For Sale.---For Rent.

FORTY ACRES,

KNOWN as Old Mariona place, adjoining Jackson street, adjoining the former residence of W. W. Minor on the West, and Mrs. Sims on the East. It has a good dwelling house, and Stable, and Blacksmith shop improved. Call soon if you want a bargain.

G. B. LOCKE,
Auctioneer and Real Estate Broker.

TWENTY ACRES.

SITUATED on the South side of the Pigeon Roost Plank Road, opposite the first Toll Gate, just East of the residence of B. Graham Brown. This has also a front on the above mentioned road, which is Mr. Meek's place. A bargain will be given, in whole or in part.

G. B. LOCKE,
Auc'r & Real Estate Broker.

LOOK HERE!

DESIRING to improve another lot immediately, I will sell my present residence to a special purchaser on good terms. It comprises one acre, is comfortably improved, and unquestionably one of the most beautiful and most healthy sites in the vicinity of Memphis.

WM. K. POSTON.

REAL ESTATE FOR SALE.

I HAVE for sale some acres of the LAND, situated on the Memphis and Charleston Railroad, at the western terminus, which is a half mile from Court Square. Those desiring cheap property, on easy terms will consult their interest in applying early to

G. C. WHITE,
At Phillips & White's, 283 Main street.

FOR SALE.

THE subscriber offers for sale the tract of land on which he now resides, in Haywood county, Tennessee, on the Jackson road, which is the Memphis Railroad passes. Said tract contains about four thousand acres. The improvements consist of a fine dwelling house, with out-houses, quarters, gin house, stables, a fine stream and grist mill, good orchards, and all the necessary improvements for a large farm, or can be advantageously used as a stock farm. Every health and fertility of soil this place is unsurpassed by any in the country. For further particulars apply to the subscriber on the premises.

THOS. SHAPARD.

Land for Sale.

ELEVEN Hundred and Sixty Acres of Arkansas River Land, near Little Rock, Ark., in one hundred acres cleared, and in a fine condition for cultivation. For price and terms, apply to

WILLIAMS & PO,
Williams & Po., Prairie county, Arkansas.

For Sale!

I OFFER for sale five hundred and twenty acres of Land, fourteen miles Northeast of Somerville, on the Jackson road, adjoining the former residence of Stephen Jarmon. The place is well improved, has a good framed dwelling house and excellent out-buildings, and about 200 acres in cultivation. Also, the former place, an extensive orchard, with all kinds of fruits growing in the country. There are two hundred acres cleared, and in a good state of cultivation, the remaining portion well timbered. Apply to the undersigned, on the place.

R. P. JARMON.
Black Oak Grove, Tenn.

LAND FOR SALE.

THE undersigned intending to remove his hands South, offers his valuable Farm in Dekalb county, Miss., fifteen miles from Memphis, for sale, and he or John Jones, on the premises, will show it to any one wishing to purchase. Description is deemed unnecessary, the land will speak for itself. Also, eight or nine lots, contiguous to the Depot at Prairie Station, on the Mississippi and Tennessee Railroad, near the Memphis and Charleston Railroad, at R. Graham's residence. I. C. Rembert or Rev. Mr. Hudson are seeking homes in Texas, and show these lots.

N. SAGLAND.

Fine Arkansas Cotton Plantation FOR SALE,

CONSISTING of 1120 acres choice land, situated in Arkansas county, six miles from White River, and contiguous to the Mississippi River and Arkansas Place. The land lies very level. A never failing stream of water runs through the tract. The improvements consist of a good dwelling house, necessary houses, gin and mill, young orchard, two hundred acres of open land, one hundred and fifty of which have been in cultivation three years. The land is well adapted to cotton or grain, and produces all in the greatest abundance. It is cool, healthy and healthy that in the opinion of the undersigned it promises a better and more investment.

Persons desirous of looking at the place will take the packet at the foot of Poplar, or Monday, at Jacobs & Co., and they will be landed in forty hours at St. Charles, the shipping point, or at Mr. Moore's, on the premises, who will take pleasure in showing the place and giving any further information.

For terms, &c., apply to the Commissioner of Court House, Memphis.

JOHN B. DANIEL.

WILLIAM S. WILLIAMS, LAND AGENT,

HAVING removed from Memphis to Duvall's Bluff, on White river, where the Memphis and Little Rock Railroad crosses the same, will attend to the location of Land Warrants, Pre-emptions, Donations, and attend to getting Deeds for all Lands entered at the Helena, Jacksonport, Pine Bluff, Little Rock and Batesville Land Offices.

He will also furnish information on liberal terms to those that wish to locate Swamp Land. Having personally explored the country between the Mississippi and Little Rock, the last summer, for fifteen miles on each side of the Memphis and Little Rock railroad, he is enabled to give the most correct and reliable information in that may call.

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A Bargain to be had in Lands.

I WILL sell the entire Land on which I live, in Tippah county, Miss., six miles West of Ripley, of Tippah county, containing Eight Hundred and Five hundred of the very best creek bottom—and the balance second bottom and upland. There are about 150 acres cleared, in a fine state of cultivation. The improvements are good and new, consisting of a Dwelling house and all necessary out-houses. The place is healthy, and is one of the best farms in county, is one of the best in North Mississippi, for raising Cotton, Corn or Stock, as it lies on the ridge of the Mississippi and Tennessee. Any one desirous of seeing the place, I refer to Davidson, Ellis & Nail, Memphis; John W. Thompson, Ripley, Miss.; W. C. Rives, Holly Springs, or the owner.

J. J. PRIGUIN.

B. PHELON.....NEW YORK. W. FARRIS.

ENTERPRISE WORKS.

PHELON & FARRIS, Proprietors,

NEAR THE DEPOT OF THE

Mississippi & Tennessee Railroad

MANUFACTURERS of Wagons, Carts, Plows, Cotton Gins, Blacksmiths and Agricultural Implements generally. Also, Sash, Doors, Blinds, Mouldings, Brackets and Scroll Work, constantly on hand for sale, and made to order at short notice.

All kinds of Wood Turning and Sawing done on the premises, and all work warranted to be as good as any Building Business, and solicit a call from those intending to build, as we think we can do their work cheaper and better than any other establishment in the city. We use the best and most approved machinery in the manufacture of our work, and bring both practical mechanics and workmen to bear on our work, which we warrant to be as good as any work made in the country. To all we say come and try us. We also do Wrought-Iron Work or any thing connected with Blacksmithing. Shipping Business, &c. All our work is fully guaranteed.

Miscellaneous.

Navy Beef and Pork for 1858.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing,
June 9, 1857.

SEALED PROPOSALS, endorsed "Proposals for Beef," and "Proposals for Pork," as the case may be, will be received at this office until 12 o'clock, M., on Wednesday, the 15th day of July next, for furnishing and delivering, free of all cost and risk to the United States, at the following named yards:

	Bbls. Beef.	Bbls. Pork.
At Charlestown, Mass	2,500	1,600
At Brooklyn, N. Y	4,000	2,000
At Gosport, Va	2,000	1,000
	8,000	6,500

One-half of said beef and pork must be delivered at each of the above-named yards respectively by the last day of April, 1858, and the remaining half by the last day of June, time, and no earlier deliveries should be required by the bureau this season. Payment to be made within thirty days after delivery.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and offer each of the places of delivery, covering all articles and all changes.

The Beef must be from well-fattened cattle, slaughtered between the 1st day of November, 1857, and the 1st day of January, 1858, the weight of not less than six hundred pounds, net weight, each. The legs and leg rand of the hind quarters, and the shins and shoulder-clods, the shoulders as mentioned and clods of sticking pieces, and at least eight pounds from the neck end of each fore quarter, to be taken out. The pieces marked Nos. 1, 2, 3, 4, and 5, on the drawing or delineation of the fore and hind quarters of an ox, which will be exhibited to and form a part of the contract, must be wholly excluded from each barrel, and the remainder of the carcass, instead of being cut with a cleaver, must be cut and dressed with a saw and knife, to give the meat a square, neat, and smooth appearance, in pieces of not less than eight pounds, nor more than twenty-two pounds, net.

The pork must be packed from corn fed, well-fattened hogs, weighing dressed between the first day of November, 1857, and the first day of January, 1858, and weighing not less than two hundred pounds each, excluding the heads, jowls, necks, shoulders, hams, legs, feet, hocks, tails, and all ribs except one pair, which is to be cut with a saw and knife, to pieces weighing not less than six pounds, nor more than twelve pounds, each.

Both the beef and pork to be packed with at least one statute bushel of York's Island, Isle of May, Kyle's West solar, Onondaga solar, or St. Ubes's salt; and the best kind of Spanish nitre, of which nine ounces shall be to each barrel, exclusive of a pickle to be made from fresh water as strong as salt will make it, and must be perfectly sweet and clear.

Each barrel must contain full two hundred pounds net weight of beef or pork, and no excess of weight in either article will be paid for.

The barrels must be entirely new, and be made of the best seasoned heart of white-oak staves and headings; the staves to be not less than five-eighths of an inch thick; the headings not less than three-fourths of an inch thick; they must be three-hoops hoisted over, to the depth the iron hoops, with the best white-oak or hickory hoops, and each barrel must have on it four iron hoops, one of one and a half inch in width on each bilge, and one of one and an eighth inch in width on each chime, and each to be of one-sixteenth of an inch thick. Each barrel must be of the internal capacity of thirty-two gallons, and the iron hoops must be well painted with red lead.

Each barrel must be branded by burning on its head "Navy Beef," or "Navy Pork," as the case may be, with the contractor's name and the year when packed, and the weight; and shall also be branded by the brand with the letter B or P, as the case may be.

The beef and pork will, unless otherwise directed by the chief of this bureau, be inspected by the inspecting officers at the respective navy-yards aforesaid, and by such other officers as may be appointed by the respective commanding officers; but their charges for inspection should be paid by the respective contractors, who must likewise have the articles put in good shipping order to the satisfaction of the commanding officer of the respective navy-yards aforesaid, after inspection, and at their own expense.

Two or more approved sureties in a sum equal to one-half the estimated amount of the contract will be required, and twenty per centum in addition will be withheld from the amount of each payment to be made, as additional security for the due and faithful performance of the respective contracts, which will on no account be paid until the contracts are complied with in all respects; but should any be required to be forwarded to the United States in the event of failure to complete the delivery within the prescribed period. In case of failure on the part of the contractor to deliver all or any of the beef or pork above mentioned, of the quality and at the time and places above provided, the contractor will forfeit and pay to the United States, by liquidated damages, a sum of money equal to twice the amount of the contract price to be paid in case of the actual delivery thereof; which liquidated damages may be deducted from time to time as they accrue. Payment will be made by the United States at the periods above specified, (excepting the twenty per centum to be withheld for security for the faithful performance of the contract, as before stated,) after the said beef and pork shall have been inspected and accepted, and after the same shall have been presented; the agents, respectively, duly approved by the commandants of the respective navy-yards, according to the laws of the United States.

The parts of beef to be excluded will be particularly designated in the engraving to be attached to the contract. Proposals intended can contain them on application at this office.

Bid or whose proposals are accepted (and none others) will be notified thereof, and will be required to execute a contract will be transmitted to them for execution, which contract must be returned to the bureau within ten days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of acceptance, shall be sufficient to hold the bidder to the contract, without the necessity of a formal notification thereof, within the meaning of the act of 1846, and his bid will be made and accepted in conformity with this notice and bidder.

Every offer made must be accompanied (as directed in the 6th section of the act of Congress making appropriations for the naval service for 1846-'47, approved 10th August, 1846,) by a written guaranty, signed by one or more responsible persons, to the effect that he or they will, on the bidder or bidders will, if his or their bid be accepted, enter into an obligation within ten days, with good and sufficient sureties, to furnish the article proposed.

This guaranty must be accompanied by the certificate of the United States district judge, District Attorney, collector, or navy-agent, that the guarantors are able to make good their guaranty.

No proposal will be considered unless accompanied by such guaranty.

The bidder's name and residence, and the name of each partner in the firm, where the business is not by a Christian name, written in full, must be distinctly stated.

Under the joint resolution of Congress, approved 27th March, 1834, "all bids for supplies of provisions, clothing, and small stores for the use of the navy, may be received at the respective navy-yards, when the parties are not known as a manufacturer or, or regular dealer in, the article proposed to be furnished, which fact, or the reverse, must be distinctly stated in the bids offered."

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SOUTHERN PACIFIC RAILROAD COMPANY.

This Company, as the public is aware, has been re-organized, and its office has been changed from New York to New Orleans, according to the resolution of the Board of Directors, copy of which is herein appended.

A Secretary, Mr. GEORGE W. LAWRISON, and three additional Southern Directors, to-wit: J. J. PERSONS, of the firm of J. J. Persons & Co., and SANDERS, of the firm of Sanders & Montgomery, of Mobile, Ala., have been elected; all of whom are gentlemen of the highest character and capacity. The Board of Directors, as now constituted, contain a majority of Southern members.

I have the fullest and most entire confidence that the great objects of the Company, viz: the construction of a road through the State of Texas, and eventually to the Pacific, will be fully accomplished.

Of the bonds and scrip, which will be issued in behalf of the Company, and which only five dollars per share is required to be paid, upwards of seven millions, or more, have been taken up in the City of New Orleans. Of the balance of said stock, one million, ten thousand shares, will be offered for sale in Memphis, Mobile, and New Orleans, on the 1st day of May, Friday, the 1st of May, at the Bank of I. S. KIMBALL, and will continue open for a few days only.

The road is capable of being built, and trains only is required to be finished by the 15th of February. Of these, iron rails are now landed and cross-ties, and about 7 or more miles of road-bed, and the bridges and rails, twenty-five hundred tons of rails have been purchased and paid for, which upwards of twenty-five hundred tons have been shipped to the point of destination at which they are needed.

Contracts have been made, and sufficient force is now at work upon the road to complete, not only the twenty miles above required, but at least twenty five miles by the time designated by the Charter. Of the 10 sections of lands, privileges and rights given by it, are free, beyond doubt, secured to the Company.

When I assumed the Presidency of the Company, I stated that I then, and yet believe, that this road will prove a great national road; that with judicious management it can accomplish all that the charter privileges and grants are of a character to realize to the stockholders an immense profit; that, securing this charter and building and fitting up 50 miles of the road, will effectually and forever secure this route as the connecting link between the Pacific and Atlantic oceans.

But in reaching to all these matters, a candid public must judge for itself, from the following statement of facts:

The Legislature of Texas passed an act incorporating a national company under the name of "Texas Western Railroad Company," which, by a subsequent act, was changed into that of the Southern Pacific Railroad Company." This is the charter under which this Company has been organized. By the terms of the charter the company is authorized to construct a railroad from some suitable point on the Eastern Boundary line of Texas, and running such course as they might determine to El Paso, on the Rio Grande, giving to the corporators all the necessary powers to carry into effect the object of the grant.

The charter gives the right to take and hold so much of the public land in Texas, through which the road might pass, not exceeding two hundred feet wide, for the track of the road, and such additional width as might be necessary for depots, etc.

It also gives to the company eight sections of land for every mile of railway actually completed by it and ready for use. The depth of three miles on each side of the road is reserved for the use of the Company and the State, each being entitled to alternate sections. By an act of the Legislature, passed in 1854, the Company became entitled to eight sections more, to be located on any of the public lands of the State, making in all sixteen sections of land on the mile, or eight million and seventeen thousand acres of land for the whole line of road.

By another act of the Legislature of Texas, the Board of School Commissioners were directed to loan to legally incorporated railroad companies, out of the school fund in their hands (being United States bonds, bearing five per cent) six thousand dollars for every mile of railroad when said company shall have completed in a good and substantial manner, a continuous section of twenty-five miles, and graded an additional consecutive section of twenty-five miles, and the same for every additional consecutive section of ten miles, which shall be completed and graded.

This munificent donation, it will be perceived at once, is not only sufficient of itself to build the road, but will, if the same is well located and the company properly managed, after finishing the road leave a surplus of millions of dollars to be divided among the stockholders. The highest estimates made for the construction of the road through Texas, furnishing engines, cars, etc., is twenty millions of dollars.

If the land bonds only average five dollars per acre, its sale will amount to upwards of forty millions. This, after building and equipping the road, leaves a surplus of twenty millions.

This great enterprise, although truly a national one, concerns itself particularly to the South. It not only will secure the Southern routes to the Pacific, but will be the means of forever perpetuating the Union of the States. No cities will be more benefitted by this road than Memphis, New Orleans and Vicksburg. By means of the Opelousas Road, it will connect with New Orleans, by means of the Cairo and Fulton Road, with Cairo, and Memphis and Little Rock, it will connect with Memphis; and by means of the Vicksburg and Shreveport Road, it will connect with Vicksburg, Gaines' Landing and St. Louis by these roads also.

GEO. T. YERGER,
President, &c.

Proceedings of the Board of Directors of the Southern Pacific Railroad, adopted March 27, 1857.

At a meeting of the Board of Directo s of the Southern Pacific Railroad Company, held in the city of New Orleans, on the 27th March, 1857, the following resolutions and by-laws were unanimously adopted:

1. *Resolved*, That the office of the Company shall hereafter be kept in the city of New Orleans, where it shall remain until the road is finished through Texas; and all the books, papers, etc., belonging to, or appertaining to said Company, shall be, and they are hereby directed to be transmitted to the Secretary at New Orleans. The Secretary shall hereafter reside in New Orleans. This is to take effect as soon as $300,000 in cash of the stock heretofore authorized to be issued, shall be subscribed and paid for.

2. *Resolved*, That if it should be deemed necessary to obtain a loan or loans of money, for building the road, or any part thereof, the bonds of the Company issued for the same, or any part of it offered for sale for that over be loaned, except the twenty-five hundred [illegible] and upwards, but the money of the Company [illegible] of the [illegible] of said bonds or money [illegible] the Board of Directors [illegible] and [illegible] the Board of Directors [illegible] the Board of Directors [illegible] the Board of Directors