immediately commenced hostilities.

The leaders of former illegal expeditions of the same character have openly expressed their intention to renew hostilities against Nicaragua. One of them, who has already been twice expelled from Nicaragua, has invited, through the public newspapers, American citizens to emigrate to that republic, and has designated Mobile as the place of rendezvous and departure, and San Juan del Norte as the port to which they are bound. This person, who has renounced his allegiance to the United States, and claims to be President of Nicaragua, has given notice to the collector of the port of Mobile that two or three hundred of these emigrants will be prepared to embark from that port about the middle of November.

For these and other good reasons, and for the purpose of saving American citizens who may have been honestly deluded into the belief that they are about to proceed to Nicaragua as peaceful emigrants, if any such there be, from the disastrous consequences to which they will be exposed, I, James Buchanan, President of the United States, have thought it fit to issue this my proclamation enjoining upon all officers of the government, civil and military, in their respective spheres, to be vigilant, active and faithful in suppressing these illegal enterprises, and in carrying out their standing instructions to that effect; exhorting all good citizens, by their respect for the laws and their regard for the peace and welfare of the country, to aid the efforts of the public authorities in the discharge of their duties.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed to these presents.

Done at the city of Washington, the thirtieth day [L. S.] of October, one thousand eight hundred and fifty-eight, and of the independence of the United States the eighty-third.

JAMES BUCHANAN.

By the President:
LEWIS CASS, Secretary of State.

THE GALWAY AND ST. JOHN'S DAILY STEAM FERRY—NEW YORK PROVINCIALIZED.

[*From the London Cotton Plant.*]

The great manufacturing district of Manchester is as last moving for a direct trade with the people who grow cotton and consume English goods. The Galway line of steamers, originated in Manchester, may be considered as firmly established, and the Southern people have only to build upon this magnificent foundation to secure that commercial independence for which they have so long sighed. The friends of direct trade in Europe have already pledged the hearty co-operation of the South. The time has consequently arrived for action—vigorous, combined, determined action—in which local rivalries must be forgotton, and the public good alone kept steadily in view.

If our readers will refer to the map, and follow us while we trace the main features of the Galway enterprise, they will be enabled at a glance to understand the amazing revolution in trade to be effected by it. St. John's in Newfoundland, it will be observed, is the nearest American seaport to Europe. It possesses a fine harbor and an abundant supply of coal. With fleet ships to run can be made from land to land in five days. It is proposed to have daily departures from St. John's to Galway. In the mean while, Mr. Dudley Mann's scheme of an Atlantic Steam Ferry would be practicably realized. This daily communication by a Steam Ferry between Newfoundland and Ireland would be the "freight" and "travel" representative of the Atlantic Telegraph. The claims of this line for carrying the mails would be so transcendent that the Governments at London and Washington could not resist them. The travel would follow the mails, and by making proper arrangements, so as to give the tourist a through ticket, with a reasonable allowance of time to enable him to pause on the way for pleasure or business, the New York and Liverpool route would be completely set aside. The traveller from New Orleans, for instance, could, if business required it, pass through New York or Boston, transact his business, and then proceed on to St. John's in Newfoundland, take the Steam Ferry, and in five days be safely landed in Ireland. From Galway he could go direct to London or Manchester, or the Continent, *via* Liverpool. Returning from the Continent, he could take the same route, saving time, money, risk, and discomfort. To the European tourist, visiting America this line would offer attractions almost irresistible. The very short sea voyage, especially on a track navigated daily by superb steamers, would tempt to the New World thousands who now are only detained by the present long, tedious, and dangerous route from Liverpool to New York. The European tourist, could, for instance, proceed from St. John's, by way of the St. Lawrence river, to the great lakes, visiting the Falls of Niagara in the route, and thus penetrate into the very heart of the North American continent.

It is not simply in its influence upon travel that this ocean ferry is entitled to consideration.—But it is chiefly through its influence upon the *coasting and lake trade* of America that it will arrest attention. Some time since we published an account of the actual sailing of a ship from Chicago direct to Liverpool! That enterprise will of course be modified, and instead of the sailing ship, steamers will be placed between Chicago and St. John's. The produce of the lake basin, which concentrates at Chicago, will thus seek by a swift, direct and economical communication the European market.—Leaving the lake district, and directing our attention to the coasting trade of the United States, we see at a glance that St. John's is destined to be the point of concentration for a coast steam marine, embracing fairly and on equal equal terms the exporting and importing cities of the great lakes and the Atlantic seaboard. We have every reason to believe that one of the first efforts in this new direction will be to connect Chesapeake with St. John's. Steamers starting from Baltimore and touching at Norfolk would embrace interests sufficiently important. If concentrated upon one enterprise, to alone sustain a line of European steamers. The railway system of Virginia, extending as it does south and west, would pour in at Norfolk the trade and travel of that State, a portion of North Carolina, Tennessee, and Kentucky. From Baltimore would be reached, through the magnificent Baltimore and Ohio Railroad, the Cumberland valley, the Ohio river at Wheeling and Parkersburg, and a large share of the Western trade.

The Susquehanna railroad, reaching into Southern Pennsylvania, would also be tributary to a line of steamers between the Chesapeake and St. John's. We have been favored by a friend with the project to induce harmony of action between Baltimore and the Virginia cities. The friends of this movement in Baltimore and Virginia cannot do better than to throw their influence into co-operation with the Galway and St. John's enterprise. With such a connection Baltimore would possess unrivalled advantages as a port of direct importation or entry for European goods.

We believe we are not premature in stating that this matter will soon be brought forward in Virginia and Maryland. We will therefore take another occasion to dwell at length and in detail upon the geographical position of Baltimore, its population, resources and natural advantages. We believe that it is destined to supplant New York as the importer for the Southern States of America. And this reflection brings forward naturally the question what will be the effect upon New York of the success of this Daily Steam Ferry between Galway and St. John's? The answer is plain. New York will be placed practically as the seat of earliest intelligence more than one thousand miles further from the Old World. To that extent she will be isolated and absolutely provincialized. The exportations and importations of the tobacco and cotton States will pass by her doors and seek a point of concentration in the Chesapeake.

It has been fashionable for certain prints in New York to deride the efforts and aims of this direct trade party. The direct trade alliance between Manchester and the cotton States through the Galway and St. John's line of steamers will not prove so amusing to Liverpool and New York. It will teach those who have so long grown rich upon our property that the cotton power is capable of concentration, and that in this age of commercial associations such an interest must of necessity break away from the artificial bonds which have so long bound it hand and foot to an unnecessary intermediate agent. The tendency of the age is to "direct" and "free" trade, and it is therefore not to be wondered at that the aspirations and wishes of the South have found such sympathy and ready assistance in Europe.

BANK CASHIER ARRESTED FOR EMBEZZLEMENT.—On Friday evening last, Edward L. Houghton, Cashier of the Litchfield Bank, Connecticut, was arrested in New York for embezzlement of $10,000, by means of false entries. He had decamped to that city, and a requisition had been obtained from Gov. King for his arrest. He was taken at the corner of Broadway and Wall street, and shortly afterward delivered to the Sheriff of New Haven county. He has a wife and several children. This is said not to have been his first offence, he having been concerned with an operation connected with the Eighth Avenue Bank some years since.

A Mount Savage correspondent of the Cumberland *Allegonian* says that the skeleton of a woman was found on Monday last, about four miles from that place. All the bones were found except the skull. Portions of dress, and a velvet purse containing $14.56 were also found. The remains were supposed to be those of a Mrs. Wadderbear, from Pennsylvania, who had been seen in that vicinity several times within the last two or three years, and who was thought to be insane.

DEEP SNOW.—On last Thursday night week, the 14th ult., says the Cincinnati *Enquirer*, there was a heavy fall of snow in Richland and adjoining towns in Ashtabula county, Ohio. A gentleman who resides in Richmond informs us that the snow was nine inches deep early on Friday morning. He says that the storm on the night previous was very severe, and snow seemed to fall in "chunks."

FIRE—*Two Lives Lost!*—On Thursday night last, a fire broke out in a stable attached to Jones' Brewery, New York, and thence caught to a five story building, occupied by six families. All escaped, except Michael Hertel and his daughter Catharine, who were suffocated, and the bodies when found were much burned. Twelve fine horses, valued at $3,000, perished.

PIG IRON.—The British schooner Levinia, from Port George, N. S., arrived at New York, on Saturday, brought a cargo of pig iron, being the first importation of the kind from the Provinces.

ENGLISH LABORERS.—According to some of the British journals, the condition of a large portion of the English laborers is truly deplorable. They can with great difficulty earn the means of subsistence, while their social comforts are few and far between. Various efforts have been made to produce a change, but thus far with little success. The Northern *Times*, published at Liverpool, takes up the subject in detail, and in the course of a sympathetic article says:

"We boast of our abhorrence of negro slavery; we romance, we moralize, and actually weep over the tales of African suffering, but we cannot afford a passing thought for the millions of white slaves who constitute the masses of our laboring population. What are these in reality but mere animated machines? employed only because it has not been possible as yet to discover others to supersede them. As their employment has been the result of necessity, and not of choice, the great object of the employer has been to tax the physical endurance of the employed to its utmost limits, and reduce the rate of remuneration to the lowest minimum. Unfortunately, the fierce competition of trade, and the unusually overcrowded state of the labor market, combine to render this state of things apparently inevitable.

"This is, indeed, a lamentable picture; but the case is similar, we fear, to a very considerable extent, in other portions of the world and even in this country. There are few among the laboring classes, however economical and industrious, who even secure more than a living for themselves and families. Their lot is one of excessive toil. Those who are skilled in some particular art or craft can of course do better. But the mere laborer, even in his best condition, has a hard task before him. There is, moreover, too little sympathy felt for this particular class. Their wants, their enjoyments, their recreations, are rarely considered. They are regarded as mere hewers of wood and drawers of water, and are treated accordingly. How rarely, indeed, do we hear of any movement intended to elevate the social condition or extend the social enjoyments of the merely working classes! Even philanthropy seems to look upon them with indifference or contempt. But this should not be. There is a season for all things, and due consideration should be felt for every member of the human family."

The Detroit *Free Press* says that a negro boy, only nine years of age, just out of jail, where he had served sixty days for larceny, stole a jack-knife from a boy about his own age, and coming across a little child of three years, son of Mr. William Drew, on the street in front of its parents; house, caught the little fellow by the hair, pulled his head over one side, and deliberately proceeded to cut its throat. The gash was four inches long, extending from the wind-pipe around to a point just back of the ear. The knife was dull and did not effectually do its work before the father of the child came to the rescue.

A NEW MURILLO ON EXHIBITION IN NEW YORK.—By the last steamer from Central America, a picture of the Conception, said to have been painted by Murillo, was brought to New York by a New Grenadian gentleman, who desires to sell it for $10,000. There is some doubt as to whether the painting is really a Murillo or not.

The *Evening Post* announces the arrest in that city of parties for passing counterfeit $2 notes of the Delaware City Bank.

MARRIED,

On Thursday morning, October 28th, at High st. M. E. Church, by the Rev Henry B. Ridgaway, JOHN BROWN to Miss MARGARET L. CALLENDER, all of this city.

On the 28th ult., by Rev. William H. Waters, JOHN BOARDLEY to Miss MARY JANE TASCO, both of Baltimore.

On the 28th ult., by Rev. E. R. Hera, JOHN W. COOPER to Miss RACHEL ANN HODGERS, all of Baltimore county, Md.

DIED,

On the 29th ult., Dr. TILGHMAN ANDREW, of Dorchester county, in the 41st year of his age.

On the 29th ult., MARY TONER, wife of James Toner, aged 44 years.

On the 28th ult., EMMA JANE, infant daughter of Jno. and Sarah E. Dixon.

THE ALLEGED RAILROAD FRAUDS IN RUSSIA.

To the Editors of the Sun:

The magnitude of the frauds attributed by the St. Petersburg correspondent of a London paper to the American company with which I am connected, and the circumstantiality with which the statement is made, make it obligatory upon me not only to deny its truth, but to adduce the facts and reasons which tend to show how incredible, unworthy of belief, and even preposterous the whole story is.

In the first place, it is to be observed, as I have already stated, that the St. Petersburg and Moscow Railroad was located, surveyed and all the necessary preliminaries completed through with before any American engineer had been employed, and before any of the members of the American company allsoled to had been in Russia, or had any connection whatever with the work. The road was constructed by Russian (not American) contractors, except the laying of some fifteen miles of rails, and was supervised throughout by Russian engineers, Major Whistler acting as consulting engineer only, furnishing to the Russian engineers the aid of his vast experience and rare talent in the construction of the road.

None of the persons composing the American company had any interest in or connection with the building of the road; but, on the contrary, those persons, together with another, constituting another firm, were then executing a contract for furnishing the engines and cars to be used on the road. These engines and cars were all paid for by the piece, and, of course, the compensation of the contractors for supplying them had no reference to, and could not be influenced by the correct or incorrect computation of the length of the road or the disposition of the mile posts.—The road was measured by Russian engineers, and the mile posts placed by Russian engineers, exclusively, before the American company ever entered into any contract for the repairing of machinery, to be paid for according to the number of versts run, and indeed before they had made any contract whatever for repairs. It follows, of course, that if there be false pay for any error in the length of the road, as heretofore measured and estimated, the American company had no part in it, and cannot be implicated in the error or "atrocious fraud," as the English paper is pleased to term it.

But I beg leave to reiterate my strong disbelief in the existence of any such error; and I found such disbelief upon facts and circumstances which, in my opinion, render the occurrence of such an error the next thing to an impossibility. When the American company entered into its existing contract for repairing the machinery used on the road, the Russian government furnished the company with the length of the road—which was then computed at 607 versts. But, with a view to greater accuracy and certainty, the government caused the road to be actually measured by its own officers, and furnished the American company with such corrections as were determined by the survey—by which it was established that the exact length of the track from St. Petersburg to Moscow was 604 versts, instead of 607, as shown by previous surveys. And upon this official basis of 604 versts, the accounts between the government and the company have been adjusted since the correction.

I persuade myself that this plain statement will suffice to show—

First, that there is no reason to belive that any such error as the correspondent of the London paper asserts to have been discovered existed; or, in the nature of things, can exist.

Secondly, that the American company is free from all kind of accountability for or complicity in such an error if it does exist.

It is quite probable that the observations of Professor Struve, the astronomer, have established the fact that the true distance between St. Petersburg and Moscow by a straight line is less than that by the line of the railway.—It would be strange, indeed, if it were otherwise. But it is difficult to conceive how the length of a circuitous railway between two distant points can be established by "calculations" made by an astronomer "relative to the true geographical positions" of those two places. It is nowhere stated in the letter from St. Petersburg that the observations of the astronomer have suggested and led to the re-measurement of the railway track—the only proper mode of ascertaining its length—and we may fairly conclude that if such a measurement had been made, and disclosed so startling a discrepancy as sixty miles, it would have been too important a fact in support of the English letter-writer's purpose to have been omitted; and it may therefore be assumed, with entire plausibility and fairness, that this story rests upon no better foundation than that an astronomer has discovered that it is not so far from St. Petersburg to Moscow by an air line as by the route of a railroad necessarily prolonged by the character of the country through which it passes. I dismiss the subject with an emphatic expression of my belief that this startling revelation is the product of the deliberate malice, or the scarcely less culpable ignorance of the St. Petersburg correspondent of the London *News*, which, like many other English journals, is ever ready to give currency to any matter reflecting upon the good faith and honor of an American.

THOMAS WINANS.

WISE & CO., S. E. cor. Gay and Baltimore sts., have received a large assortment of BUFFALO ROBES of the most approved style, which they are selling at a lower price than can be had at any other store in this city. Parents would do well to call and examine their stock of CHILDREN'S CAPS, as they are prepared to suit both in price and quality. Citizens and strangers wanting a beautiful HAT can be suited; and they guarantee all articles purchased of them to give entire satisfaction.
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INTERESTING TO PERSONS HOLDING HOUSES FOR RENT.
Your attention is invited to the propriety of INSURING your HOUSE RENT.
Females and persons retired from business who depend mainly upon their house rents for subsistence are specially interested in this matter.
For a small premium you can be protected from any loss of rent, should your property be destroyed by fire, at the
NATIONAL FIRE INSURANCE COMPANY'S OFFICE, 13 SOUTH STREET.
At this office, also,
Your HOUSES may be insured;
Or your MERCHANDIZE;
Or your HOUSEHOLD FURNITURE;
Or your VESSELS on the stocks, or afloat in port;
on the most favorable terms, for a year, month or week.
All losses are promptly adjusted and paid.
JOHN B. SEIDENSTRICKER, Prest.,
J. R. MAGRUDER, Sec'y. 13 South street,
oc22-cotf Nat. Ins. Co. office of Baltimore.

(*From the Missouri Democrat.*)
UPON PROF. O. J. WOOD, of St. Louis, fortune has conferred the honor of having discovered a balsamic preparation, which not only promotes the growth of, and beautifies the hair in a high degree, but restores it when it is gone, or turns it to its original color after it has become gray, fastens it to the scalp and effectually destroys such cutaneous eruptions as may have been engendered by the use of dyes, essential oils and other injurious applications. The many respectable testimonials which are offered in its favor, from every part of the country in which it has been introduced, leaves no loop for a skeptic to hang a doubt on. It is supplanting all other specifics for the hair, and enjoys a popularity which no other has ever attained. Buy it—test it—and rejoice that your attention has been directed to it.
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,
oc29 2w 57 *and 59 Baltimore street.*

WE would call the attention of our readers to the fine stock of CLOTHING kept by MR. DENNIS, at the BOYS' ORIGINAL CLOTHING STORE, 84½ Baltimore st., under Metropolitan Hall. His assortment is one of the best in the city, and his prices cannot fail to please.
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JAS. W. GEDDESS,
No. 92 MULBERRY STREET, NEAR EUTAW.
METAL ROOFING,
HOUSE GUTTERS AND SPOUTING.
Also, REPAIRING AND BUILDING HOT AIR FURNACES, LATROBE STOVES.
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WHEELER & WILSON'S
SEWING MACHINES.
NEW AND VALUABLE IMPROVEMENTS.
DIAGRAM OF THE LOCK STITCH.
This is the only stitch that cannot be ravelled, and that presents the same appearance upon each side of the seam. It is made with two threads, one upon each side of the fabric, and interlocked in the centre of it. Send for a Circular.
OFFICE—126 W. BALTIMORE STREET,
AMERICAN BUILDING,
s16-1y Baltimore, Md.

NOURSE & COWAN,
MERCHANT TAILORS,
No. 1 NORTH CALVERT STREET,
s27 Baltimore, Md.

DOBBIN & WARFIELD,
SOLE AGENTS
BALTIMORE COAL COMPANY,
oc18-tf 36 SECOND STREET.

ROOFING! ROOFING!! ROOFING!!!
Economy, Durability and Water Proof
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 Baltimore streets, Baltimore.
jy26-tf

MILLER & BEACHAM'S
MUSIC AND PIANO STORE,
No. 10 NORTH CHARLES ST.
☞Orders for FOREIGN MUSIC solicited and promptly attended to. oc20-1y

MATHERS & IRVIN,
No. 224 BALTIMORE STREET,
North side, three doors East of Charles,
Have received a large assortment of the newest styles of
CLOTHS, CASSIMERES,
AND
VESTINGS;
adapted to the season.
They solicit the attention of their friends and the public. A liberal deduction to cash purchasers. oc13 2m

WASHING AND IRONING is still done for families and individuals, at the Laundry, No. 1 East Baltimore st., by the bridge. A careful hand will collect and return the clothes. Call and leave your order and get a list of prices, rules and regulations. oc4-d3m

SINGER'S SEWING MACHINES,
AT 105 BALTIMORE STREET,
HAVE BEEN GREATLY REDUCED IN PRICE.
☞We are now offering a new family machine at the LOW PRICE OF FIFTY DOLLARS.
☞Hemming guages of every width, binding guages of all sizes, are adjusted to our machines.
☞Send for a copy of I. M. Singer & Co.'s *Gazette.*
oc1-tf W. E. BRODERICK, Agent.

GEORGE MCKENDREE TEAL, at the N. E. corner of Baltimore and Frederick streets, has received his Fall supply of CLOTHS, CASSIMERES AND VESTINGS.
We are satisfied that persons wishing to economize in articles of dress will save money by purchasing of him. oc21-3m

MR. B. WASKEY has taken the warerooms lately occupied by Wm. H. Blass, No. 3 N. Gay st., where he has opened an entirely new and splendid style o Furniture, which citizens and strangers are respectfully invited to call and examine, as he guarantees to suit all who may favor him with a call. Every housekeeper should have a bottle of his celebrated Polishing Varnish.
oc21-2m

COAL AND WOOD.
A discount allowed on "pre-paid orders" for COAL. The best WHITE or RED ASH COALS for sale by
J. HENRY GIESE & CO.,
OFFICE—9 South street; YARD—Spear's wh'f.
WOOD.—The SAWED and SPLIT WOOD for sale as usual.
oc23-1w

J. B. T. PHELPS,
Successor to J. W. Richardson & Co.,
CLOTH HOUSE,
FASHIONABLE CLOTHING,
AND GENTLEMEN'S FURNISHING GOODS,
107 BALTIMORE STREET,
adjoining the Sun Iron Building, Baltimore.

PAPER HANGINGS,
FALL STOCK.
THE LARGEST IN THE CITY!
Purchasers, either city or country, are invited to call.—The stock of PAPER HANGINGS on hand is new and desirable. Great inducements constantly offered to purchasers at the manufacturers.
PAPER PUT ON PROMPTLY, in either city or country.
HOWELL & BROTHERS,
260 BALTIMORE STREET,
oc19-2wr opposite Hanover.

MARYLAND INSTITUTE FAIR.
Visitors will please take notice of the difference in light produced by the CARCEL GAS BURNERS in the several apartments of the Institute, in comparison with those in common use.
PICTURE GALLERY, 32 BURNERS;
MAIN HALL, OVER JEWELRY AND SILVER WARE STANDS, 5 BURNERS.
Depot for this celebrated Burner,
No. 60 WEST BALTIMORE STREET,
M. VENNARD.
Certificates can be seen by calling as above. oc13-tf

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

SLOAT & CO.'S NEW SHUTTLE SEWING MACHINE,
Sewing every description of cloth work in a *superior manner*, and warranted to give the best satisfactin. Price—$70—complete.
WEEDS' SHUTTLE SEWING MACHINE.
The best in use for every description of CLOTH and LEATHER WORK, that requires a *seam*, making beautiful, strong *stitch*, both sides alike.
L. D. CHASE, Agent,
s29-tf No. 99 Baltimore Street.

WE would call the attention of our readers to the fact, that the Messrs. WISE & CO., have opened a new establishment on the S. E. corner of Gay and Baltimore streets, where they have on hand a new and splendid style of HATS for the fall—not surpassed by any in the city. Their $4 00 Hats are superior to any other that can be had for the same amount. They have also on hand Hats and Caps, in every variety, to suit those who may favor them with a call. oc5-1m

AMBRO-DAGUERREOTYPES, &c.
MR. MARSTERS, 147 Lexington street, near Howard street, will furnish his patrons with pictures on glass, card board, plates or canvas; life size or in miniature from nature, or copied in oil, French Pastell or water colors, in a style of superior excellence. He has on hand a large assortment of plain and fancy Cases; also, Gilt Frames, all of the best material. His long experience and attested success enables him to assure his patrons complete satisfaction or no charge. s7-1y

GIFTS! GIFTS! GIFTS! GIFTS!
GIVEN AWAY.
GIVEN AWAY.
GIVEN AWAY.
GIVEN AWAY.
AT EVANS & HOYT'S,
AT EVANS & HOYT'S
AT EVANS & HOYT'S,
AT EVANS & HOYT'S,
GRAND GIFT BOOK STORE,
GRAND GIFT BOOK STORE,
GRAND GIFT BOOK STORE,
GRAND GIFT BOOK STORE,
No. 41 BALTIMORE STREET,
No. 41 BALTIMORE STREET,
No. 41 BALTIMORE STREET,
No. 41 BALTIMORE STREET.
CORNER OF FREDERICK.
CORNER OF FREDERICK.
CORNER OF FREDERICK.
CORNER OF FREDERICK.
s20-1y

G. K. QUAIL,
Will introduce his FALL STYLE OF GENTS' HATS THIS DAY.
IN SHAPE IT IS ENTIRELY NEW,
And will be sure to please all those who want
A FASHIONABLE HAT.
In style and finish it cannot be excelled.
☞ Also a fine selection of FANCY FURS for Ladies and fancy CAPS for Children.
FASHIONABLE HAT EMPORIUM,
s27-3m No. 238 West Pratt street.

CHINA, GLASS, &c.—The great bargain store is at 105 Baltimore street, two doors below Sun Building, where they are selling Full White Stone Dinner Sets at $20; White French ditto at $30; Fine Cut Goblets at $2.50 and $3, with a large assortment of Rich Gilt and Ornamented Dinner, Tea and Toilet sets; Blue India China Fine Cutlery and Plated Ware; Coal Oil Lamps, &c., &c. at the same very low prices. †

A LITTLE BIT CHEAPER THAN THE CHEAPEST.—Fancy, Plain and Common DINNER, TEA, and CHAMBER Sets; INDIA CHINA DINNER Sets; Cut and Moulded Glass in Sets; COAL OIL LAMPS and every thing else CHEAP at JOHN A. DOBSON & CO.'S, 2 and 4 N. Charles street. s20-3m

DULANY & HARRIS,
MERCHANT TAILORS,
No. 46 NORTH HOWARD STREET,
Have a well selected stock of
French, English and American
CLOTHS, CASSIMERES AND VESTINGS,
FOR THE FALL AND WINTER.
Gentlemen of fastidious taste are invited to call and examine our goods, as we think we can please them.
s18-tJanI

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.

☞LECTURES ON ENGLISH LITERATURE.—A COURSE OF LECTURES on "English Literature, as Illustrated Chiefly by the Poets, from the Earliest Period to that of the Commonwealth," will be delivered, for the BENEFIT OF THE CHURCH HOME AND INFIRMARY, by the REV. A. CLEVELAND COXE, at the desire of numerous friends and patrons of the Institution. The course will embrace critical examinations and readings of
1. The Old English Ballad.
2. The Canterbury Tales, (Prologue.)
3. The Faerie Queene, &c.
4. Shakespeare's Moral and Historical Poetry.
5. Mil