THE MEMPHIS DAILY APPEAL.

BY M'CLANAHAN, TROUSDALE & DILL. MEMPHIS, TENNESSEE, FRIDAY MORNING, MAY 21, 1858. VOLUME IX.---NUMBER 54.

The Memphis Appeal.

PUBLISHED DAILY, TRI-WEEKLY AND WEEKLY, BY

FRO. R. M'CLANAHAN, LEONIDAS TROUSDALE, BENJAMIN F. DILL,

UNDER THE STYLE AND FIRM OF

M'CLANAHAN, TROUSDALE & DILL,

TO WHOM ALL LETTERS OF BUSINESS, OR OTHERWISE, SHOULD BE ADDRESSED.

PRICE OF SUBSCRIPTION.

Daily, in advance, per annum.....$10 00
Tri-Weekly, " " 6 00
Weekly, " " 3 00

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1	3 00	4 00	5 00	6 00	9 00	12 00	15 00	18 00	15 00	25 00
2	4 50	6 00	7 50	9 00	12 00	15 00	18 00	22 50	27 00	37 50
3	6 00	8 00	10 00	12 00	15 00	20 00	25 00	30 00	30 00	50 00
4	7 50	10 00	12 50	15 00	18 00	25 00	30 00	37 50	45 00	62 50
5	9 00	12 00	15 00	18 00	24 00	30 00	37 50	45 00	52 50	75 00
6	10 50	14 00	17 50	21 00	28 00	35 00	43 75	52 50	57 50	87 50
7	12 00	16 00	20 00	24 00	32 00	40 00	50 00	60 00	65 00	100 00
8	13 50	18 00	22 50	27 00	36 00	45 00	56 25	67 50	72 50	112 50
9	15 00	20 00	25 00	30 00	40 00	50 00	62 50	75 00	80 00	125 00

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M'CLANAHAN, TROUSDALE & DILL.

Professional Cards.

WILLIAM KENNEDY, Jr.,
ATTORNEY AT LAW—Office over Gazaldi Bank Building, Main, Memphis, Tenn. may21-dly

J. KNOX WALKER.....W. L. M'CONNICO.
WALKER & M'CONNICO, Lawyers, Memphis, Tennessee. Office, No. 27 South side Court Square. ap16

E. M. YERGER.....JNO. C. FARRINGTON.....D. YERGER.
Yerger, Farrington & Yerger,
ATTORNEYS AT LAW, MEMPHIS, TENN. ap15-6m

WM. R. ARICK,
PRENTISS, Bolivar County, Mississippi, General Land Agent for Arkansas and Mississippi.
REFERENCE—Gen. H. T. Ford, Memphis; Brooks & Sneden, Vicksburg. ap21-6m

F. J. LOVEJOY.....H. J. HARPER.
LOVEJOY & HARPER,
ATTORNEYS AT LAW, Charleston, Miss. Will practice in the following counties of North Mississippi: Tallahatchie, Panola, Yalobusha, Carroll, Sunflower; the Federal Court at Pontotoc, and the Supreme Court at Jackson. Prompt attention will be paid to the Collection of Claims placed in their hands.
REFERENCES—Walker, Graft & Benton, Holly Springs, Miss.; W. F. Stearns, Oxford, Miss.; K. S. Fulton, Jackson, Miss.; Hill, Nolin & Mobley, N. Orleans. ap16-3m

CHAS. G. SCOTT.....L. V. DIXON.
SCOTT & DIXON
ATTORNEYS AT LAW AND SOLICITORS IN CHANCERY, Memphis, Tenn., will practice their profession in all the Courts held in the city of Memphis, and the Supreme and Federal Courts at Jackson. Prompt attention will be given to all claims for collection entrusted to them. Office in New Bank Building, corner of Main and Madison streets, over River bank. Entrance on Madison street. may6-tf

EDWARD PICKETT, Jr.,
ATTORNEY AT LAW, Memphis, Tenn. Office, Jefferson street, midway the Post Office Building. jan1-d-w-tf

THEODORE C. CONE,
ATTORNEY AT LAW, Memphis, Tenn. Office on Main street in Greenlaw's Building, between Union and Gayoso streets. nov9-tf

JOHN HALLUM,
ATTORNEY AT LAW, and General Collector for West Tennessee. Office on Jefferson street, Post Office Building. ap26

J. L. SHAMBERGER,
ATTORNEY AT LAW, Pontotoc, Mississippi. Prompt attention will be given to the Collection of Claims. may6-2m

DR. CREIGHTON'S
OFFICE HOURS
For attending Diseases of the
EYE AND LUNGS!
ARE from 9 to 11 A. M. and 2 to 4 P. M. The balance of his time will be devoted to general practice.
N. B.—Persons wishing Dr. Creighton's services must consult his arrangement. feb19-tf

WILLIAM K. POSTON.....PHERAH T. SCRUGGS.
POSTON & SCRUGGS,
Attorneys at Law,
MEMPHIS, TENN.
OFFICE—No. 19 Court Square, South Side.
WILL give their joint attention to professional business in the several Courts of the city of Memphis, the Eleventh Judicial Circuit of Tennessee and of North Mississippi. feb24-3m

DR. W. E. ROGERS,
OFFERS his professional services to the citizens of Memphis. Office, South side of Court Square. Residence at A. O. Harris' jan23-6m

R. C. PAYNE.....J. H. UNTHANK.
PAYNE & UNTHANK,
ATTORNEYS AT LAW.
OFFICE—No. 24 SOUTH SIDE OF COURT SQUARE, jan21 MEMPHIS, TENN.

DR. T. F. PEYTON.
OFFICE on the corner of Jefferson and Second streets, in Turnbull's Building. jan23-ly

JAMES MOORE,
ATTORNEY AT LAW, Memphis, Tenn. References: Messrs. Ward & Jones, Phillips & White, Lamb, Young & Co., Hollenshead, Trousdale & Dill, Milton H. Putnam, Miles Owen, Esq., S. M. Allen & Co., Memphis. Office, up stairs, at the corner of Main and Madison streets, next door to the Gayoso Savings Institution. oct7-dly

NOTICE.
DR. J. M. BURDGE has returned from New York, after an absence of nine months, and has effected some astonishing cures in that city. He has taken an office at No. 27 Monroe street, between Main and Second streets, and will resume the practice of Medicine, where he has for sale his celebrated Compounds. All calls attended to, day or night. As his labors are confining him constantly in Memphis, and from the great success he has had in the treatment of the various diseases, he thinks he should have a liberal patronage from the citizens of Memphis. jan8-dly

GEO. DIXON.....GEO. BELM.
DIXON & BELM,
ATTORNEYS AT LAW, Memphis, Tennessee. Office, South side of Court Square, 3 doors East of the River Bank. jan15-tf

JNO D. TROTTER,
ATTORNEY AT LAW, Austin, Tunica county, Miss., will attend to the payment of taxes, redemption of land, either forfeited or sold for taxes, and will promptly attend to the examination of land titles in the counties of Tunica, Coahoma, Bolivar and Washington. jan8-dawtw

DR. THOS. TATE,
OFFERS his services to the citizens of Memphis and vicinity. Office on corner of Second and Washington streets. jan21-ly

ISAAC M. STEELE.....F. T. MORGAN.....WM. D. STEELE, Covington, Tenn. Memphis, Tenn. Memphis, Tenn.
STEELE, MORGAN & STEELE,
ATTORNEYS AND COUNSELORS AT LAW, Memphis, Tenn., will practice in the Courts of West Tennessee. Office on Main st., in Walker's Block, No. 6, 2nd floor. Special attention paid to the collection of Claims. jan21-ly

NEW LAW PARTNERSHIP.
WM. E. POLK, and Smith P. Bankhead, having formed a partnership, will hereafter practice law together in the city of Memphis. may1-tf

M. D. WELCH,
ATTORNEY AT LAW, Jackson, Tenn. All business entrusted to his care promptly attended to. 8-d-w-dawtf

DR. JOHNSON'S INFIRMARY,
FOR DISEASES OF THE
EYE AND EAR,
OPERATIONS.
SELF-SUPPORTING EAR TRUMPETS,
ARTIFICIAL EYES, ETC.;
NUMBER 15 JEFFERSON STREET,
Two Doors East of Commercial Hotel,
MEMPHIS, TENN.
may15-tf S. P. JOHNSON M. D.

R. C. FLOURNOY.....A. FARRELLY.
FLOURNOY & FARRELLY,
ATTORNEYS AT LAW, Memphis, Tennessee. Office, Second street, Blythe Building, Northeast corner of Court Square. jul8-ly

Dissolution.
THE partnership in the practice of the Law, heretofore existing between Sullivan, Treadwell & Vollintine, is this day dissolved. July 1, 1857.

CARD.
W. L. TREADWELL.....H. VOLLINTINE.
TREADWELL & VOLLINTINE,
ATTORNEYS AT LAW, Memphis, Tenn. Office, No. 15 Jefferson street, up stairs, second door East of Commercial Hotel. jn8-dawly

F. A. KUEFNER, M. D.,
HOMŒOPATHIC PHYSICIAN AND SURGEON, wishes to inform the citizens of Memphis and its vicinity, that he has located himself at the southeast corner of Union and Second streets.
Office hours on 9 o'clock in the morning, between 12 and 1 at noon, and between 6 and 7 in the evening.
REFERENCES—Judge Sharkey; Gov. Brown, of Miss.; Nelson Mitchell, Esq., of Charleston, S. C.; Drs. Herring & Hyde, of Phila. ephia, and Dr. Gaspard, of Louisville. dec18-dly

W M. FRYE,
PORTRAIT PAINTER,
Studio Third Floor,
OVER F. H. CLARK & CO.'S,
jn24-tf MEMPHIS, TENN.

DAILY APPEAL.

FRIDAY MORNING,.....MAY 21, 1858.

THE RAILROAD CONTROVERSY.

To the Editor of the Memphis Appeal:

In your paper of the 11th inst., is a communication from Col. Martin in answer to a piece written by Sam Tate, President of the Memphis and Charleston Railroad Company, exposing the errors Col. Martin made in his communication published on the 8th inst. Mr. Tate being absent from the city at present, in justice, to him and especially with a view of keeping the facts before the people, I have determined to review Col. Martin's last piece. Col. Martin commences by complaining that Mr. Tate, entertaining the opinion that the Board of Mayor and Aldermen had the power to grant the privilege to the Company to run a track to the river, should argue the case before the people, the Col. forgets that his piece written on the 8th inst., forces Mr. Tate out on that point, for the purpose of placing the facts not only before the people but also the Aldermen of the city.

Col. Martin objects to special pleadings being introduced by Mr. Tate that were not in the resolution or petition, before the Committee for investigation. What new pleadings are introduced by Mr. Tate, in either the resolution or petition? Is there any language used that would indicate that the Company contemplated removing their depot to the river except the fact that Mr. Tate in his petition gives his opinion in regard to the line the road should run to get to the Navy Yard, in these words, *commencing at the depot?* Col. Martin thinks *future depot* should have been used to show they had no idea of removing. I will leave the public to judge whether Mr. Tate's language or Mr. Martin's taken in the connexion is correct.

Col Martin states that Sam Tate does not in petition define the line the Railroad would run in the city, and that, in case the petition had been granted, unlimited power would have been given them to run a track up Washington, Adams, Jefferson, Madison or Court street. The Colonel had better read the petition again; the resolution requires Sam Tate, President, to open negotiation with the city authorities in regard to running the road to the Navy Yard. I understand this to mean just what Mr. Tate says in the petition—that the matter shall be taken under consideration by the Board of Aldermen, and in case a suitable line, with certain conditions, can be agreed on, the railroad to come in; if not, remain where they are. Whoever heard of a Board of Mayor and Aldermen passing such a petition as Mr. Tate's—one involving so much interest—without thoroughly investigating it. Hence the unnecessary alarm of the Colonel. Col. Martin runs into another fatal error. He says, the fact of Alderman Waldran's resolution being passed after the election, before the city had subscribed the stock, is unimportant in my argument, because it is a fact of parol proof that the very conditions of that resolution were fully discussed before the vote was taken, and that Alderman Waldran's resolution was passed and made a condition of the subscription of stock to the road, before that stock was subscribed by the Board of Mayor and Aldermen. Parol proof is good in the absence of better evidence; but I think it would be better to confine ourselves to the recorded evidence in regard to the question as stated by Mr. Tate. The first resolution in regard to the location of depot was offered by Alderman Shanks on the 26th of March, eleven days before the election. That resolution states that the depot should be located about where it is now. It is not proposed to change the depot in the resolution of Directors or petition of Mr. Tate; therefore I conclude, as this is the only resolution passed before the citizens voted on the question, that no objection can be raised on that point. The Colonel certainly will not contend that conditions or resolutions passed by the Board of Mayor and Aldermen three days after the election, before the citizens makes it necessary for the question to go back to the people before it can be changed. My understanding is that all resolutions passed by the Aldermen, as a distinct body, can be amended or changed at their pleasure. Hence, I conclude, as the resolution of Alderman Waldran was passed after the election—the people having no vote in the matter directly—it is subject to be amended or changed at the pleasure of a majority of the Board, without consulting the people by vote. But, suppose the resolution was as is stated by my friend Col. Martin, it does not prevent the Board of Aldermen from allowing the road to run to the Navy Yard, near the river, without the citizens voting on the question. The resolution reads as follows:

"Resolved by the Board of Mayor and Aldermen of the City of Memphis, That the subscription for $500,000 in the stock of the Memphis and Charleston Railroad Company, upon the condition that not more than fifty cents on each share be called on said stock until $2,500,000 be subscribed for the construction of said road; and said subscription is made with the condition and understanding that said railroad company will in good faith locate the depot at some point central and convenient to the business and commercial wants of the city of Memphis, and that they will not at any future time divert the trade from said city by constructing lateral or branch roads to the Mississippi river, at any point above or below the city of Memphis."

Where is there anything in Waldran's resolution that is violated in allowing the road to go to the river or near it, on the line mentioned in Mr. Tate's petition to the Board? The resolution says the railroad company shall locate in good faith the depot central to the city and convenient to business. This has been done as contemplated in resolution, but to carry out the spirit of that part of the resolution, a number of the citizens profiting by past experience, have concluded it would subserve public convenience more to have the road run to a point near the river almost central, and quite as convenient to all. The resolution of Waldran does not prevent this; in fact, it is only carrying out to the letter, profiting by experience, the resolution, for there it says so lateral branch shall be built above or below the city to the Mississippi river, to divert trade from the city. Above or below means outside of the corporation, either above or below, as I understand it. This portion of the resolution is not violated by the proposed line of road to reach the river, for it runs in the corporation and stops at a point quite as convenient to a business man in the extreme southern portion of the city as the present depot, and business men who prefer to do so, can receive their freight from the depot as they do now, or they can receive it from the road near the river. So you see, Colonel, all this noise about leaving the matter to a vote of the people, is mere moonshine. Make the Waldran resolution binding, as stated by you, and there is no good cause for the question to go before the people, because we do not violate it. The Board of Aldermen passed the resolution after the vote of the people, and before the stock was subscribed for in the road. The present Board can rescind that resolution if they think proper to do so, without violating the resolution in the least. The Colonel must go and read the resolution passed by a former Board, and the petition of Mr. Tate again, and I think he will see the point.

The Colonel, after being driven from the Waldran resolutions, falls back on parol evidence, and quotes what Gov. Jones told him the other day, that the question ought to be submitted to the people before being passed by the Board; this conceding the position occupied by Gov. Jones in the road and standing, is worthy of notice; and if the facts were not all on record, in regard to the subscription of stock, would be very strong evidence. As the matter stands, all are able to judge for themselves, from reading the resolution, without running round to get the opinions of others, as to what their understanding was; therefore I would advise the Colonel to read the old records again. The Colonel, to wind up, says he has shown that he neither perverted or misunderstood the object of the Directors in asking the privilege of extending the road near the river. All the reply I make to this is, to request the citizens to read the Directors' resolution and Mr. Tate's petition to the Board of Aldermen, and Colonel Martin's piece, and I will guaranty you will come to the conclusion I have, that he has certainly failed in making out his case. He also says he has shown, from the records, that they asked to run the line of road over any of the streets, alleys, public grounds or Navy Yard. I am sorry the Colonel wrote the above, and in the same piece published Tate's petition, which expressly shows what streets, alleys and public grounds, the road was wanted to run over. The Colonel ought to read more attentively, and he would not be liable to so many fatal mistakes.

Col. Martin further says, he has shown from the records, and from Gov. Jones, that the people of Memphis were made a party to the subscription with the condition annexed, and that there is no legal power, and more particularly no moral right in the Board of Mayor and Aldermen to grant the extension asked for, unless it be done by a vote of the people. The special plea of Mr. Tate, not in his petition, or the resolution of his Board in his communication to the public, that the company did not contemplate moving their depot, is simply begging the question. All wrong again Colonel. Mr. Tate did not intend this as a special plea, but only mentioned it with a view of placing you right. If the resolution you talk about so much is worth anything it is to keep the depot where it is. The petition of Mr. Tate, nor the resolution of his Board, neither say anything about getting a depot established near the river, and how it could be inferred that the depot was to be removed, from anything asked for, I do not see. In conclusion, I am of the opinion the Board of Aldermen have a perfect right to allow the road to go to the Navy Yard, on the line designated in Tate's petition; provided, the depot is kept where it now is. I have written more than I contemplated, but I hope it will be at least of some profit to my friend Col. Martin. I should not have written so much except to place the facts before the public as I think they exist, and not with a view to wound the feelings of any one. PHŒNIX.

SOUTHERN MANUFACTURES.

We extract from that excellent newspaper and conservative journal, the Boston *Post*, the following interesting and liberal views on Southern manufactures, contained in a long and able article on the subject:

The introduction of manufacturing establishments into the Southern States is even more recent than their rise in the North. And even now their number is comparatively small. Every State south of Mason and Dixon's line is strictly neither commercial nor manufacturing in its character, but agricultural. And whatever attention has been given to the introduction of manufacturing on any considerable scale, has happened within a few years, and more particularly since the anti-slavery crusade of the North against their Southern neighbors. Before that, the Southern people willingly paid their money, whether earned by free or slave labor, to their Northern brethren, for the products of their manufactories and workshops, which they as willingly received, thus becoming partakers of whatever wrongs the system of slavery involves. The South, instantly perceiving the inconsistency and hypocrisy of the Abolitionists, who did not refuse to make money out of the price of slave labor whenever they were able, and to the extent of their ability, became disgusted and offended, and has from that day been active in self-defence. Unwilling to pay large profits to those who were abusing them, and for the very system that they themselves have all their lives been sinning and abetting, the Southern people have recently built factories and turned their attention extensively, and the work is going on with constantly increasing vigor. The subject has been discussed in various Southern commercial conventions, convened in all portions of the South—at New Orleans, at Memphis, at Charleston, at Richmond, and at various other places.

It is true that up to this day the South is more dependent upon the factories of the North than it wishes to be, and northern capital and northern conduct shall become materially changed. But the signs of the times now clearly indicate that her well-begun system of manufactures will be continued, improved, and widely extended, so as to become independent, or nearly so, of the North.

According to the latest returns, official and unofficial, there were in the United States, in 1850, 121,957 manufacturing establishments, of which 103 922 were in the free States, and 27,725, or considerably more than one-fifth of the whole were situated in the slave States. The entire capital invested in these establishments amounted to a round number to the sum of $530,000,000. The value of raw material used and consumed yearly amounted to $550,000,000; amount paid for labor $240 000,000; value of articles manufactured $1,020,000,000; number of persons employed 1,050,000.

The State with the largest number of manufactories is New York, with 23,553; next in rank is Pennsylvania, with 21,595; while Ohio comes next with 10,530; and Massachusetts is Virginia, numbering her 8,299. Virginia stands first among the Southern States, or fifth among all, numbering 4,841. The other States in the South having the greater number are Maryland, 3,768; Kentucky, 3,617; Tennessee, 3,768; North Carolina, Georgia, Alabama, Louisiana, that rank next to Virginia in the order mentioned, and that have from 3,708 to 1,016 establishments.

If we look at manufactories of cotton goods we find there are 1694 establishments in the whole country, of which 892 are in the free States, and 202, or not quite one-fifth of the whole, are in the slave States. The State having the greatest number of cotton mills in operation is Massachusetts, that counts up 213; while Pennsylvania has 208; and next rank Rhode Island with 158, and Connecticut with 128. Of the Southern States Georgia is at the head, with 35 mills in operation; next is Tennessee, with 33. North Carolina with 28, Virginia with 27, Maryland 24, South Carolina 18, Alabama and Delaware 12 each, Kentucky 8, Arkansas 3, and Mississippi 2. Louisiana, Texas and Florida, at the last accounts, have no mills of the kind. The amount of capital invested in all these cotton factories is $74,501,631, and the number of bales of cotton consumed in a year is 941,216. The value of the entire product yearly is $61 369.184, and the number of hands employed is 92,286, more than two-thirds of whom are females. Of all the hands employed 13,915 find work in the Southern States. The number of yards of sheeting, &c., made annually is 763 678,407.

The number of establishments for the manufacture of woolen goods in the country is 1,909, with a capital of $28,118 650, and consuming 70,862,849 pounds of wool per year. The number of hands employed is 39,252, the largest portion of whom are males. The annual value of the products is $43,287,555, and the number of yards is 82,256 052.

Pennsylvania ranks first in the number of her woolen mills, 380. Next comes New York with 249. Then follow Connecticut with 140, and Ohio with 130 The first Southern State in this department is Virginia, having 121 mills, or two more than Massachusetts, a fact that we think will be surprising to most readers. The other slave States have woolen mills as follows: Maryland 38, Kentucky 25, Delaware 8, Tennessee 4, Georgia 3, North Carolina, Missouri and Texas 1 each, South Carolina, Florida, Alabama, Mississippi, Louisiana and Arkansas had no mills of the kind in 1850. The entire number of woolen factories in the slave States is 202, or not quite as many, in proportion, as we found in the same section of cotton mills.

There was, at the last accounts, 332 establishments for the manufacture of pig iron in the United States. About half of the whole number are found in the State of Pennsylvania, or nearly twice as many as there are scattered through the South. Next to Pennsylvania ranks Ohio, and third in rank is Virginia, with 29 manufactories. Tennessee has 23, Kentucky 21, Maryland 18, Missouri 5, Georgia and Alabama 3 each, and North Carolina 2. About one-fourth of all the capital of the business is invested in the Southern States, Maryland and Tennessee having more than twice as many dollars invested as have Virginia. The value of the annual products is $12,748,777.

For the manufacture of iron castings there are 1391 establishments in the United States, of which but a small proportion, or 168, are in the South. New York has the largest number of establishments, 323, and the largest amount of capital invested in them. Pennsylvania has nearly as many manufactories, but upward of a million dollars less capital. Ohio is doing about half as much business in this department as New York. Of the Southern States, Virginia takes the lead, with 54 establishments. Kentucky has 20 Tennessee and Maryland 16 each, Delaware 13, Alabama 10, Mississippi and Louisiana 8 each, Missouri and South Carolina 6 each, North Carolina 5, Georgia 4, and Texas 2. The entire capital invested is $17,416,361, and the annual products are valued at $25,108,155.

There are but 422 manufactories of wrought iron in the land, 129 of which are in the South, and 131 in Pennsylvania. Tennessee has 42 establishments, Virginia 39, North Carolina 19, Maryland 17, Georgia 3, Delaware and Missouri 2 each, and Alabama 1. The entire capital invested in the business is $14,495,220.

Most of the malt and spirituous liquors are manufactured in the Northern States, since of the $6 324,234 invested in the manufacture, but $923 490 is found in the South. Ohio is a fourth part of all the capital is invested in New York, and there is more in each of the States of Pennsylvania and Ohio than in the entire Southern States. The amount produced is follows: Barrels of ale, 1,177 924; gallons of whisky and high wines, 42,133 955; gallons of rum, 6,500,500.

There are 6,263 tanneries in the United States, of which the South has nearly one-third part, or 2,005. Pennsylvania alone has nearly one-sixth part of the whole number, or 1,039. The Southern States rank in the following order: Tennessee has 394, Virginia, 341, Kentucky, 236, North Carolina, 151, Alabama, 149, Missouri, 148, Georgia, 140, Maryland, 116, Mississippi, 92, South Carolina, 91, Arkansas, 51, and the other Southern States a less number each. The entire capital invested in all the tanneries in the land, is $18,900 557, the number of skins in them being 2 658,865, and the number of sides of leather counting up 12,257,940.

Mining as well as manufacturing is carried on considerably in Missouri. The mineral region of the State is said to equal in extent the States of New Hampshire, Massachusetts, Connecticut, Rhode Island and Delaware. Almost all metals are found there, with the exception of gold and platina. There were $2,000 000 invested in that State in manufacturing and mining eight years ago.

We must not forget that the South manufactures large quantities of sugar and molasses, produced from the culture of the sugar cane. Each sugar plantation has its manufactory of sugar, the process of producing which is a very nice one, requiring much general knowledge, and a particular acquaintance with the science of chemistry. Louisiana is the greatest sugar and molasses State, yielding nearly all raised in the South. It is sometimes termed the "sugar bowl of the South." Other States in which sugar is raised and manufactured, are Alabama, Texas, Georgia, South Carolina and Florida.

And then there is another kind of manufacturing in the South, that is almost unknown in this section of the country. We refer to the manufacture of tobacco. As Virginia is the leading State in its production, so it is also in its manufacture. In the city of Richmond alone there are now fifty-six manufactories of the staple, whose united capital amounts to four or five millions of dollars. More tobacco is opened, inspected and sold in that city, probably, than in any other single place in the United States. It is there that the choicest specimens of the weed assumed the shape which commends it to the regard of devoted lovers everywhere. Tobacco is put up in as many different ways almost as there are chewers. There is as much difference between the ideas of the Yankee and Southerner on the question of taste as there is on any other matter. The former likes his "pig tail," plentifully sweetened and liquoriced to a degree; the latter, the less sweetening you put in the better the tobacco. Buyers congregate in Richmond from all parts of the country, who purchase for all portions of the globe. Foreign governments are supplied by agents who reside there for that purpose. With many citizens the road to wealth has been paved with tobacco.

Our readers who have followed us thus far are undoubtedly surprised that there is so much manufacturing in the South. It is considerable, and is increasing to be very considerable, though the common impression has been, that there was next to none south of Mason and Dixon's line. And if we consider the annual value of how manufactures, which is $271,493,644, $18,633,129 of which is the product of the South, and only $8 859 515 of the North, the section of country that we are considering is presented to us in a still more favorable aspect.

In considering the subject under contemplation, and the prospective wants of the people of this country, we are deeply impressed that this is to become a great manufacturing nation. At present it is more celebrated for its agricultural than for either of the other leading interests of mankind, and then it ranks as the second commercial power on the globe. As a nation, on the contrary, it has not been celebrated for its manufactures; though within a quarter of a century this section of the land is beginning to take rank with the most advanced nations in this department of industry. And when we consider the almost countless rivers of all sizes and descriptions coursing through our country from ocean to ocean, and from the lakes to that gulf that has been called "the great head of the ocean," and contemplate the countless waterfalls afforded by them, all ready to propel machinery enough to do the manufacturing of the globe; and when we think of the cheap labor, free and slave, that can be commanded in all portions of the land, and the abundant commercial advantages for conveying American manufactures by sea and land to every nation and to every isle, through our swift ships, and swifter rail cars, it appears to be no stretch of imagination to conceive of this nation as being the greatest manufacturing land of the globe, a century, or even a half century hence.

From the South, we see no reason why she may not embark very largely in manufacturing within the next quarter of a century. She has the capital; she has the water power in great abundance; she has the cotton; she has the swift number of whom will be 5,000,000 in 1865, and in 1890, 10,000,000, unless some unexpected event shall prevent their wonted increase; and she has besides a great multitude of poor white laborers who are much in want of the employment that manufactories would afford. Besides, cotton and wool are great staples of the South, and she can use them to a much greater advantage than to export them abroad, and then buy back the manufactures so greatly enhanced in value, she sees a large portion of the manufactured goods for her own consumption. Great Britain is now the great consumer of American cotton. Our foreign exports of the article in 1840 amounted to 743 941,061 pounds; while the home consumption for the same year reached 118,915 200. In 1850 we exported 635 381,604 pounds, and consumed at home 196,107,606. In the intermediate year, 1850, consumed as much cotton as did those of Great Britain in 1831; thus affording encouragement that they may, by proper management, be so multiplied as to consume the whole crop of the country at no very distant day.

In the year 1846 the late and Hon. Abbott Lawrence, of this city, addressed several letters to the Hon. William C. Rives, of Virginia, on the policy of Virginia and the South in reference to the introduction of manufactories and internal improvements. In one of those letters Mr. Lawrence said:

"You cannot do anything in Virginia that will so completely promote the introduction of railroads as the planting of manufacturing establishments on your beautiful waterfalls. The water power on the James river, at Richmond, is unrivalled, and it seems a great waste of water power to let it run into the sea, having hardly touched a water-wheel. If the prominent men of Virginia, of both political parties, will give up their party warfare, and resolve themselves into a 'committee of the whole on the commonwealth, to improve the state of agriculture,' by making two blades of grass grow where there is now but one; if they will establish manufactures, and carry on a well adjusted system of internal improvements, they will then have accomplished little, but be substantial, abiding—which will stand as substantial memorials of their patriotic devotion to the interests of the people, through all time."

Undoubtedly the worn-out condition of much of the land in the older States of New England was one principal reason for the introduction of manufactures with us. The same reason urges Virginia, the Carolinas, Georgia, and other Southern States to make a beginning. We lost by the depreciation of their lands, by improving their waterfalls, and by manufacturing their cotton at home, instead of sending it abroad. The South can produce cotton cloth, and a better article, cheaper than either Old or New England, because she has the cotton on the ground, and in a better condition than it can possibly be after a removal of hundreds or thousands of miles, thus being exposed to the rains, to be wet, will mildew, and carried to whorves, or to be bleached or rotted by exposure, in its long travels by sea and land. If cotton has done so much to make England great during the last sixty or seventy years, or since the invention of the cotton gin, what will it do for the South when she learns to manufacture it at home, thus producing many valuable home markets for the agriculturist, and making cotton a king in a double sense.

THE LARGEST RAFT EVER FLOATED ON THE UPPER MISSISSIPPI.—The largest raft of lumber ever floated upon the Mississippi, passed La Crosse on its way from Black river Falls to St. Louis, on the 24th ult. "It was the greatest sight," says the La Crosse Democrat, "ever seen in these waters. The raft was manned by twenty-four 'red shirts'—every man at his oar, and every oar doing its work. The size of the raft was five hundred and sixty feet long by two hundred wide, and the amount of lumber which it contained full a million feet, together with 250,000 lath and 250,000 shingles. There were two good sized houses erected on board, and the whole crew and officers consisted of a boarding master, assistant, two cooks, one clerk and bottle-washer, which, together with a black bear and a bull dog, made up all the occupants."

ADVANCE OF CITIES.—The following cities attained to 20,000 in the number of years from their birth, as follows:

Boston, 163; Albany, 220; New York, 150; Philadelphia, 80; New Orleans, 112; Baltimore, 68; Pittsburg, 75; Louisville, 41; Cincinnati, 30; Cleveland, 21; Detroit, 62; Chicago, 16; Milwaukie, 17.

AMERICAN TEA A FAILURE.—Those who have made the experiment of raising tea in this country say the plant will grow well enough, but wages are too high. They cannot afford to pick, roll and dry any sort of leaves here for half a dollar a pound. In China, where a man is hired for a dollar a month, and board himself, it may be done.

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Secret diseases are cured in my own method, in each manner as not to interrupt the business of the patient, and that I do not use any mercury in the treatment of the same.
I do not use Strengthening Mixtures, Arthritic, Neuralgic, Nervous Headache and Toothache, Paralysis, Dropsyes, Depositions on the Liver, Spinal Curvatures and Weakness, Chronic Diseases, Hippe, Tumor Albus or White Swelling, Deafness, as well as all Diseases of the Eye and Ear; Amaurosis or Gutta Serena, Strictures, Impotency, &c., &c., are of disease that require an entire regulation of the fluid and nervous system. I use the Magneto-Electric treatment, which is universally known for its practicability.
After a practice of ten years as Staff Physician and Director of several hospitals in Germany, and eight years practice in the United States, my reputation as a Physician, Surgeon and Accoucher is sufficiently established as to me no further comment.
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