Civilian & Telegraph.

CUMBERLAND, MD.

EVANS & MAUPIN, Editors.

Thursday Morning, August 18, 1859.

Agents for the Civilian & Telegraph.

The following are the only agents of the Civilian & Telegraph, authorized to collect and receipt for moneys due this office:
J. A. RUMBAUGH, Baltimore.
JOY, COE & Co., Philadelphia.
JOY, COE & Co., New York.

Political Meeting.—At a meeting of the Opposition, of the 6th and 18th districts, held at the Council Chamber, on Tuesday evening, the 16th inst., Hon. Henry W. Hoffman was called to the Chair, and John J. Maupin appointed Secretary. On taking the Chair the President stated the object of the meeting, which was to appoint delegates to the County Convention which is to assemble in this city on Saturday next, charged with the duty of selecting five delegates to the State Convention, to be held in the City of Baltimore on Wednesday next, to nominate a Candidate for Comptroller of the Treasury; and also, delegates to the Congressional Convention, to be held at a time hereafter to be agreed upon. On motion it was

Resolved, That ten delegates be appointed from each of the districts (Nos. 6 and 13);

Whereupon the following gentlemen were chosen:

DISTRICT No. 6.

H. W. Hoffman, J. H. Kendall, James W. Sowders, D. W. McCleary, John Beall, Morgan Rizer, James A. Ferguson, John T. Shuck, Enoch Thrasher, E. Speck.

DISTRICT No. 13.

Wm. Hall, C. H. Ohr, H. Shuck, Joseph Hughes, Wm. Hoblitzell, John Hinkle, Jacob Devore, Amos Gross, Solomon Willison, Cornelius Conner.

There being no further business before the meeting, it adjourned.

HENRY W. HOFFMAN, President.

JOHN J. MAUPIN, Secretary.

The August Elections.

KENTUCKY.

We learn from the official returns that Mr. Anderson is elected to Congress from the fourth district of Kentucky—his vote being 7,204, and that for Mr. Chrisman, his competitor, being 7,201, giving the former a majority of three votes. The Congressional delegation from the State will therefore be equally divided, as follows:

Democrats.	*Opposition.*
1. Henry C. Burnett	3. F. M. Bristow.
2. Samuel O. Peyton	4. Wm. C. Anderson
5. J. Young Brown	6. Green Adams.
8. Wm. E. Simms	7. Robert Mallory.
10. J. W. Stevenson	9. Laban T. Moore.

The above shows a Democratic loss of three members, and the seat accorded to Mr. Simms in the eighth district, is contested by John M. Harlan, the Opposition candidate.

NORTH CAROLINA.

The Congressional Delegation from this State in the next Congress will also be equally divided, as we stated several days ago.—We publish the names of the members elect:

Democrats.	*Opposition.*
2. Thomas Ruffin,	1. W. N. H. Smith.
3. Warren Winslow	5. J. A. Gilmer.
4. L. O'B. Branch.	6. J. M. Leach.
7. Burton Craige.	8. Z. B. Vance.

The Democratic loss in this State is two members.

TENNESSEE.

In Tennessee the Democrats have lost four members of Congress. The following are the names of the members elect:

Democrats.	*Opposition.*
6. Jas. H. Thomas.	1. T. A. R. Nelson.
7. John V. Wright.	2. Horace Maynard.
10. Wm. T. Avery.	3. R. B. Brason.
	4. Wm. B. Stokes.
	5. Robert Hatton.
	8. Jas. M. Quarles.
	9. E. Etheridge.

ALABAMA.

The entire delegation from Alabama is Democratic, being the same politically as in the last Congress. Here are the names of the members elect:

1. Jas. A. Sallworth	5. Geo. S. Houston.
2. James L. Pugh.	6. W. R. W. Cobb.
3. David Clopton.	7. J. L. M. Curry.
4. Sydenham Moore	

ELECTION IN TEXAS.

The late advies from Texas show a majority for Gen. Sam Houston, independent democrat for Governor, of eight thousand over Harden R. Runnels, the regular democratic candidate. For Lieut. Governor the returns seem to favor Francis R. Lubbock, regular democrat, who no doubt is elected. For Land Commissioner, Francis M. White, regular democrat, was two thousand ahead at last accounts. In the western Congressional district, Jack Hamilton, independent democrat, was ahead of T. A. Waue, the regular democratic candidate.

From the legislative districts we have the returns of fifty four members, twenty-nine of whom are in favor of the re-election of Gen. Sam Houston to the U. S. Senate. The opposition candidates known to be elected number twenty.

THE REV. W. F. EYSTER.—This gentleman, Principal elect of the Hagerstown Female Seminary, has taken up his residence in our midst, and preached in the Lutheran Church on Sabbath morning and evening last to large congregations. Mr. EYSTER seems to have been very greatly beloved by the people of Chambersburg, a portion of whom, as an especial mark of their esteem, accompanied him part of the way to Hagerstown last week, dining with him, and taking their leave of him with many regrets.—The Repository and Transcript says:—

"No man could have won a higher place in the estimation of all classes of society than has the Rev. Mr. Eyster. His kind, affectionate, modest, retiring, unassuming manners have rendered him dear as an only brother to many of our best citizens—as well as those not connected with, as members of, his own church. Mr. Eyster needs no praise from the public papers of our town; his memory will be fondly cherished in warm, loving hearts—embalmed there for eternity. The citizens of Hagerstown, long famed for hospitality, will find in the future Principal of their Female Seminary, one of nature's noblemen—a man against whose fair fame no breath of calumny dares utter even a whisper. The prayers and kind wishes of all the pious, and the good of this community, will follow Mr. E. to his new field of usefulness."

The Rev. Dr. DIEHL, one of the editors of the Lutheran Observer, remarks, in announcing Mr. EYSTER's election as Principal of our Seminary, that he is "a gentleman, a christian, and an eloquent preacher who will do honor to any literary institution over which he presides. His excellent character, his polite and agreeable manners, the cordiality of his feelings, his aptness to teach, his patience and his untiring industry, give him a peculiar fitness for the place. We feel certain that he will soon win the entire confidence of the Board, the respect of the teachers, and the devoted attachment of the pupils. He is well and most favorably known throughout the church. His extensive acquaintance and popularity will secure many boarders to the institution. He will be a pleasant and useful neighbor to the resident pastor of the church, and will be cordially welcomed to Maryland by all our ministers in the State."

The Pittsburg Mission also says that the acceptance of Mr. EYSTER of the "important position of Principal of the Hagerstown Female Seminary, while it withdraws another of our most devoted and able pastors from the active duties of the ministry, is a great gain to the Institution. He will bear with him to his new position a character which peculiarly fits him for the responsible work to which he has been called, the training of the daughters of the church in the faith and fear of Christ. The Institution which has such a Principal must prosper, for his piety, learning, true politeness and unfeigned sincerity cannot but inspire general confidence.'

Herald and Torch.

☞ We have received Leonard Scott & Co's., republication of the last number of the Westminster Review. It contains articles on—What knowledge is of most worth—the Broad Church—Influence of local causes on National Character—the Life of a Conjuror—India—the Roman Question—Austrian Interventions, &c.

From the Home Journal.

Trip on the Baltimore and Ohio Railroad.

BY N. P. WILLIS.

Idlewild, July 12, 1859.

DEAR MORRIS:—To be invited to make a trip in one of the private vertebræ in the tail of a comet, would, fifty years ago, have been thought as probable, as to be asked (as I had the happiness to be, a week or two ago,) to make one of a party who should occupy a suite of private apartments for a week in a railway trip across the Alleghanies, from Baltimore to Ohio. I might better have said *three* vertebræ, it is true; (though, that in a first sentence, might have seemed rather a "come'-t strong,") for our excursion apartments, on the trip I have just returned from, where in three separate cars—dining-room, drawing-and dormitory, each furnished with its proper chattels, luxuries and punctualities. But this dining in charming company, at thirty miles an hour, and with all manners of wonders of scenery going on at the open windows—though I have returned from a week of it—is still held at arm's-length I find, by that inner faith which commonly called "realizing a thing." I feel more as if I had dreamed of a delightful party given by President Arcturus and conducted by Major Ursa—on a new azimuth-track across the zenith to the evening star. I will write about it; but pray use no ceremony as to believing what you find convenient!

To make Baltimore the front door to the great Cathedral of the West, with a railroad to the Ohio for the entrance to the broad aisle, (the aim and successful achievement of the Baltimore and Ohio Railroad,) was the "THIRTY-ONE-MILLION-DOLLAR IMPROVEMENT" which we were kindly invited to take a look at. It is the greatest single enterprise of modern times; but it is curious that the man whose far-seeing and marvellous *belief* is now acknowledged and honored as the main lever which achieved it, is of the same name as the Scripture-faced apostle of *unbelief*—THOMAS! Not only that, but it is PHILIP Thomas—Philip having been the other apostle of whose limited faith our Saviour made an example, in the question before the miracle of bread. Truly, this great man has retrieved the names of the two hesitating apostles!

I will prepartorily stretch your mind with one more good-sized fact, I believe, viz:—that *ten thousand dollars apiece* is the average cost of the *two hundred and thirty-six horses* which travel thirty miles an hour and carry freight and passengers over this route—(the largest one, an engine with which they overcome the steepest ascent, weighing, thirty-one tons) while the number of vehicles, to which they are harnessed in their different "turn-outs," is nearly four thousand!

And let me still anticipate a little, (horses being my passion,) by describing to you a new experience of my own, in a ride upon one of these iron steeds—not upon the creature's back, but *upon the instep of his fore-foot*, technically called the "cow-catcher."

We had reached Martinsburg, on our return retracing in sixteen hours the four days' route of exploration, and, of course, travelling at full railroad speed—when our kind official entertainer Prescott Smith, pointing to this front of the engine, asked if I would like to ride there. The thought delighted me, of course; and I took my seat at once on the sort of gridiron wedge, in front of the locomotive, built for throwing to the right or left any number of stray cattle on the track. With the sun intensely bright and the thermometer all day at ninety-four degrees, my black iron seat was not the coolest, and the glowing admiration of the crowd of Martinsburg boys who gathered around in the few minutes that I sat alone on the cow-catcher, in front of the sultry station-house, made it promise, at first, to be too warm an experience. Presently, however, I was joined by another of our charming party to whom my example had proved tempting; and, with Prescott Smith on one side of me and Thompson (of the "Southern Literary") on the other, I felt a little more reconciled to the risky possibility—that of being wiped off, with my two brother authors, by any *cow* that should *cumber* the track, or in other words, served up to Fate in a literary sandwhich with "forced *cow-cumbers*."

Well—the iron steed gave his accustomed snort, (which it takes pretty good ear-drums to enjoy as you sit directly under his explosive diaphragm,) and off began to rattle the fore-foot we bestrided. Behind glided the streets and people of Martinsburg, and the hot air along with them—for, to our exquisite delight, it grew cool enough, in the second or third minute. Smoke, cinders, and second-hand atmosphere, were all fanned to the rear. With the accelerated speed, the rush of air was a strife of unseen caresses, a myriad of soft fingers stroking back the hair upon one's temples and pulling gently at the corners of one's beard, like a shampooing by the daughters of Eolus—(a little imaginative, perhaps, but remember there were three authors on the cow-catcher!)—while the handkerchief with which I endeavored to blow my nose was so forced up my nostrils as to make me sneeze. The "sleepers," or braces across the rail-track, at first separate and distinct, confused into a solid plank. Cow after cow came in sight, and, the next instant, had a narrow escape of our rather-be-excused bosoms—pig after pig, *idem—idem* flocks of sheep, grazing horses, drunken men and Irish children. What a gauntlet of accidents runs a common cow-catcher, to be sure!

But, to be telegraphed in one's hat and boots strangely removes some of one's early prejudices. The way we jumped chasms and skimmed ponds—popped across rivers and cleft open hills—shot into caverns and under mountains, and spun away on the other side as if nothing had happened—skirted precipices and rounded bluffs—all at the same pace and with no manner of recognition of mortal man's common hindrance and obstacle. Why, it amounted to "a flight of fancy!" It was thought-travel—ghost-flitting--angel's errand-going, (or rather "Adam's Express" before the Fall)—a realization, in fact, of two of my own once imaginative questions, in an early poem:—

Are ye thought-rapid? Can ye fly as far,
As instant as a thought?

To which any rider on the cow-catcher of the "Baltimore and Ohio" would now answer "Yes-Sir-ee!"

As we approached Harper's Ferry at full speed, we had an instant which made us hold our breath—the darting straight through "The Devil's Nose," a tunnelled projection of rock overhanging the upper lip of the Potomac, which, after being "blown" with some trouble by the engineers, was thus expressively pocket-handkerchiefed with a name. Soon after, we slackened our pace and glided into the picturesque town so gloified by Jefferson—to me, a most reluctant termination of a luxury. To dismount from the cow-catcher and go back, even into the well furnished drawing-room of our pleasure-car, was an exchange for the worse—cool and pure air relinquished for excessive heat and dust, to say nothing of the enjoyment of a look-ahead wholly uninterrupted, and the thrilling sense of freedom in swift motion when not boxed up in a room. What we had been thus enjoying, however, is too great a luxury to remain long un-commonized. An open car, in front of the locomotive, (the cows and pigs carefully balustraded out,) will soon be a popular "extra" on the trains in hot weather—relief to delicate lungs as would be such an escape from smoke and cinders, to say nothing of its captivating suitableness to the proverbial "go-aheadativeness" of the Americans.

To return once more to the starting-point of my letter.

My friend Judge WARREN, whom I was to meet in New-York and accompany on this guest-excursion" over the Baltimore and Ohio Railroad, was as punctual as became one who was himself a Railway President, (the "Boston and Providence,") and, at seven on Monday morning of the twenty-eighth ultimo, we were dis-whistled from the Station on the Jersey side—bound to Baltimore, where the guests were to assemble on the morning of the following day. This part of our route is too much one of "damnable iteration" to form part of a descriptive letter; but I must mention an agreeable incident in our going over it, and a calamitous one in our returning.

First, the agreeable incident, which we owed to a Railway Improvement worth recording alongside of the substitution of concentrated coal for clumsy fire-wood in the furnace of the engine. I refer to the employment of educated and intellectual men in the various most responsible offices of trust upon railways; in this way securing not only the liberal and enlightened direction of minds made ready for emergencies by philosophy and science, but "oiling the wheels" of the Company's intercourse with the Public by the courtesy of refined manners. My companion was the leading Northern instance of this—a most eminent Judge and lawyer presiding over our leading road; and the incident so pleasent to us was the falling in with the accomplished brother of our friend Professor Felton, of Harvard, who is one of the Superintendents of the Road to Philadelphia. This is worth mentioning, for it forms a new profession for graduates and gentlemen-scholars, and shows how general is the improvement of the age—the march of Intellect and Manners keeping pace with Railway and Telegraph. On the more Southern part of our route we found it was the prevailing rule—a refined and intellectual gentleman to be met wherever there was an officer of the Road.

The other incident was one of the usual fatalities of "The Fourth;"—a working man, who was one of an uproarious crowd that were hurrying into the car at Wilmington, for a passage to the city, falling upon the track and being literally cut in two. With the backing of the train, at the alarm bell, I saw the mutilated corpe drawn upon the sidewalk, a suddenness of contrast with the merry roysterer I had seen, the moment before, hurrying on to pleasure, which sent a most elective thrill to the telegraph wire of my conscience alongside!

To three of our small excursion party you have been already introduced—Judge WARREN, THOMPSON, of the "Southern Literary," and myself. The other three, KENNEDY, our gifted ex-Secretary of the Navy, BAYARD TAYLOR, and Commander MAURY, the world famous meteorologist, met us in the cars. Our trip was a most instructive and enchanting one, but I shall describe it less circumstantially than I at first proposed. On rereading the admirable descriptions of preceding excursions over the same route, given in the April and June numbers of Harper's Monthly, (and so well "illustrated,") together with the Reports combined in PRESCOTT SMITH'S volume of "Railway Celebrations," I find the natural features of this magnificent route already well recorded. So are many of the houses, historical localities and regular happenings upon the road. In my next letter, therefore, I will endeavor to pick out such points of our five days, pleasuring as were incidental to ourselves, trusting that you will simply broider my stray flowers on the well-woven woofs of Brantz Mayer and Strother, Prescott Smith, and my brother of the "Musical World." Leaving you, meantime, anywhere you please, on the Alleghany track between Baltimore and Wheeling, I will wipe my pen for a little idleness by the pleasanter-running brook.

Yours in the contrast made-precious of Idlewild repose. N. P. W.

American Railroad Iron—Home Supply of the Home Market.

In the *Register* of December 4, 1858, we published a statement showing the wear and tear of rails in the track of the Pennsylvania Railroad, made at the Phoenix and Safe Harbor Iron Works and by a contrast with figures derived from official sources, demonstated the superiority of said rails over the rail in the track of the Baltimore and Ohio Rollroad. In the exhibit then made it was shown that, while on Pennsylvania Railroad the quantity of rails renewed was only equal to one per cent per annum of the total tons of rails in use, they were renewed on the Baltimore and Ohio Railroad, in the last three years, 13-97 per cent per annum of the total tens of rails in use?

To day we submit to our readers another testimonial of the excellence and durability of Phœnix rails, emanating, in in this case, from the Superintendent of the Central Railroad of Georgia which like the Central Rairoad of Pennsylvania, is a work of character and undoubted prosperity, and as such, well known throughout the United State:

CENTRAL RAILROAD OFFICE, Savannah, Ga., Aug. 1 1859.

James Milliken, Esq., Secy Phœnix Iron Co., 410 Walnut street, Phila., Pa.—Dear: Your favor of the 27th ult. is received. Contents will have attention. Very recently I examined the rails made by your company, & laid on this road in Spring of 1859, on one side, and English rails on the other, and have no hesitation in saying that yours are wearing much better than the latter. We also have some premium English rails laid same spring, but not on opposite side of yours, that are not wearing as well as yours though $5 per ton above current price was paid for them, to secure an extra good rail. Yours, very truly, GEO. W. ADAMS, Gen. Sup't.

It will be observed that Mr. Adams makes no reservation whatever in his comparison, but that he is unqualified in his expressed preference for the American over the English rails used in the same track on his road; that the superiority of the American over the English rails, is so marked and distinguishable as to surmount all doubt, and put the fact above disputation.—This however, is merely the last, not the sole testimony whereon rest the claim of superiority possessed by the American over English rails, for, as our readers know, we have from time to time, and from sources in different States wide apart, given the most indubitable and conclusive testimonials touching and aiding to establish this significant and material point, which is now an accredited and received truth among the "posted up" railroad men throughout the country.

The policy of obtaining American rails, is consequently tending to universality among railroad companies governed by intelligent minds; the exceptons now existing comprising only such companies as are indifferently managed, or make the purchase of English rails a condition in a financial negotiation—generally of mortgage bonds.

The American rail, at the end of a long competition between it and the English rail, having thus and now the higer character for durability—even beyond and above the range of hesitating belief or uncertain doubt—the question remains—What make of American rails shall be preferred? for, as in every other branch of manufactures, there is certainly a difference in the quality of rails manufactured by different American iron masters.

The decisions of this matter, however, rests with the railroad companies themselves, where we intend to leave it—the fact being as patent to them as to us, that character is the consequence of quality imparted to a rail by its manufacturer, and that character differs according toquality.

The good name and high character achieved for American rails is the result of untiring efforts on the part of leading of iron masters in different localities.

The iron trade of the United States has grown into an interest of vast magnitude and countless ramifications. The domestic article is gradually working uppermost in the American markets, and ultimately foreign iron masters and workers in iron will cease to send iron, in the pig, rail, rod, hoop or sheet, or any other shape, to the United States as a customer market. Even under the disadvantages of a fluctuating currency and the *ad valorum* system of duties, imports of iron are diminishing, while the home supply increases.

The quantity of railrond iron imported into the United States has decreased from 298,995 tons for the year ending June 30, 1853, to 75,745 tons for the year ending June 30, 1858!

The subjoined statement, copied from *Lesley's Iron Manufacturer's Guide*, shows that while the American rails made in the United States in 1856 exceeded the quantity made in 1853 by 37,555 tons, the quantity of foreign rails imported in 1856 was 14 3,499 tons less than the tons imported in 1853. Thus, in four years the imported rails decreased nearly one-half, and the domestic rails increased more than one-third.

	Made.	Imported	Total Consumption.
1853,	195,900 tons.	298,995 tons.	403,995 tons.
1854,	121,000 "	282,867 "	403,867 "
1855,	134,000 "	125,516 "	261,516 "
1856,	142,552 "	155,496 "	298,051 "

In 1858, as before stated, there were imported only 75,745 tons of rails! But the iron interests in the United States will not rest content with the expulsion of foreign iron from the United States, by the quiet geographical and commercial process which is in operation; American iron and manufacturers of American iron now have a place in the tables of domestic exports from the United States to foreign countries; and as existing establishments are enlarged and new works are built to supply the growing home demand and home consumption, our iron masters, machinists, and all workers in the metals, will push their enterprise still farther into foreign countries.

U. S. R. Mining Register.

ORIGIN OF SLAVERY.—Mr. Bancroft, in his first volume of his History of the United States, gives an account of the early traffic of the Europeans, in slaves. In the middle ages the Venetians purchased white men, Christians and others, and sold them to the Saracens in Sicily and Spain.—In England the Anglo-Saxon nobility sold their servants as slaves to foreigners. The Portuguese first imported negro slaves, from Western Africa into Europe, in 1442. Spain soon engaged in the traffic, and negro slaves abounded in some of the places in that Kingdom. After America was discovered the Indians of Hispaniola were imported into Spain and made slaves. The Spaniards visited the coast of North America and kidnapped thousands of the Indians, whom they transported into slavery in Europe and the West Indies. Columbus himself kidnapped 500 native Americans and sent them into Spain, that they might be publicly sold at Seville. The practice of selling North American Indians into foreign bondage continued for two centuries. Negro slavery was first introduced into America by Spanish slaveholders, who emigrated with their negroes. A royal edict of Spain authorized negro slavery in America in 1518. King Ferdinand himself sent from Seville fifty slaves to labor in the mines In 1531 the direct traffic in slaves between Africa and Hispaniola was enjoined by a royal ordinance. Las Casas who saw the Indians vanishing away before the cruelties of the Spaniards, suggested that the negroes, who alone could endure severe toil, might be further employed. This was in 1518.

Sir John Hawkins was the first Englishman that engaged in the slave-trade. In 1652 he transported a large cargo of Africans to Hispaniola. In 1657 another expedition was prepared, and Queen Elizabeth protected and shared in the traffic. Hawkins, in one of his expeditions, set fire to an African city, and out of three thousand inhabitants succeeded in seizing two hundred and sixty. James Smith, of Boston, and Thomas Keyser, first brought the colonies to participate in slavery. In 1654 they imported a cargo of negroes.—Throughout Massachusetts the cry of justice was raised against them as malefactors and murderers: the men were committed for the offence, and the representatives of the people ordered the negroe to be restored to their native country at the public expense—At a later period, there were both Indian and negro slaves in Massachusetts. In 1620 a Dutch ship entered James river, and landed twenty negroes for sale. This was the epoch of the introduction of slavery in Virginia.—For many years the Dutch were principally concerned in the slave-trade in the market of Virginia.

STATE AID TO MINNESOTA RAILROAD.—The total amount of State railroad bonds issued up to date, by Minnesota is as follows:

Minnesota and Pacific Railroad	$600,000
Cedar Valley Railroad	600,000
Southern Minnesota Railroad	375,000
Transit Railroad	500,000
Total	$2,075,000

Under the ruling of Governor Sibley, accepted by the companies, but $2,500 of the bonds, or $625,000 to each of the four companies, will be issued upon the grading of the road beds. The remainder of the bonds, the governor decides, shall not issue to the company until the cars are running on their respective roads. They will then be issued at the rate of $10,000 per mile, and the entire issue of bonds will not be absorbed until there is in actual opperation in Minnesota 250 miles of railroad. But $425,000 remains to be issued on account of grading, of which amount the Minnesota and Pacific road will receive $25,000; the Cedar Valley, $25,000; the Southern Minnesota, $250,000; and the Transit Company, $125,000.

NOTICE.

PHILADELPHIA, Aug. 8, 1859.

A SPECIAL meeting of the Stockholders in the Piedmont Coal and Iron Company will be held at the Assembly Buildings at the S W. Corner of Chestnut and Tenth Streets, in the City of Philadelphia, on Tuesday the 23d inst., at 4 o'clock, P. M., for the purpose of re-organizing the Board of Directors, and adopting measures to raise funds for carrying on the business of the Company, together with such other business as may come before the meeting.

FRANCIS WEST,
HENRY PERKINS,
DAN'L S. JONES,
THOS. L. LUDERS,
THOMAS CRAVEN,
JAMES HARPER,
BENJ. ORNE,
J. L. FENNIMORE.

Aug. 18, 1859—2t.

J. WEATHERBY & CO.,
Wholesale and Retail Dealers in
CHILSON'S FURNACES,
Brick and Portable,
Cooking Ranges of the most approved patterns, Cooking Stoves of every description for Wood and Coal, also, Church, Hall, Store and Office Stoves, Franklin, Air Tight, Bar Room, and Cannon Stoves, Fienour Gas-Burning and Latrobe Stoves. Orders from the Country respectfully solicited. Merchants supplied on the most reasonable terms.
J. WEATHERBY & CO.,
40 and 42 Light St., one door from Lombard St., Baltimore, Md.
Aug. 18, 1859—tjan. 1.

PROSSER'S PATENT
LAP WELDED
IRON BOILER TUBES!
EVERY article necessary to DRILL THE TUBE-PLATES and to SET THE TUBES in the best manner.
Tube CLEANERS, Steel-Wire and Whalebone BRUSHES.
Tubes for ARTESIAN WELLS, &c., Screwed together, flush on both sides, or with Couplings either outside or inside.
THOMAS PROSSER & SON,
Aug. 18, 1859—3m 28 Platt St., N. York.

Flour! Flour!!
WELCH'S FAMILY FLOUR, and other choice brands of FAMILY and EXTRA FLOUR—a constant supply on hand and for sale at the lowest market prices, by
SHRIVER & CO.,
Aug. 18, 1859—4t. Opposite R. R. Depot.

FANCY DRESS SILKS, BERAGES, ROBES Organdies, Lace Shawls, and Capes at
H. D. WINEOW'S,
April 14. Balt. St., Sup. Post Office.

TRUSTEE'S SALE
OF
REAL ESTATE
IN THE
City of Cumberland.

—:0:—

THE undersigned as Trustees of the Mineral Bank of Maryland, will offer at public sale,
On the 1st day of September next,
in front of the St. Nicholas Hotel, in the city of Cumberland, at 11 o'clock A. M., that very valuable and highly improved
REAL ESTATE,
known as the property of the
MINERAL BANK,
This property consists of a SUPERIOR
Banking House,
with a most secure vault, and every convenience suitable for a Bank, with a very superior
Dwelling House
attached, built in the latest style and of superior workmanship. It has also attached to it a very large yard, planted with the choicest fruit and all necessary and convenient outbuildings.

The property fronts 99½ feet on Baltimore Street, and runs back 126 feet, having streets on two sides and an alley 20 feet wide on the third side, all of which are graded and well paved.

Persons wishing to examine the property, can be shown it by calling on either of the undersigned.

TERMS

made known on the day of sale.
GEORGE A. PEARRE,
JOHN BEALL,
Trustees of the Mineral Bank of Maryland.
Cumberland, Aug. 4, 1859—tds.

JOHN WILSON,
Established in 1807—Retired 1853.
JOHN E. WILSON,
Agent.
THE SURVIVING PARTNER OF
JOHN WILSON & SON,
No, 14 Baltimore-st., near the Bridge,
NOW REMOVED TO
N. W. Cor. Howard & Camden Sts., Baltimore.
☞ Constantly on hand and for sale, OLD WINES, BRANDIES, OLD RYE, BOURBON WHISKEYS, &c., in Wood or Draught and Bottles.

OLD
Diploma Rye Whiskey.
1852. 1852.
The Diploma of the Md., Institute.
"This Diploma, of the first class, was awarded by the Maryland Institute for the Promotion of Mechanic Arts, to John E. Wilson, of Baltimore, for best OLD RYE WHISKEY, exhibited at the Exhibition of Articles of American Manufacture, held in the city of Baltimore, on the 1st day of October, 1852."
JOSHUA VANSANT, Pres.
G. H. HUNT, Sec'y.

The Old Diploma Rye Whiskey.
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Geo. A. H. Waltz. vs. His Creditors. } ORDERED, this 13th day of July, 1859, that George A. H. Waltz give notice to his creditors, endorsers and sureties, that the first Monday of January, next is fixed for the said Geo. A. H. Waltz to appear in the Circuit Court for Allegany county, to answer such interrogatories as his creditors, endorsers and sureties may propose or allege against him; and that a copy of this order be published in some newspaper printed in the city of Cumberland, once a week for three successive months prior to the said first Monday of January next, as such notice.
Test—H. RESLEY, Clerk.
Aug. 4, 1859—3m.

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