DAILY APPEAL.
MEMPHIS.

THURSDAY MORNING.——APRIL 22, 1858.

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Reading Matter on Every Page.

THE SOUTHERN COMMERCIAL CONVENTION AND THE SOUTHERN PACIFIC RAILROAD.

[The following article, from the pen of our correspondent, J. P. P., coinciding as it does, with our own views, we adopt and commend to the perusal of our readers:]

We observe with pleasure, a very general movement in Tennessee, and elsewhere in the South, towards the appointment of delegates to the regular annual Southern Commercial Convention, which is to assemble at Montgomery, Ala., on the 10th proximo. Our worthy Mayor has appointed a number of delegates to represent Memphis in that Convention, a list of whom we published yesterday. We trust Mayor BAUGH will succeed in prevailing on such of those delegates to attend the Convention, as will, by talent, experience and energy, accomplish the highest good for the great commercial interests of the Southwest.

It has become very much the fashion, in certain quarters, to speak sneeringly of these "Commercial Conventions," and to ask contemptuously, "Where are the practical results?" Some have even gone so far as to apprehend that the approaching Convention will undertake to discuss the question of "contingent disunion." This assumption, of course, is simply gratuitous, being warranted by no developments that have taken place in any quarter; —and to the query as to "practical results," it may be answered that public opinion, producing a broad concert of action, is a plant of slow growth, and that the effects of those Conventions are more *felt* than *seen*. Certainly, no one can deny that much has been gained to the South by the social intercourse at those annual assemblages of leading men, representing all Southern interests of whatever kind; by the free interchange of opinion; by a general diffusion of a more familiar knowledge of the resources and advantages of the South; a drawing together of the South towards a more perfect union; a more general dissemination of the spirit of internal improvements; and a forcible direction of public attention to the vast, nay, vital importance of direct communication, by means of ocean steam lines, between Southern ports and the balance of the world—but more especially Western Europe, South America, and the islands and mainland of the Eastern Pacific coast.

The good effects of these Conventions, however, have been both *seen* and *felt*, in the improved and more enlightened and progressive character of the recent legislation of the different States of the South; in the springing up of many new commercial centres, and the accelerated advancement of old ones; and in the generation of an irresistible desire, an immutable determination, on the part of the great body of Southern people, to make their section commercially independent of all the world, and particularly of all the enemies, open or covert, of our peculiar institutions.

We need not say, therefore, that we are clearly in favor of a continuance of these "Southern Commercial Conventions," and we earnestly trust that the one soon to assemble at Montgomery, will be largely and ably attended, and that its deliberations will sooner or later be followed, as heretofore, by the happiest results. One of the chief subjects that ought to, and doubtless will, come before that body, is the GREAT SOUTHERN PACIFIC RAILROAD, which, although so far a project enjoying the endowment—grand and munificent though it be—of a single State, has already risen to an importance second to no other now in contemplation anywhere on the round globe.

We are quite sure that the Convention, even in the presence of such great subjects as Direct Trade, Commercial Independence, and Southern Education, could not better employ its time than in discussing and disseminating the merits, the bearings, the feasibilities, the potentialities of a work, which, as sure as the clock of the world continues to run, promises to become the right arm, the "Midas" hand, the SHEET ANCHOR of the South, in the rolling years of a destiny already brightly but ever-[illegible] the [illegible] to engage the eloquence of Southern orators and statesmen. It is the greatest, and the MOST ENTERPRISE of this golden age—for this is another Golden Age, and Iron and Steam are but the mighty slaves that the science and skill of modern genius have evoked from the darksome depths of the treasure-heaped caves of boundless knowledge.

We shall not, on this occasion, go into the history, or recapitulate the immense resources of the Southern Pacific Railroad. This has already been done in these columns, and additional light is daily thrown upon the prospects of the enterprise, from the graceful pen of our able correspondent "FIELDSTON." It is sufficient at present to say, that the Road is on MIRING GROUND; that the Company has secured the unparalleled land grant of 8,000,000 of acres from the State of Texas; that the loan of $5,000,000, in money, will be secured in a few days, if it has not been already; that a liberal contract for carrying the mails, and for other public service, will undoubtedly be obtained from the General Government; that the grading and track-laying are rapidly going forward to the electrifying "tune" of "Westward, Ho!"—and that the stock—gradually but surely coming into market, as the resources of the Road become better known—offers the greatest inducements to the investment of capital ever before known in this or any other country.

We conclude by respectfully suggesting to the President of the Company the propriety of appointing an able delegation of the Directors, or Stockholders, to represent the interests of the road in the Montgomery Convention. It is an enterprise, we know, which, by its vastness and its importance, not only to the South but also to the whole Union—as possessing the only practicable route to the Pacific—will command the attention of that body; and yet it is plain to us that there should be, in attendance, representatives of the Company qualified to impart all needful information in regard to it, and to press its high claims upon the Convention, and, through the Convention, upon the great masses of the people.

WHAT HAVE THE AMERICANS GAINED?

The Washington *Union* has an excellent article contrasting the relative losses and gains of the Republicans, Americans and recusant Democrats, in consequence of their votes in favor of the Montgomery amendment. After disposing of the Black Republicans, all of whom sustained the amendment, the *Union* thus addresses itself to those South Americans who voted with the Republicans:

"Now what have the Americans gained? We fear the advantages, like the bands of a jug, are all on one side. What have the Americans gained? They have gained the alliance of the Republicans. They have enabled the latter to reject the Lecompton constitution, and to create an ultra abolition constitution, and to secure the admission of the State under it. All this is predicated upon the idea that the amendment shall prevail over the Senate bill. You gentlemen Americans have been making a great noise about foreigners voting at elections. It is certainly you who have taken to drive them away from the polls. You have done the same thing at Baltimore. It was your pride that "Americans should rule America;" and, to secure this end, you would change the naturalization laws so as to require twenty-one years' residence to enable the comer to vote. These are your ideas, not ours. We thought them bigoted; and, to tell you the honest truth, we never believed much in your sincerity. We believed you loved the country. By the Crittenden amendment you have endorsed the proceedings of the Leavenworth convention, which declares that a declaration of an intention to become a citizen shall entitle the party making it to vote. That convention also declared that congress shall have a right to vote. You endorsed that principle, too. The substantial ends can hardly be appreciated by you, gentlemen Americans, unless you remember, as perhaps you may, that the Lecompton constitution, whose rejection you have sought by your votes to secure, is a conservative law, unobjectionable even to the most extreme—certainly to every South American and Democrat.

"Then, it does not appear that you have made a very reasonable and profitable operation, in point of fact, by joining the Republicans."

The picture will enable the South Americans to see whither they are drifting in following the lead of BELL and CRITTENDEN. In their hostility to the Democratic party so great as to carry them over into an alliance with the Black Republicans, with the view of wrecking it? Do they carry their principles so loosely about them as to be willing to throw them aside, if by so doing they could overturn the Democracy? Such, we have no doubt, is the fact as to the leaders of the American party, but there are thousands of the rank and file in the South who will not follow them.

REMOVING.—Skirtdom is still expanding, and the distance between man and woman is becoming greater every day! "Distance lends enchantment to the view."

THE PACIFIC ROAD.

NO. IV.

WHAT IS THE TRUE POLICY OF THE SOUTH?

For the Memphis Appeal.]

We have hitherto shown the general grounds of necessity to the political and commercial interests of the South, of the Southern Pacific Railroad route between the two oceans, as regards Southern commerce, Southern manufacturing enterprise, the facilities of such a bond of intercommunication of Southern States as to form a barrier to Northern aggression, if (unfortunately) that may become a result. And we have shown that, emulating the generosity of other States, Texas has doubled all they have done within their own limits for this great internal improvement of the South, throughout its borders, by giving not only lands and money to cover the whole enterprise, but also then to leave in the possession of the company such proprietorship as will not only give them the entire ownership of a completed road, and its subsequent profits, but leave them a large surplus also for distribution. So that when a present subscriber pays only $5 on a share of $100, the State of Texas has much more than provided the balance.

Will the Federal Government find it necessary to avail itself of this generous and patriotic act of Texas?

In the present action of Congress, we find propositions advocating a route from Lake Superior to Puget Sound, connecting the British Possessions in the North American continent with the extreme Northwestern Possessions. To this we simply reply, nature renders it impossible, and we do not think it the interest of this Government, (were it possible,) to build roads for the interest of Great Britain alone. If the Canadas and the North western British possessions want a railroad, it is not for our Government to build it, to accommodate the political views of Northern Abolitionists who might advocate such course.

If others propose a central course, what is the policy of Government? By the word "central" is meant, we suppose, the route recommended by the late respected and lamented Colonel Benton. But those buffalo paths were shown to be impassable by a common exploration by his own son-in-law, Colonel Fremont; and, as we have said before, they are fully condemned also by Lieutenant Beale's report, and the late march of Captain Marcy, of the Utah army.

Through the Southern route there can be a natural, uninterrupted communication through the year.

What, then, is the interest of our Federal Government, as to *other* nations, as well as to itself?

If this Southern route, completed by Texas to El Paso, connecting with New Orleans, Vicksburg, Memphis, and also with Charleston and all other Southern seaports, be finished to the Pacific, will Government find no interest in connecting with it through her rich agricultural and mineral resources between El Paso and San Francisco, through Chihuahua and Sonora?

But, go farther: If this road be so carried out west of Texas by Government, will it not take the postal communication, immigration and trade even of England and other countries, both in regard to *safety* and *time*—the two great impediments of commerce? Facts on these subjects will hereafter be furnished from surveys and well established calculations.

FIELDSTON.

MR. EVERETT—HIS LECTURE.

For the Memphis Appeal.]

MESSRS. EDITORS: It is painful to find men so prejudiced amongst us, and so bigoted in their views, as to forget the labor of patriotic love in which Mr. Everett is devoting his valuable time to meet the calls of his fellow-countrymen in all sections, to promote the noble undertaking of the national affection, gratefully to commemorate the virtues of Washington. With them the love of Washington is less than their love of hatred to his great friend, who, perchance, on some distinct issue, has disagreed with their views. They say, in effect, down with the noble monument to Washington, if Mr. Everett has to aid in its uplifting. These men should recollect that Southern patriotism invokes his great and patriotic offering—that he thrusts himself upon no people offensively, and that having been invited to come among us for a most noble end, common decency should shrink from violating toward him, or any one else, the hospitality tendered him by many of our best citizens. He has been invited here, not especially on his own account, but for the love, the veneration and the undying devotion they bear to the memory of Washington, and the illustrious glory which his pure, patriotism and name bequeathed to every American. It is to honor, and in patriotic gratitude, commemorate his virtues and our own gratitude that Mr. Everett has been invited among us. A SIGNER.

Speech of Mr. Singleton, of Mississippi.

It is seldom that a political question has given rise, in this country, to such a perfect torrent of speeches and flood of words, in the halls of Congress, as this apparently interminable and never ending Kansas excitement. A considerable proportion of the speeches—especially in the House—have been dull, prosy, common-place efforts, hardly rising to the dignity of a mediocre stump oration. A few, however, have been distinguished by an ability, originality and eloquence worthy of the best days of Congressional oratory, and have reflected great credit upon their authors. In this latter category, we place the speech of Mr. Singleton, an able Democratic Representative from Mississippi. This latter gentleman made a long and elaborate speech, reviewing the whole ground of the unfortunate difficulties and sectional issues, which, unfortunately, since the era of the Missouri restriction in 1820, have disturbed the peace of the country and greatly distracted its legislation. Although he spoke with much feeling, and is evidently a warm and enthusiastic Southern man, with a sense of the prejudices of his section of the country, all cool and dispassionate men will admit that there is a large amount of truth in the charges which he prefers against the free States—or rather the Black Republican influence in them—of attempting, by illegitimate, unfair and unconstitutional means, to deprive the slaveholding States of their rights, under the Constitution, to their property, as well also to despoil them of their interest in the common public domain. Those who have long listened to and believed the stereotyped partisan cry of "Southern aggression" and "domination" in the halls of the Union, would do well to read the masterly and able statement of the grievances of the South at the hands of the North, which is presented by Mr. Singleton in his Kansas speech, for it would open their vision to the imposition which has been practiced upon them.

Mr. Singleton's *expose* and history of the Kansas issue is well and succinctly done, and his points in regard to the legality of the Lecompton constitution are unanswerable. He also makes some good and telling hits upon the inconsistency of Messrs. Douglas and Walker in the new positions which they have assumed.

In conclusion, we repeat that, although lengthy and tedious on some matter from which we dissent, we nevertheless consider Mr. Singleton's speech one of the most readable that has been made in the House upon the Kansas question.—*Cincinnati Enquirer.*

The Tobacco Interests of the South.

A committee appointed by the Southern Commercial Convention, which met at Knoxville, Tenn., in August last, consisting of WM. M. BURWELL, of Virginia, JAMES GUTHRIE, of Kentucky, WM BREWER, and TENCH TILGHMAN, Esqrs., of Md., have addressed a remonstrance to the President of the United States against the excessive duties imposed on that staple, by the commercial nations of Europe. The committee say in conclusion of their remonstrance:

It is scarcely the province of your memorialists to designate the remedial measures to be pursued by the Government of the United States. They will, however, suggest, for consideration, two, which have occurred to them.

1st—That the Government of the United States should employ the earliest occasion, when foreign governments, imposing unequal and onerous taxes on tobacco, shall ask at its hands some commercial or other concession important to them, to require from such governments a proper reduction of such taxes.

2nd.—Congress shall impose upon the productions of such countries, imported into the United States, countervailing duties, equal in their effect to the taxes upon tobacco complained of.

Your memorialists leave the question of the constitutional powers and political expediency of these measures with the proper departments of the Government. It is their province to bring their grievances before the Government; it is the duty of the Government to examine, and if possible, to redress them. Should, however, the latter course suggested be adopted by the Government, our fellow citizens who now enjoy an exemption from duties, will at least have an opportunity to share in the burdens which oppress their producers—certainly to every South American and Democrat.

"Then, it does not appear that you have made a very reasonable and profitable operation, in point of fact, by joining the Republicans."

The picture will enable the South Americans to see whither they are drifting in following the lead of BELL and CRITTENDEN. In their hostility to the Democratic party so great as to carry them over into an alliance with the Black Republicans, with the view of wrecking it? Do they carry their principles so loosely about them as to be willing to throw them aside, if by so doing they could overturn the Democracy? Such, we have no doubt, is the fact as to the leaders of the American party, but there are thousands of the rank and file in the South who will not follow them.

REMOVING.—Skirtdom is still expanding, and the distance between man and woman is becoming greater every day! "Distance lends enchantment to the view."

Senator Clay, of Alabama, on Southern Submission.

I do not doubt that you think she will yield all you demand. I do not doubt you believe you can extort from her fears of your power all that you can seduce from her love of the Union. I believe you expect to excite discord among her own sons, and to array against the slaveholders all who are not slaveholders, by persuading these that they are oppressed and wronged. But the example of Kansas, where there cannot have been more than two hundred slaveholders out of six thousand pro-slavery voters, should have taught you that the sons of the South know and feel that they have a common interest in preserving the institution of slavery; that they must keep the negro in his normal condition of slavery or destroy him, or surrender to him their country. I do not fear that you can delude and beguile them to their own self-destruction, or the desolation of their country. I know you count largely upon the defections and desertions of Southern leaders; and I confess, with shame and regret, that you have but too good reason for your calculations in the mortifying examples we have furnished of those who have betrayed their trust and broken their allegiance to the South, not, perhaps, because they loved her less, but the Union more, and themselves most. I know it is idle to try to disenchant your minds of impressions which you are found to retain and wish to be true, but which I think dishonor the South, wrong the North, and may dissolve the Union. Yet, at the hazard of your ridicule, I must tell you that Alabama, in common with all her Southern sisters, but two, has, by the universal voice of her people, as expressed by party conventions, by popular assemblies, and by her late and former Legislature, resolved:

"That she will, and ought to resist, even (as a last resort) to a disruption of every tie which binds her to the Union, any action of Congress upon the subject of slavery in the District of Columbia, or in places subject to the jurisdiction of Congress, incompatible with the safety, the domestic tranquillity, the rights and honor of the slaveholding States; or any refusal to admit as a State any Territory hereafter applying, because of the existence of slavery therein; or any act prohibiting the introduction of slavery into the Territories; * * * * or any act repealing or materially modifying the law now in force for the recovery of fugitive slaves."

If this be mere bravado, she shares the folly and the shame in common with twelve of her Southern sisters. While I have indulged, and shall indulge, in no menace, or promise, or prophecy of her course, yet I can and will say, for myself, that in the day of her self-degradation, by disregarding her pledges and submitting to your Government, I will not sit here to endure the contumely and reproach which you justly may, and certainly will, heap upon the heads of her Senators.

Mr. President, I have not been addicted to singing paean or uttering eulogies about the Union, or accustomed to regarding it as "the paramount political good," or "the primary object of patriotic desire." I have ever felt that I owed my first and highest allegiance to my State, and that her sovereignty, her independence, and her honor, even without the Union, should be dearer to her sons, than the Union and her subordination, dependence and dishonor within it. Yet, sir, the Union of the Constitution, which our forefathers made, I love and reverence and would preserve; but this Union without the Constitution, or with it as constructed by Northern Republicans, I abhor and scorn, and would dissolve if my power were equal to my will. To this Union, the South is commended as a choice of evils, and commanded with menaces of compulsion. Whether she will choose the Union as a lesser evil, or submit to it by compulsion and abandon her self-government and surrender her destinies to your control, you will surely test, if you get the power, and the time will surely prove. If she yield to your advice or to your commands, she will deserve to suffer all the wrong and all the shame you can and will accumulate upon her head. But an honor, interest, self-preservation—all that is dear to freemen—all urge her to maintain her individuality and equality as sovereign States, either within or without the Union. I trust she will give you full demonstration of her courage and self-reliance, by refusing any, the least concession to your demands, and by resenting your menaces and repelling your attempts at coercion in such manner as will prove that the spirit of the fathers, who, at Lexington and at New Orleans, consummated in triumph our two wars of independence.

LOCAL MATTERS.

THE TENANTS.—In the jail there are now sixteen white and nine negro prisoners.

☞ For late New Orleans papers, we thank the clerk of the *Fenny Ballitt.*

THE WEATHER.—The weather yesterday was lovely, and lovely were the flowers that poured rich perfumes on the air; but lovlier still were the fair creatures whom the genial weather attracted from their homes.

☞ A SPLENDID LOT OF GOODS.—Messrs. A. T. WELLS & BRO. have opened one of the choicest and most superb assortment of dry goods ever offered to the citizens of Memphis, from the highest price to the cheapest; so that the ladies cannot fail to be pleased. Call and examine for yourselves.

GOOD SALE.—Messrs. TOWNSEND & WHITMORE sold, day before yesterday, the cotton crop of Mr. GEORGE SMITH, of this county, at the following handsome figures: five bales at 13 cents, and two bales at 10½ cents. This is one of the best sales we have heard of.

DAILY PRAYER MEETING.—The meeting at Odd Fellows' Hall was very large yesterday. The vast hall, galleries included, was filled to the utmost. Those who have not attended can form no idea of the nature of these religious meetings, where there is no exciting or theatrical effort, but where the feeling is so profound and the elevation so sincere.

THE CITY TO PAY.—The proprietor of the ferry-boat, Mr. CHEEKS, has obtained judgment against the city for $2,270, to satisfy a claim for the city running a street through his property. The same party is now suing the city for $5,000 damages, for licensing another ferry to run where he claims an exclusive right.

CHEAP.—During the discussion in Council on Tuesday evening, upon the propriety of licensing a second wharfboat, it was stated that the present wharfboat, which includes a store, bar, boarding house, butcher's shop, and storage and commission and furnishing establishment, pays the city only twenty-five dollars a year. Its exclusive privileges expire in seventeen months.

RECORDER'S COURT.—At this court yesterday, some seven individuals were introduced to Esq. EAST. Two of the party (one of whom was BILL JONES,) not duly appreciating the honor, contrived to force open the door of the room where applicants for justice are entertained, until the Recorder is ready to receive them, one by one. The men had been fighting, which was the cause of their getting into the hands of justice; but they settled their differences and run like brothers when they saw the door open. This makes four prisoners that escaped from the same place during the present week. An ex-Alderman was fined fifteen dollars for carrying a concealed weapon.

THE FIRE.—The fire after dinner yesterday, was in the alley, between Court and Madison, and Second and Third streets. It broke out in the Stable of J. H. SEEED, Esq., of the firm of DONOHO & Co. The stable, a quantity of hay in the loft above it, and the carriage and coal house were entirely destroyed. Other out buildings were injured, but the exertions of the firemen kept the house safe. The kitchen and stable of R. K. TURNAGE, Esq., on the opposite side of the alley, also caught fire, and were completely gutted. When Mr. SEED first saw the fire it was in a very small compass, and was among the hay, immediately within an open door, looking into the alley. There, no doubt, some incendiary had done his base and cowardly work.

PANTAGOGHEM.—On Friday night last, the audience at the Gaiety had their attention, between acts, drawn to a specimen of the genus Homo, of the kind that BYRON calls "a very pretty fellow." The youngster in question was decidedly handsome. He had sparkling eyes, white teeth, a devil-may-care look, and a glance of most provoking assurance for the young ladies, whose eyes were wonderfully attracted towards the dashing Don Juan. Some surprise was exhibited when officer MOORE approached the young gallant, with an air that appeared to say—this is a professional acquaintance of mine. The surprise was increased to the pitch of exclamations among the ladies, of—did you ever—no, I never—as MOORE lifted up the ratish, low-crowned, broad-brimmed hat, and exposed a head of long curling hair! The Don was a lady. The officer railed her NELLY, when he requested her to quit a place in which such costuming is only allowed where it is paid for—on the stage.

CHIEF'S GAIETY.—*Camille* was performed last evening at the Gaiety by Miss DAVENPORT to an excellent audience. This play is essentially different to all the other characters performed under the same title, and is as indisputably the best, as its representative, Miss D., is the superior of all others whom we have seen attempt the character. Translated under Miss DAVENPORT's superintendence it is divested of all the propriety, to which it is obnoxious in its original French drapery. The length of the performance and the lateness of the hour prevents our saying more than to express our unqualified delight with her performance.

This evening the *Bunchback* with Miss D. as "Julia" and to-morrow evening the last night of her engagement here, upon which occasion a complimentary benefit has been tendered to her by many of our best citizens, and we trust the house will be crowded. "Go one, go all."

"ROUNDING" STAKES.—The advocates of a graveling experiment in our streets, viewing the three hundred thousand dollars' worth of "fine concrete" now buried beneath the mud as too small an affair to be considered as even the beginning of an experiment, are anxious to enter on the real experiment in earnest. They now believe that the great *desideratum* which is to assure all the advantages gravel can offer, and to keep away all the evils which have hitherto been connected with its use in this city, as to "round off" the centre of the street—that is, to raise the centre higher than the sides, so that the water, instead of passing through it, and softening out for it a burial place below, shall obediently run to the sides and flow off by the gutter, with the regularity and quietness becoming a liquor so sober. The "rounding" process is greatly extolled by the admirers of gravel, and the Mayor, in his message to Council, read on Tuesday night, strongly recommends "rounding," and for fear the material should refuse to submit to the required circularity, he also recommends rolling with a heavy iron roller, when three inches of gravel are laid down; then a second three inches and a second rolling, after which the remainder of the gravel may be put on. A lingering doubt appears to remain whether even all this effort will cause the "rounding" to stay round, and, accordingly, the Street Commissioner is to keep throwing the gravel up to the centre—after it has, very naturally, obeyed the law which inclines round substances to roll down hill—"until the whole is formed into a solid, compact mass." This mass is the "fine bed of concrete" so much admired by the gravelanthropists. When the experiment is tried, one thing will be found manifest, and that is something to prevent the formation of ruts. The "compact mass" will only become such by a sufficient quantity of soil mingling with it to act as a cement. When this soil becomes softened by moisture, its power of retaining the particles of gravel in their places will be so much weakened, that the pressure of passing vehicles will disarrange them, and ruts will be formed. As long as the gravel continues to roll from the rounded apex to the gutter, and is duly returned to its place by the watchful Street Commissioner, the ruts will be filled as they are formed; but when the compact or concrete state is attained, new gravel will be required for filling the ruts, a portion of this will again roll into the gutters and must be patiently returned to its place.

In giving this sketch of the "rounding" process and its effects, we have left out any allusion to the probability of the gravel, in many situations, sinking below the mud, to places where former "beds of fine concrete" have been buried, at the expense of the city, in years past.

In conclusion, we ask—when the gravel has been put down in layers, and each layer rolled; when the Street Commissioner has returned the wandering pebbles again and again, and yet again to their proper location; when the ruts have been filled with old gravel while it remained loose, and with new when the old had become a "compact mass"—how much cheaper will gravel be than a bowlder pavement, which, when once put down, would remain down?

SCHOOL HOUSES.—Alderman EAWIN does not occupy the time of Council with much speaking; he is usually independent in his views and thoughtful in his deliberations; it was therefore with much surprise that we heard him assert, on Tuesday night, that he was opposed to building school houses—he believed the present system of locating schools in a room here and there, where they can be obtained, the best. The influence of habit is astonishing! By this influence, Mr. EAWIN has been led to believe that scattering a few children here and there, in rooms unfitted in convenience or ventilation for school purposes, is superior to collecting them in large halls, well ventilated and built expressly for the purpose to which they are put. He has been used to the present state of things—which has not been selected by choice but submitted to from necessity—and he therefore thinks it is the best. For the same reason, others believe pouring gravel into the streets the very *ne plus ultra* of street paving. Alderman EAWIN referred to the calamities which had resulted in New York from fires breaking out in school houses. Would fires in private houses, where schools were kept up stairs a story or two, be less fatal? The true lesson to be learned from the New York case, is to build school houses with stairs at each end of the building, if possible, outside the house; to make them of iron and have all the doors open outward.

THE FREZZOLINI CONCERT.—To-morrow evening the music loving portion of our community will have the first and probably only opportunity of listening to ravishing strains from the FREZZOLINI, and of renewing their acquaintance with the sweet melodies of M'me. STRAKOSCH, late AMELIA PATTI. We need not recount the triumphs of M'me. FREZZOLINI upon the lyric stage in the great cities of the world, where musical criticism has attained its highest cultivation. All are familiar with her recent flattering and unprecedented ovations at Havana and New Orleans, where she has raised a *furore* scarcely second to that which greeted LIND a few years since. The renown of M'me. F. is certainly equal to that of any living *prima donna*. Her European reputation is not surpassed by any. And those sensitive critics, the Havanese, have vied with each other in contributing their voices to praises of her excellence.

The programme for the concert exhibits selections from the best operas, together with some beautiful ballads by M'me. STRAKOSCH. The latter will sing that exquisite song, "Within a mile of Edinboro'," which has become so celebrated from her rendering. Mr. STRAKOSCH will also play a Fantasia on the piano.

We cannot doubt that, with these attractions, the Hall will be crowded with the refined, the intelligent and the fashionable of our city.

LAND AGENCY IN BOLIVAR COUNTY, MISS. We invite attention to the card of WILLIAM R. ARICK, Esq., in this morning's paper. He is an old resident of Bolivar county, and is perfectly familiar with the locations and value of lands in the Mississippi river counties, and also with the adjacent lands in Arkansas, so that he is well qualified for the agency which he has assumed. It will be seen, by the references given, that he has the entire confidence of his acquaintances at home and abroad, and as such we commend him to the public.

DELEGATES TO THE SOUTHERN COMMERCIAL CONVENTION.—Mayor BAUGH has appointed the following gentlemen delegates from the city of Memphis to the Southern Commercial Convention, which meets in Montgomery, Alabama, on the 10th May next, viz:

Col. Robinson Topp, Hon. H. S. Foote, W. B. Miller, F. Titus, R. G. Payne, Jno. F. Sale, E. M. Yerger, W. T. Brown, J. Calvin Jones, J. Knox Walker, Jno. T. Stratton, F. Lane, E. M. Apperson, W. Howard, Miles Owen, James Kerr, D. D. Turner, C. B. Molloy, Thos. R. Hunt, W. E. Milton, Dr. F. Brown, Dr. Washington, Dr. A. K. Taylor, John Kirk, Sr., B. F. Dill, Jno R. McClanahan, L. D. Stickney, S. S. Williamson, Q. C. Atkinson, R. C. Brinkley, John Overton, W. A. Goodwin, O. H. Lee, S. P. Bankhead, Col. W. H. Carroll, F. H. Clark, Gov. Jas. C. Jones, A. R. Douglass, J. C. Holland, Dr. Snyder, Dr. J. Fowlkes, Jno. C. Farrington, F. Y. Rockett, J. H. McMahon, M. J. Wicks, W. J. Davis, F. G. Roche, E. Magveney, T. H. Logwood, Col. John Pope, Major Jas. Penn, R. S. Jones, Col. John Martin, Thos. A. Hamilton, A. Street, John P. Pryor, J. S. Irwin, L. R. Richards, J. P. Strange, Sam. Tate, J. M. Fowlkes, J. T. Wells, G. Greenlaw, E. H. Porter, S. H. Carpenter, C. Williams, Milton A. Haynes, J. L. Safarrans, John Robinson, Capt. Wm. Miller, Fred. Kortrecht, Capt. W. Kobs, J. J. Worsham, G. D. Mitchell, Daniel Hogan, Capt. T. J. Finnis, J. M. Hill, F. M. E. Faulkner, F. M. Copeland, W. O. Lofland, John Newman, M. C. Galloway, J. G. Klinck, Dr. J. F. Merrill, Col. F. M. White, W. B. Richmond, Sam. Mosby, J. M. Provine, S. S. Struce, W. A. Bickford, W. A. Seay, Henry G. Smith, J. Wickersham, S. B. Curtis, Washington Harlan, I. N. Hicks, S. H. Whitsitt, Col. ONeal, D. C. Cockrell, James Nelson.

The following additions were made yesterday by the Mayor to the list of delegates to the Southern Commercial Convention.

Richard Collins, W. J. Wynne, S. Trousdale, E. M. Patrick, H. G. Smith, W. R. Hunt, H. F. Hill, Frederick Smith, D. Frierson, L. Shanks, Dr. G. R. Grant, I. N. Barnett, S. P. Walker, George Dickson, A. B. Hanley, Judge E. W. M. King, Jno. Adams, J. G. Loughran, Capt. A. D. Shaw, L. Ketchum, Col. Sneden, W. A. Seabrook, Geo. Putnam, Col. Morrin, Col. Jesse M. Tate, Col. Boon, Z. Pike Bowles, G. Smither, Col. S. Smith, R. C. Kirk, S. Y. Watson, J. H. Gray, Jno. Adams, Jas. Martin, Pittington, C. Calvin Cleaves, A. Woodard, E. Barrins, M. Haumberger, Col. Hiram Tilman, Dr. Hooks.

THE CREVASSES.—The Baton Rouge *Advocate*, of Thursday evening, 15th inst., says: "The workmen are steadily gaining upon the current at the crevasses. About 200 feet more of such levee as has been commenced on each side will complete the job. It is thought that it will be closed by Saturday night. After careful inquiry, we are enabled to make a tolerably accurate estimate of the cultivated land under water. It amounts to 2170 acres. Many other plantations below have their dikes entirely full, which will soon begin to run over into their fields. A heavy rain would inundate them all, inasmuch as the water could not be carried off through the usual channels of drainage.

☞ A Kansas correspondent says money commands from 4 to 7 per cent. a month in that Territory, well secured on real estate.

COMPLIMENTARY BENEFIT TO MISS DAVENPORT.—The upholders of the drama in Memphis, the admirers of artistic excellence, and the lovers of virtue and genius, perceiving in Miss DAVENPORT a combination of womanly accomplishments and literary attainments, have expressed a desire of tendering her a complimentary benefit, on next Friday evening, as a testimony of their high appreciation of her worth as an elocutionist, an artiste, and a lady. The following is a copy of the letter addressed to Miss DAVENPORT and her answer thereto:

MEMPHIS, April 20, 1858.

MISS J. M. DAVENPORT:

The undersigned, recognising in your personations the highest exhibitions of Dramatic Art, desire to signify to you our grateful appreciation of the pleasure your engagement here has afforded us, by tendering to you, on behalf of ourselves and fellow play-goers of Memphis, the testimonial of a complimentary benefit, to be given at such time as may suit your convenience and that of the manager of the Theatre.

Allow us to add, that in offering this tribute to your professional attainments, we design also to express our homage for the unsullied personal reputation and private worth of the woman.

Very respectfully, your obedient servants,

R. B. Foote,	S. A. Whitsitt,	J. Wickersham,
J. H. McMahon,	D. A. Shepherd,	H. Titsell,
L. D. Stickney,	W. P. Taylor,	W. A. Bickle,
W. T. Patterson,	J. R. McClanahan,	J. Kortrecht,
Geo. W. Gill,	J. S. Brunson,	J. J. Worsham,
W. R. Chandler,	J. R. Williams,	A. B. Ballard,
J. S. Peacock,	Forest M. Foot,	H. W. Woodard,
S. P. Bankhead,	C. M. Parker,	J. J. McKeever,
T. F. Pittman,	A. H. Dontzler,	J. H. Edmondson,
S. W. Fisher,	Jno. A. Rice,	J. W. Armstrong,
L. J. Dupont,	W. O. LaRue,	S. Crowell,
J. Patrick,	R. M. Yerger,	W. N. Ross,
L. Kramer,	J. C. Farrington,	F. M. Clark,
I. N. Barnett,		

GAYOSO HOUSE, April 21, 1858.

To Messrs. H. S. Foote, J. H. McMahon, C. M. Parker, A. H. Dontzler, J. R. McClanahan, L. D. Stickney, R. M. Yerger, and many other citizens of Memphis:

GENTLEMEN: I beg to acknowledge the receipt of your letter of yesterday, in which you kindly tender to me a complimentary benefit, as a token of your esteem, on this my first professional visit to your city. I should be wanting in a just and grateful appreciation of so much kindness, did I not accept the proposition so generously offered. As my engagement terminates on Friday next, I beg to name the evening of that day as the most appropriate for the occasion so courteously tendered.

I am, sirs, yours very truly,

J. M. DAVENPORT.

THE RISE.—The water is fast filling the low grounds in the neighborhood of the Navy Yard—the river is, at present, far from reaching the height of the late rise.

FIREMEN'S ITEMS.—The Baltimore *Sun* says: "The subject of a fire and police telegraph has recently been taken hold of by the corporate authorities of several of the large cities, and it has been adopted as an important adjunct to the working of the police, and in pointing to the immediate location of fires. The city of Philadelphia has but recently adopted it, and those engaged in putting it up extended an invitation to the members of the city council of Baltimore to visit that city to see its operation. A committee was appointed to visit Philadelphia, and left yesterday afternoon. They will also examine some of the steam fire engines while absent, and on their return report to the council the result of their examinations.

The trial of the Franklin Engine Company upon charges of riot preferred against them by another company is progressing before the standing Committee of the Department. Among the resolutions offered was the following:

"That we approve of the determination of Marshal Herring, and his direction to his officers to keep away from every fire apparatus all minors, and we believe the principal cause of differences have their origin in the congregating about engine houses and the following of apparatus by parties who have no responsible connection with the companies, and further that we, as members of the joint standing committee, having power, will aid him and his subordinates in carrying out his orders."

The Cincinnati *Enquirer* states:

"A. B. Latta's new steam fire-engine ordered by the Council of Louisville, Ky., for that city, was tried yesterday afternoon, at the corner of Sixth and Vine streets, and threw two hundred and twenty-one feet through an inch and a quarter nozzle, with one hundred feet of hose. She worked very satisfactorily, and will, it is supposed, when her newness is worn off, throw two hundred and fifty feet. She is, in size, a fourth class engine, cost $5,500, and will be shipped to Louisville at the close of next week. The Falls City has already one of our steam fire-engines, purchased by the Board of Underwriters of that city, and will have a third in a few weeks.

"Latta is building an engine for St. Louis, which already owns three, to be finished in ninety days from the 24th ult., and another for the same place, to be completed six weeks thereafter. An order is expected from Chicago, and three engines are to be sent to New Orleans, where the people are delighted with the one they have been using for some time past. All three engines are of the small size, which is said to be the most serviceable, and were contracted for at $5,500 each. In a year or two more there will hardly be a town of any size in the Union which will not have one of our steam engines.

"The time occupied in Cincinnati in firing up a steam fire-engine, lighting her torches, attaching the horses, and getting the machine into the street, does not exceed one minute and a half."

A BIGGER SHIP THAN THE LEVIATHAN.—Already a bigger ship than the *Leviathan* has been projected in England—a ship to which the monster will herself appear as a minnow. And this new monster is of special importance to the citizens of New York, for, although it is proposed to make her eighteen thousand tuns larger than the *Leviathan*, she is to sail faster and draw less water. An engineer of Liverpool, named CLARKE, has come forward with propositions for building an iron screw and paddle steamship, by way of testing a principle, greatly the superior of the *Leviathan*. His experiment is to be tried on a scale of startling magnitude, and he has already exhibited his models, which are attracting the attention of scientific men in England. He proposes to build a ship one thousand feet in length, seventy feet beam, and only thirty feet from deck to keel, making her perfectly flat-bottomed, and her sides nearly square. In size she would be thirty thousand tuns.

PASSPORTS TO MEN OF COLOR.—Senator Wilson recently applied at the State Department for a passport for D. J. S. Rock, a colored citizen of Boston, and received the following reply from the Secretary:

DEPARTMENT OF STATE,
WASHINGTON, April 2, 1858.

To the Hon. Henry Wilson, Senate Chamber:

SIR: I have had the honor to receive your note of yesterday, with its accompaniments.

In reply, I have to inform you that it is not the practice of the Department to issue any other paper than passports to persons going abroad from this country. A passport, being a certificate of citizenship, has never, since the foundation of the Government, been granted to persons of color. No change in this respect has taken place in consequence of the decision of the Dred Scott case. Returning the enclosure in your letter, I have the honor to be, sir,

Your obedient servant, LEWIS CASS.

MELANCHOLY CASUALTY.—We learn from the Franklin *Review* that Dr. George W. Kinnard, of Williamson county, in riding home from that place, on Monday of last week, was thrown from his horse, and so much injured that he died on the next day.

CUSHING TREATY.—Among the spoils secured at Canton, was the original copy of the ratified Cushing treaty between the United States and China.

Port of Memphis.

Arrivals and Departures.

Fanny B