For Sale.---For Rent.

FORTY ACRES,

KNOWN as Col. Merrin's place, situated on Jackson street, adjoining the former residence of W. R. Miller on the West, and Mrs. Hotin on the East. It has a good residence, fine fruit shade, and about thirty acres timbered. Call soon if you want a bargain.

G. R. 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 S. Graham, Esq. This has also a front on an avenue running South to Mr. Hotler's place. A bargain will be given, in whole or in part.

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

LOOK HERE!

DESIRING to improve another lot immediately, I will sell my present residence to a purchaser, upon good terms. It comprises ½ acres, 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 nine acres of fine LAND, situated on the Memphis and Charleston Railroad, about two miles and a half from Court Square. These desirable cheap property, on easy terms, are commended to the applying early to

G. C. WHITE,
At Phillips & White's, 233 Main street.

LAND FOR SALE.

THE undersigner intending to remove his lands South, offers his valuable Farm for sale. Situated on the Memphis and Charleston Railroad, about two miles from Memphis, for cash, and for or John A. Burks, on the premises, will show it to any one wishing to purchase. Possession of the Cotton and Corn Land will show for itself. Also, eight or nine Lots, containing a fraction less than one acre, of beautiful suburban property, near the Depots of the Memphis and Charleston Railroad and R. Graham's residence. L. C. Bonnert or my Sons, who are making brick on the premises, will show the lots.

N. RAGLAND.

Land for Sale.

ELEVEN Hundred and Sixty Acres of Arkansas River Land, near Clear Lake, entirely above overflow, from eighty to one hundred acres dead level, and in a fine condition for cultivation. For price and terms, apply to

J. MOORE,
Wattinnaw P. O., Prairie county, Arkansas.

For Sale!

I OFFER for sale five hundred and twenty acres of Land, lying on the Hernando road, Germantown, on the Jackson road, known as the former residence of Stephen Jarman. The place is in good cultivation, has a good dwelling, with all the usual out houses, gin-house, with 40-saw and thresher, &c. &c. There is on the premises a good Cotton Gin. The Land will show for itself. Also, eight or nine Lots, containing a fraction less than one acre, of beautiful suburban property, near the Depots of the Memphis and Charleston Railroad and R. Graham's residence. L. C. Bonnert or my Sons, who are making brick on the premises, will show the lots.

N. RAGLAND.

FOR SALE.

THE subscriber offers for sale the tract of land on which he now resides, lying on Haywood county, Tennessee, through which the Memphis and Obion Railroad passes, containing about one hundred and thirty acres. The improvements consist of a fine frame dwelling, with ten rooms, eight quarters, gin house, stable, carriage house, and good outbuildings, and all the necessary improvements for a large farm, so can be conveniently divided into several farms. The health and fertility of this place is unsurpassed by any in the country. For further particulars apply to the subscriber on the premises.

THOS. SHAPARD.

Fine Arkansas Cotton Plantation FOR SALE.

CONSISTING of 1720 acres choice land, situated in Arkansas county, six miles from White river, and opposite the Rose Plantation, Prairie County. The land lies very level. A never failing stream of water runs through the tract. The improvements consist of a large two story dwelling house, gin and mill, young orchard, two business stores of open land, one hundred and fifty of which have been in cultivation this year. The soil is well adapted to cotton or grain and produces all in the great cotton belt. It is admirably situated for a planter or the speculator to place promise a better or surer investment.

Persons desirous of looking at the place will take the packet at this place Fridays or Mondays, at 2 o'clock p. m., and they will be landed in forty hours at the Rose Plantation, on the Mississippi and Cincinnati Railroad, about two miles and a half from Court Square.

These desirable cheap property, on easy terms, are commended to the applying early to

G. C. WHITE,
At Phillips & White's, 233 Main street.

A Bargain to be had in Lands.

I WILL sell the land of Land on which I live, in Tippah county, Miss., six miles west of Ripley, on the Hernando road, containing one hundred and one hundred of the very best creek bottom—and the balance wood bottom and upland. Timber enough for fencing and firewood, and in a fine state of cultivation. The improvements are good and new, consisting of a Dwelling house, and all necessary outhouses, and twelve of land, I have no holdings in saying it is one of the best in North Mississippi for raising Cotton, Corn or Stock, as the range is good and water plenty. For particulars about the place, I refer to Davidson, Ellis & Blair, Memphis; John W. Pegram, Ripley, Miss.; W. Pegram, Holly Springs, or to myself on the premises.

J. J. PEGRAM.

Building Materials.

J. WELLER. J. S. ERWIN.

WELLER & ERWIN,

Memphis Factory

AND LUMBER YARD,

Overton street, near the Memphis and Ohio Depot,

KEEP constantly on hand Doors, Blinds, Sash, Mantles, Frames, Mouldings and everything in that line, of the best materials and workmanship. They are also prepared to do all kinds of Sawing and Planing for the trade, and to erect buildings of every description; to which they invite the attention of builders.

Having procured suitable machinery they will now be enabled to manufacture PACKING BOXES of all kinds, cheaper and better than ever before made in the city. Shingles, White Pine and other Lumber for sale, cheaper and undressed.

☞ Orders from the country promptly attended to.

Lumber! Lumber!

I HAVE the largest assortment of Lumber on hand I have ever offered, including in part of Seasoned Cypress and Poplar Boards, 1 inch to 4 inches; Joists, 2x6, 2x8 and 2x12; Scantling 2x2, 2x3, 2x4, 2x4, and 4x6; Weatherboarding, Shingles, Shingles and Lath. Also, I have on hand a large lot of dressed Yellow Pine Flooring and rough Poplar Flooring, Hot Color Sash and Doors.

Yard on Exchange, South side of Centre Landing.

M. E. COCHRAN.

25 WITNESSES!

ON THE

FORGER CONVICTED.

JOHN S. DYE, is the Author,

WHO has had 19 years experience as a Banker and Publisher, and author of

A SERIES OF LECTURES,

At the Broadway Tabernacle, New York, for ten Consecutive Nights, over

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Crowded him with rounds of applause; who is he exhibited the manner in which Counterfeiters execute their Plates, and the Detection and Shortest Method of Detection; that THE BANK NOTE ENGRAVERS ALL SAY THAT HE IS THE GREATEST JUDGE OF PAPER MONEY LIVING!

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These each may read the same in his own Native Tongue.

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A Complete Summary of the FINANCE OF EUROPE and AMERICA will be published in each edition, together with all the important NEWS of the DAY. Also,

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From an Old Manuscript found in the East. Illustrates the most complete History of

ORIENTAL LIFE,

Describing the Loves, Intrigues, Jealousies, in which the Ladies and Gentlemen of that country have been so other round. These Stories will continue throughout the whole year, and will prove the most entertaining ever offered to the public.

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D. PHELOS. WM. FARRIS.

ENTERPRISE WORKS,

PHELOS & FARRIS, Proprietors,

NEAR THE DEPOT OF THE

Mississippi & Tennessee Railroad

MANUFACTURERS of Window Frames, Doors, Carts, Wheelbarrows and Agricultural Implements generally. Also, Sash, Doors, Blinds, Mouldings, Brackets, Casings and Base kept constantly on hand for sale, and made to order at short notice.

All kinds of Wood Turning and Sawing done on the most reasonable terms. We are also doing a general Blacksmithing business, and will at all times be ready to build, as we think we can do their work cheaper and give better satisfaction than any one else in the city. We use the best and most approved machinery in the manufacture of our work, and being both practical mechanics we can and will do our work better and sell it cheaper than any other establishment in the city. To all we say come and try us. We also do Wrought-Iron Work of every description, such as Railings, Shutters for Houses, &c. All our work is fully guaranteed.

A. C. HARRIS,

ATTORNEY AT LAW (late of Pocahontas, Ark.) has removed to and permanently located at Jacksonport, Ark., will attend to the collection of Claims in Independence, Randolph, Lawrence, Sharp, Izard, Fulton, Lawrence county, Batesville, Independence county, Jacksonport, Grand Glaize and Augusta, Jackson county, Searcy, White county, Dardanelle, Yell county, and other professional business entrusted to his care in said counties. Will also investigate Land Titles, and act as Land Agent for non-residents, pay taxes, &c.

References—George Pulliam & Co., Memphis, Tenn.; Wm. H. Bishop, of the Memphis Appeal; Hon. Thos. B. Hardy, Hon. Charles Adams, David Brutan, Esq., Helena, Ark.

$100 REWARD.

RANAWAY from the subscriber, at Bowie's Point, Tunica county, Miss., three negro men, to-wit:

GEORGE, black, and about 32 years, about five feet eleven inches high, thick under lip, and rather show of a beard, weighs about 175 pounds.

WILSON, black, aged about 24 years, about six feet six inches high, weighs about 190 pounds, has a shall dent in his left side, and a scar on his face.

If taken out of the State, and lodged in jail at Memphis, I will pay the above reward. If within the State, and secured so I get them, the above.

R. W. BALM,
Bowie's Point, Tunica county, Miss.

J. W. Watson & Co.,

No. 2 Court Street,

BETWEEN FRONT ROW AND MAIN,

GAS AND STEAM PIPE FITTERS,

BEG to return thanks to their friends and the public in general, for their liberal patronage for the last two years, and to acquaint them that they have in store the elegant and select stock of Chand-liers and Fancy Gas Fixtures from J. H. Cash & Co., and J. B. Mettman & Co., and intend to keep a good supply of assortment of Fixtures for hotels and public buildings always on hand.

N. B.—All Work warranted.

Hagging, Bale Rope and Twine,

CONSTANTLY on hand and for sale by

R. NEWBILL,
Madison street.

Miscellaneous.

Navy Beef and Pork for 1858.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing,
June 2, 1857.

SEALED PROPOSALS, endorsed "Proposals for Beef," and "Proposals for Pork," as the case may be, will be received at this office until 9 o'clock A. M., on Wednesday, the 16th day of July next, for furnishing and delivering, free of all cost and risk to the United States, at the following navy yards:

	Bbls. Beef.	Bbls. Pork.
At Charlestown, Mass	2,500	2,500
At Brooklyn, N. Y	4,500	3,000
At Gosport, Va	2,000	1,000
	9,000	6,500

One-half of said beef and pork must be delivered at each of the above-named yards, respectively by the 1st day of April 1858; and the remaining half by the 1st day of June, 1858, unless earlier deliveries should be required by the chief of the bureau. 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 for each of the places of delivery, covering all expenses and all charges.

The Beef must be from well-fattened cattle, slaughtered between the 1st day of November, 1857, and the 1st day of January, 1858, and weighing not less than six hundred pounds, net weight, each. The legs and the ranks of the hind quarters, and the shins and shoulder-clods, the shoulders of mutton attends of striking pieces, and at least eight pounds from the neck end of each fore quarter, or the parts marked Nos. 1, 2, 3, 4, and 8, on the drawing or delineation of the fore and hind quarters of an ox, which will be attached 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 through with a saw and knife, to give the meat a square, neat, and smooth appearance in the barrel, and not less than eight pounds, nor more than twelve pounds, each.

The pork must be packed from corn fed, well-fattened hogs, slaugh ered between the first day of November, 1857, and the first day of January, 1858, and weighing not less than three hundred pounds each, excluding the heads, jaws, necks, shoulders, hams hips, feet, butts, chaps, lard, and all refuse pieces; and must be cut with a cleaver into pieces weighing not less than six pounds, nor more than twelve pounds, each.

Both the beef and pork must be salted with at least one quarter bushel of Turk's Island, Isle of Man, Key West salt, Cheshaiga solar, or St. Ube's salt; and the beef must have five ounces of fine powdered saltpetre to each barrel, exclusive of a pickle to be made from fresh water as strong as will will make it, and must be properly heated and skimmed.

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 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 well hooped, the hoops, including the iron hoops, with the best white-oak or hickory hoops, of which there must always be at least two hoops on one end and a half inch in width on each hoop, and one of one and an eighth inch in width on each other end; the hoops to be well driven on, and the chime 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, "inspected and approved," and the year when packed and weight; and shall also be branded in the bung stave the name of the place of the contractor.

The beef and pork will, unless otherwise directed by the chief of this bureau, be inspected by the inspecting officer at the place of delivery, or by a person to be named by some "sworn inspector of salted provisions," who will be selected by the respective commanders-in-chief; but no inspector will be allowed more than one cent per pound for inspecting, packing, and delivering the beef and pork, and the respective contractors, who must likewise have the barrels ready for the inspector, and deliver the same at the commandants of the respective navy-yards aforesaid, after inspection, and at their own expense.

Bids approximating the lowest or a term 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 collateral security for the due and faithful performance of the contract, which will on no account be paid until after the contracts are complied with in all respects; and is to be forfeited to the United States in the event of contract not being completed 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, at the time and at the place and places above prescribed, the contractor will forfeit and pay to the United States, as 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 retained from the amount so forfeited. Payment will be made by the United States at the periods above specified, (excepting the twenty per centum to be withheld as above stated,) which is a sufficient sum, as has been stated, to pay for the beef and pork shall have been inspected and approved by the inspector, and shall have been presented to the navy agents, respectively, duly approved by the commandants of the respective navy-yards, according to the terms of the contract.

The parts of beef to be excluded will be particularly designated in the engraving to be attached to the contract. Proposals should be addressed to the undersigned, or to the commandants of the navy-yards, or to any officer of the navy.

Bids will be received from citizens of Texas, the Board of School Commissioners were directed to loan to legally incorporated railroad companies one of the school fund in their hands, United States bonds, bearing five per cent) six thousand dollars for every mile of railroad, when such 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 further stated 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, in the hands of a skillful and prudent 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 completion of the road through Texas, furnishing engines, cars, etc., is twenty millions of dollars.

If the land should only average five dollars per acre, the 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 most particularly 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 effort will be spared to get this road from 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 Memphis and Clarksville Road, it will connect with Vicksburg, Galena, Gallena and St. Louis by these roads also.

GEO. S. TERRIS,
President, &c.

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

At a meeting of the Board of Directors 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 be at all times in charge of the President, or in his absence, of the Secretary, who shall be instructed to keep the books of the Company, and to receive all moneys, and to pay the same over to the Treasurer, and to do all such other duties as may be required by the Board of Directors, a copy of which is herewith appended.

2. Resolved, That the Secretary shall hereafter reside in New Orleans. Bids to be kept in the office of the Secretary, and be open to the inspection of the stockholders, or their authorized agent, or any person desiring to bid, and the bids shall be opened on the day of the meeting of the Board of Directors, viz. Friday, the 1st of May, at the Bank of L. P. Kirk's Land, and will continue open for a few days only.

The road is supposed to be finished, twenty miles only is required to be finished by the 15th of February. Of these, ten miles are now graded and cross-tied, and about five miles are ready for the rails, and the rails and rails, twenty-five hundred tons of rails have been purchased and will be paid for at the rate of twenty dollars per ton, and have shipped to the point of destination, at which they are stored.

A check for $1,000 has 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 above mentioned. The Board of Directors, in the exercise of the powers and rights given by it, are now, begins, and will continue to do so.

When I accepted the Presidency of this Company, I stated that I thought, and yet believe, that this road will have a great and prosperous career, and with judicious management from now be made; that the charter privileges and grants are of a character to realize to the stockholders a most immense profit; that, wonderful as this charter and building at once every fifty miles of the road, will eventually, and at no very distant day, this route as the connecting link between the Pacific and Atlantic ocean.

But in relation to all these matters, a candid public must wait for facts, and not be influenced by mere opinions or fears.

The Legislature of Texas passed an act incorporating a railroad company under the name of "Texas Western Railroad Company" which, by a subsequent act, was changed to that of the "Southern Pacific Railroad Company." With the diverter 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 Southern boundary line of Texas, and running such course as they might determine to El Paso, or Rio Grande, giving to the corporation all the privileges necessary to carry into effect the object of the grant.

The charter gives the right to take and hold as much of the public land through which the road might pass, as should be deemed necessary for the track of the road, and such additional width as might be necessary for depots, &c.

It also gives to the company eight sections of land for every mile of railway actually completed by it and ready for use. The sections of land are to be taken from what is reserved for the use of the Company and the State, each being entitled to alternate sections. By an act of the Legislature, approved 14th March, 1856, 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 to the mile, or eight millions and seventeen thousand acres of land for the whole line of road.

By resolution of the Legislature