Daily Appeal

MEMPHIS:

THURSDAY : : : JANUARY 6, 1859.

Largest Circulation in the City.

Reading Matter on Every Page.

The Official Journal of the City.

OUR NEW DRESS--PREACHING AND PRACTICE.

The new dress in which our paper now appears is universally admired. It is proper that we should state in this connexion, that it was procured from the extensive Type Foundry of LARSON, PEIRCE & Co., of St. Louis. For the past ten years, we have steadily endeavored to inculcate the idea as well as the policy of pitching the South, in all respects, on a footing of independence of the North, and practising what we preach, we have adhered to this principle. Both the type and the paper upon which the APPEAL is printed, are of Southern manufacture, the former coming from the foundry above alluded to, and the latter from the paper mill of C. A. & A. V. DUPONT, at Louisville.

We do not all do this in the spirit of hostility to the North, as an entire section, but rather to show that the useful arts and trades can flourish in the South as well as the North, if properly encouraged, and also to show our disposition to extend to them such encouragement, as far as lies within our power.

THE MORNING BULLETIN.

We record with pleasure the evidence of material prosperity which our neighbor of the *Bulletin* exhibits in its enlarged and improved form. On the first of January, the *Bulletin* made its appearance in an entirely new form, and with its proportions much enlarged. It is also announced, that F. Y. ROCKETT, Esq., formerly one of the editors of the *Eagle and Enquirer*, has assumed the position of associate editor, of the *Bulletin*. Col. McMAHON continues in the chair, as chief editor. Mr. ROCKETT is a gentleman well known to the reading public of Memphis, as an easy and graceful writer, and a man of intellect. We congratulate the *Bulletin* upon the acquisition.

But the *Bulletin* does not stop HERE. The changes that we have mentioned are improvements. We cannot say as much of the new stand it has taken in the political world. "War to the knife" upon Democracy, is now its motto. Its armed neutrality has ceased. Henceforth its scabbard is discarded, and the blade of partisan warfare is unsheathed.

We, however, shall not cease to wish our friends good cheer, in a personal sense, while we cannot but regret to them that their talents and talents are utterly wasted and misspent in advocating no fixed principles of governmental policy, save opposition to Democracy—the only great organized national party now in existence in the Union. They are surely not earnest, when they undertake to revive the old Whig party. Even the great talents and chivalrous qualities of the lamented CLAY failed to infuse into that organization life and vitality, during the latter days of his life. Mr. CLAY, with his keen penetration and intuitive sagacity, began to foresee its downfall before he himself passed from the stage of action. His American system failed to keep it alive. The rise and progress of the Abolition party created the necessity for its downfall. Whiggery in the Northern States became identical with Freesoilism, and the conservative Whigs thereby became a faction. If, however, the *Bulletin* is determined on war, we would rather see it occupy this position than any other. It is the most manly and conservative phase of opposition that it can assume, and probably the most harmless of all the Freesoil shapes assumed by our opponents.

IS MEMPHIS FOR THE CIRCUS OR THE LECTURE?

Towns destined to be cities, pass upwards through a variety of stages. The two most prominent of these are the Circus and the Lecture.

The first indicates an infantile degree of intelligence, which may or may not expand into a mature usefulness.

The other indicates a useful maturity. When a large portion of any people can, without undue excitement or personal interest, sit quietly, hear eagerly, and appreciate properly, a calm, serious, thoughtful, classical production, that people are capable of self-government.

To which stage does Memphis now belong? Is she for the CIRCUS or the LECTURE?

The question has yet to be decided. George D. Prentice, radiant with the *elat* of a gained immortality, had a small audience. The Memphians, like Mammon, with eyes bent down upon the material, cared not to look up at one of the immortals.

Dr. Fletcher had full houses, but we understand that he is not, strictly speaking, a lecturer, being a delineator of the character of orator, actor and buffoon. In fact, he was heard to say to B.: "Come to hear my next lecture; I will have sense for you, though I shall put in some nonsense for D., and the like of him."

The questions asked above, can be decided on the 8th instant. On that evening, Col. J. P. Pryor, a gifted, warm-hearted gentleman, who has done much, very much, for Memphis, for very little pay, either in money or gratitude, will, by special request of former hearers, repeat his brilliant address. There is no dispute about its quality. Pryor's capacity as an elegant writer is established; and the finest of judges have already heard the lecture, and pronounced it admirable. Again, the subject, "MEMPHIS—HISTORICALLY, SOCIALLY AND PROSPECTIVELY CONSIDERED," affords no excuse for absence. It must be interesting to every Memphian child with heart enough to love the place of his residence; to every Memphian women with brains enough to comprehend the importance of refining the taste of sons, brothers, husbands, lovers; to every Memphian man who owns or expects to own real estate.

Our New Minister to Spain, and what he should do.

WASHINGTON, Dec. 30.—The family of Mr. Preston, Minister to Spain, left Washington today for New York, and the Minister will leave in a few days, with intention to sail for Europe early in January. It does not appear that Mr. Preston goes out with any well defined plan, in accordance with the sentiment of this country and the intimations in the President's Message, to acquire Cuba or to obtain a more liberal Spanish policy in this hemisphere. It is to be hoped, however, he will have ambition enough, and that the administration will back him, to do something in accordance with the wishes of his country and the spirit of the times. The do-nothing policy of the former Ministers is not up to the requirements of this great country or the progress of the age.

The Navy Department has received despatches from different commanders on the coasts of South America, Central America, Mexico and the Pacific. Their despatches contain little that has not been already published in the Herald. The Jamestown was cruising between the Colorado river and Chiloqui lagoon, no doubt watching for the filibusters expected on that coast.

The mate of the American ship *Fortitude* arrived at San Juan del Norte on the 1st inst., reporting that his ship had gone ashore off Cape Gracias a Dios. The officers and crew arrived at San Juan in her Britannic Majesty's steamship Cesar.

The *Saratoga*, Commander Turner, arrived at Tampico on the 21 inst., thirteen days from Aspinwall. The Commander went up to the city to look after the interests of American citizens. Gov. Garzas had surrendered the goods seized from Mr. Rastan, an American citizen. The forced loan from another American, Mr. Rastan, had not been restored, though Garzas had promised Captain Dahlgren, while there, it should be.

It is proposed there should be a caucus of Southern members of Congress from States bordering on the Gulf, and others, irrespective of party, favorable to a decisive policy with regard to Mexico, to urge upon the administration the necessity of promptly seizing the present opportunity to improve our relations with Mexico and to extend our influence over that country. The time is considered most favorable, and sought not to be lost by delay.

PHILADELPHIA, January 3.—Senator Douglas arrived here this evening en route to Washington. He was received at the wharf by the Committee and the Keystone Club—the campaign body of the last Presidential election. A salute was fired from Wind-Mill Island. A large concourse on was formed with torches, banners, &c., which escorted him through the principle streets in an open barouche to the St. Lawrence Hotel. There was a heavy snow storm at the time. On reaching head-quarters, in compliance with the request of the assemblage, Mr. Douglas addressed them, using about the same language as on the occasion of the New York serenade. He did not suppose that the demonstration was intended as a personal compliment to himself, but as a fresh attachment to the principles which he struggled to uphold.

A speech from Forney was then demanded, in which he disclaimed the imputation that Mr. Douglas is to be received as a Presidential candidate, but as a hero who has stood up against misapplied power, and who, if need be, would hesitate, he is the guest of the city through their Councils.

Mr. Douglas will receive his friends to-morrow in Independence Hall.

INSTANT IMPROVEMENT AS MAIL FACILITIES.—We are indebted to Charles Rapley, Esq., our enterprising fellow-townsman, who is one of the firm of Chidester, Rapley & Co., contractors for the daily mail from Memphis to this place, for Memphis papers of the 29th inst., delivered to us yesterday. This new mail contract goes into operation on this day, and, tomorrow, we may expect to day's Memphis papers. As these contract passengers, it will be a great accommodation to travelers, as well as an incalculable advantage in the receipt of mail matter. At present, the time from Memphis to Little Rock, will be made in 50 hours—it will be reduced, perhaps to 22 hours, in a short time.—*Little Rock Gazette, January 1.*

THE INAUGURATION.

GENERAL CONNITTEE ROOM, January 5, 1859.

The Committee of Arrangements, consisting of G. H. Monsarrat, J. Knox Walker and Leon Trousdale, having reported to the General Committee their orders and arrangements preparatory to the inauguration of the Bust of ANDREW JACKSON, the General Committee unanimously approve and adopt their action.

Upon motion, it is ordered that said Committee continue in charge, appoint all necessary Sub-Committees, regulate badges, and are hereby given all necessary power in the premises.

JAMES COLEMAN,
Chairman of General Committee.

At a meeting of the Committee of Arrangements, the following Committees were appointed:

COMMITTEE OF RECEPTION.

E. M. YERGER, *Chairman;*
Hon Wm. T. BROWN, Jno. WILKINSON,
Hon. J. P. CAMPBELL, BENJ. F. DILL,
Hon. JERE. CLEMENS, J. H. MCMAHON,
M. C. GALLOWAY, J. T. PARSLEY.

LADIES COMMITTEE.

Hon. J. A. NOOE, *Chairman;*
JAMES WICKERSHAM, JNO. CARMACK,
Hon. MOSES WHITE, W. J. WEBB,
Hon. JNO. FARRINGTON, J. H. EDMONDSON,
Dr. E. WOODWARD, DUNLAP GREER,
JOHN MCCLANAHAN.

The General Committee will wear a Red Rosette, with streamers of ribbon of same color.

The Committee of Reception a White Rosette, with streamers of same color.

The Ladies' Committee a Blue Rosette, with streamers of same color.

The Committee of Arrangements a White Ribbon.

The Committee of Reception, General Committee, and Committee of Arrangements, will meet at the Gayoso House, at 10 o'clock A. M.

For further information, the Marshals or Committees will call upon the Committee of Arrangements.

G. H. MONSARRAT,
LEON. TROUSDALE,
J. KNOX WALKER,
Committee of Arrangements.

OVERLAND MAIL ROUTE TO CALIFORNIA.

We copy from the Fort Smith *Herald*, of the 29th ult., the following communication addressed to that paper, by Mr. JOHN BUTTERFIELD, the contractor for the Overland Mail from Memphis to California. The suggestions which he makes will, we trust, arrest the attention of our Arkansas friends, who are solemnly interested in the success of this great postal enterprise:

NEW YORK, December 2, 1858.

DEAR SIR: You are aware that it was my intention to put steamboat packets on the Arkansas river last summer, but was thwarted by the lowness of the water. You are also aware that the impossibility of using the river was apparent to me at too late a period to allow of my stocking the line between Memphis, Little Rock and Fort Smith in time to commence mail service on the 16th of September, and was therefore compelled to make arrangements to have that service performed by others. The service thus unintentionally confided to others has not been of a grade not of a speed satisfactory to me, nor to the Post Office Department, and is entirely below the just expectations of the people of Arkansas, Texas and of the Indian country, as well as of the traveling community generally. That route from Memphis through Little Rock to Fort Smith, and then to Northeast Texas direct, is exceedingly important. I intend to put on to it a fine stock and first class coaches and spring wagons without delay; I intend that it shall be as well stocked as any route in the United States. Then, if the good people of Arkansas will do their duty manfully, that route through the centre of the State will be one of the greatest thoroughfares in the Southwest. It will be not only important to Arkansas, but to all the citizens of the South who are business in Arkansas, the Indian country, or Texas. That duty is to build a good turnpike road from Memphis to Little Rock, and thence to Fort Smith. Not a railroad, which, at $30,000 per mile, would cost $9,000,000 in money and ten years in time, but an old-fashioned, well drained dirt road, costing, at $300 per mile, only $90,000 in money, and 100 or 90 days in time.

It was in this way that New York, Pennsylvania, Maryland, Virginia, and other States, opened up to market the interior settlements. Afterwards followed canals and railroads. So in Arkansas. Let the Legislature pass a law, ordering the immediate construction of a great central turnpike road, appropriating $90,000, or $100,000, to pay for it. If the appropriation does not hold out, I doubt not, the planters, farmers, counties, villages, and merchants along the route will gladly contribute to its completion. I have seen a good many of your people, and I am not mistaken. *To a practical scheme*, they are as ready to contribute as any people in the world—at any rate, I intend to visit Little Rock and ask the attention of the Legislature to the subject. I have no fears from what I have seen of the people of Arkansas, that their Legislature will fail to give a candid hearing to a plain, old-fashioned business proposition, when pleading the necessity of a State thoroughfare, if Arkansas would secure a fair proportion of the trade, emigration and travel which Missouri will otherwise engross. The distance from Fort Smith to Memphis through Little Rock ought not to exceed three hundred miles, while the distance actually traversed by the Overland Mail Company, between Fort Smith and St. Louis, is four hundred and eighty-three miles, and, with *full loads*, is from one to two days quicker time. With a good turn-pike and using forty miles of railroad running west out from Memphis, we could travel the whole line in two days. When this is done, no State North or South can direct business from Arkansas; for the establishment of trade, emigration, and travel will promptly settle the country, increase values, and cause the railroad to be built at an early day.

Will you, sir, lend your influence and your aid to this enterprise? Will you explain to the people the importance of constructing a good road through the centre of the State, which everybody may travel free of charge forever, if they would promote settlements, multiply villages, increase trade and hasten the construction of a railroad? Will you tell them through your journal that Missouri has built 162 miles of road which will be increased by Christmas to 108 miles over which her people travel free, and reward for their enterprise, to attract the whole of the business of Western Arkansas, the Indian country lying to the west of it, and of Upper Texas, until the Central Road of Arkansas is opened? But do not misapprehend me. I do not desire to build up one State at the expense of the other. I wish to see them both prosper. If both rapidly fill up with people, our interests are promoted; if either remain stationary, we are injured inasmuch as our wages for the long period of six years are to be run entirely across both of these. Good roads, connecting our St. Louis route with the railroads north of the Ohio and our Memphis route with the railroads of the entire Southern States and with Washington City, are indispensible to the attainment of the object of the government in establishing the Overland Mail stages, viz: the extension, and easy communication with settlements between the Mississippi and California. Missouri is earnestly engaged on one route—will not Arkansas as earnestly labor, in order to develop its own great resources to perfect the other? This is a subject to be thoroughly considered, I have no doubt but wise and energetic action will follow. A great central road would be created before the end of June next.

I feel satisfied that I can so employ and direct the necessary labor as to secure the building of a good turnpike road across Arkansas as to make it available for the passage of $200 per mile, including the bridging of all streams not navigable, which would establish and maintain a mail-stage communication across the State, which shall please your people and satisfy the government of my country. And this, with God's blessing, I intend to do. From this point I shall proceed to Washington to detract my attention, to carry it out. I find good roads wanting; and to obtain good roads, I appeal to the good sense, to the interests, and to the public spirit of the people of Arkansas. With the aid of the public press, to clearly explain what will be *the effect upon Arkansas* if she does nothing, while Missouri is doing so much, I shall be disappointed if I am not able to drive four-horse stages of the first class, through central Arkansas, upon a good turnpike road, within the year 1859. I shall be disappointed if our horses and stages are left another year to slowly wallow and flounder in the oceans of sand in the alluvial bottoms of eastern Arkansas. Most respectfully,

JOHN BUTTERFIELD,
President Overland Mail Company.

Hon. JNO. F. WHEELER, Editor Fort Smith *Times.*

P. S.—Since writing the above, I have purchased a fine steamer, the *Jenny Whipple*, with which I shall leave in the early part of the week to establish and start the route, and hope, yet, to satisfy the people that if they will lend their aid to improve the roads, they will reap the benefits that they desire.

J. B.

Down and Up.

In the year 1849, a young man, who was rich and engaged in a lucrative business in Cincinnati, became enamored of a beautiful and amiable girl—the daughter, by the way, of wealthy parents—and after a brief courtship, married her. He loved her dearly. She loved him dearly. A future of happiness seemed in store for them; but evil days came, and after a brief but violent struggle with fortune, the young man became bankrupt. He was left without a dollar, and not without a hope. The gold mines in California were open to the venturous and to the industrious. He could leave his home and wife and little children behind them, and, with *full heads*, in from one to two days quicker time. With a good turn-pike and using forty miles of railroad running west out from Memphis, we could travel the whole line in two days. When this is done, no State North or South can direct business from Arkansas; for the establishment of trade, emigration, and travel will promptly settle the country, increase values, and cause the railroad to be built at an early day.

Will you, sir, lend your influence and your aid to this enterprise? Will you explain to the people the importance of constructing a good road through the centre of the State, which everybody may travel free of charge forever, if they would promote settlements, multiply villages, increase trade and hasten the construction of a railroad? Will you tell them through your journal that Missouri has built 162 miles of road which will be increased by Christmas to 108 miles over which her people travel free, and reward for their enterprise, to attract the whole of the business of Western Arkansas, the Indian country lying to the west of it, and of Upper Texas, until the Central Road of Arkansas is opened? But do not misapprehend me. I do not desire to build up one State at the expense of the other. I wish to see them both prosper. If both rapidly fill up with people, our interests are promoted; if either remain stationary, we are injured inasmuch as our wages for the long period of six years are to be run entirely across both of these. Good roads, connecting our St. Louis route with the railroads north of the Ohio and our Memphis route with the railroads of the entire Southern States and with Washington City, are indispensible to the attainment of the object of the government in establishing the Overland Mail stages, viz: the extension, and easy communication with settlements between the Mississippi and California. Missouri is earnestly engaged on one route—will not Arkansas as earnestly labor, in order to develop its own great resources to perfect the other? This is a subject to be thoroughly considered, I have no doubt but wise and energetic action will follow. A great central road would be created before the end of June next.

I feel satisfied that I can so employ and direct the necessary labor as to secure the building of a good turnpike road across Arkansas as to make it available for the passage of $200 per mile, including the bridging of all streams not navigable, which would establish and maintain a mail-stage communication across the State, which shall please your people and satisfy the government of my country. And this, with God's blessing, I intend to do. From this point I shall proceed to Washington to detract my attention, to carry it out. I find good roads wanting; and to obtain good roads, I appeal to the good sense, to the interests, and to the public spirit of the people of Arkansas. With the aid of the public press, to clearly explain what will be *the effect upon Arkansas* if she does nothing, while Missouri is doing so much, I shall be disappointed if I am not able to drive four-horse stages of the first class, through central Arkansas, upon a good turnpike road, within the year 1859. I shall be disappointed if our horses and stages are left another year to slowly wallow and flounder in the oceans of sand in the alluvial bottoms of eastern Arkansas. Most respectfully,

JOHN BUTTERFIELD,
President Overland Mail Company.

Hon. JNO. F. WHEELER, Editor Fort Smith *Times.*

P. S.—Since writing the above, I have purchased a fine steamer, the *Jenny Whipple*, with which I shall leave in the early part of the week to establish and start the route, and hope, yet, to satisfy the people that if they will lend their aid to improve the roads, they will reap the benefits that they desire.

J. B.

Down and Up.

In the year 1849, a young man, who was rich and engaged in a lucrative business in Cincinnati, became enamored of a beautiful and amiable girl—the daughter, by the way, of wealthy parents—and after a brief courtship, married her. He loved her dearly. She loved him dearly. A future of happiness seemed in store for them; but evil days came, and after a brief but violent struggle with fortune, the young man became bankrupt. He was left without a dollar, and not without a hope. The gold mines in California were open to the venturous and to the industrious. He could leave his home and wife and little children behind them, and, with *full heads*, in from one to two days quicker time. With a good turn-pike and using forty miles of railroad running west out from Memphis, we could travel the whole line in two days. When this is done, no State North or South can direct business from Arkansas; for the establishment of trade, emigration, and travel will promptly settle the country, increase values, and cause the railroad to be built at an early day.

Will you, sir, lend your influence and your aid to this enterprise? Will you explain to the people the importance of constructing a good road through the centre of the State, which everybody may travel free of charge forever, if they would promote settlements, multiply villages, increase trade and hasten the construction of a railroad? Will you tell them through your journal that Missouri has built 162 miles of road which will be increased by Christmas to 108 miles over which her people travel free, and reward for their enterprise, to attract the whole of the business of Western Arkansas, the Indian country lying to the west of it, and of Upper Texas, until the Central Road of Arkansas is opened? But do not misapprehend me. I do not desire to build up one State at the expense of the other. I wish to see them both prosper. If both rapidly fill up with people, our interests are promoted; if either remain stationary, we are injured inasmuch as our wages for the long period of six years are to be run entirely across both of these. Good roads, connecting our St. Louis route with the railroads north of the Ohio and our Memphis route with the railroads of the entire Southern States and with Washington City, are indispensible to the attainment of the object of the government in establishing the Overland Mail stages, viz: the extension, and easy communication with settlements between the Mississippi and California. Missouri is earnestly engaged on one route—will not Arkansas as earnestly labor, in order to develop its own great resources to perfect the other? This is a subject to be thoroughly considered, I have no doubt but wise and energetic action will follow. A great central road would be created before the end of June next.

I feel satisfied that I can so employ and direct the necessary labor as to secure the building of a good turnpike road across Arkansas as to make it available for the passage of $200 per mile, including the bridging of all streams not navigable, which would establish and maintain a mail-stage communication across the State, which shall please your people and satisfy the government of my country. And this, with God's blessing, I intend to do. From this point I shall proceed to Washington to detract my attention, to carry it out. I find good roads wanting; and to obtain good roads, I appeal to the good sense, to the interests, and to the public spirit of the people of Arkansas. With the aid of the public press, to clearly explain what will be *the effect upon Arkansas* if she does nothing, while Missouri is doing so much, I shall be disappointed if I am not able to drive four-horse stages of the first class, through central Arkansas, upon a good turnpike road, within the year 1859. I shall be disappointed if our horses and stages are left another year to slowly wallow and flounder in the oceans of sand in the alluvial bottoms of eastern Arkansas. Most respectfully,

JOHN BUTTERFIELD,
President Overland Mail Company.

Hon. JNO. F. WHEELER, Editor Fort Smith *Times.*

P. S.—Since writing the above, I have purchased a fine steamer, the *Jenny Whipple*, with which I shall leave in the early part of the week to establish and start the route, and hope, yet, to satisfy the people that if they will lend their aid to improve the roads, they will reap the benefits that they desire.

J. B.

Correspondence by the Overland Mail.

FORT CHADBOURNE, Dec. 21, 1858.

EDITORS OF APPEAL: As express from the station at the head of Concho, ninety-seven miles from here, arrived night before last, with the intelligence that the Indians had stampeded all of the stock of the Overland Mail Company, at that place, on the 17th. They got in pretty good haul; twenty-one mules and six horses. Several shots were exchanged between them and the herders, but without any damage being done on either side; there were sixteen Indians, all well mounted and armed, and only two herders. The men at the station rushed out with their guns, but, being on foot, they could not get in shooting distance of the Indians.

This is the second station that has been robbed by the scoundrels. They took six mules and one horse from the first, making in all thirty-four head they have taken. Fortifications stock enough to run the mails, unless some other stations beyond the Concho has been robbed, and there will be no delay yet; but I cannot stand many such grabs.

I do think it marvelously strange that the Government does not afford us some protection, they have the forces, and I think they ought to establish several posts along the line of this mail. It is the most important mail stage route in the United States, and unless it is protected the money appropriated for carrying it, and the object—the settlement of the country—for which it was established, will be a loss and a failure.

There was a company of Cavalry here which could have gone out in pursuit of Indians when they committed any depredations, but they have been ordered away, and a company of Infantry sent in their place, and as they have nothing but a few old muskets, with which to hand their fuel, etc., the commanding officer cannot send out a scout. This the Indians are smart enough to know, and unless there is a change soon, I apprehend great difficulty with them.

TOBY, &c. G.

THE ARRESTS IN IRELAND.

A second edition of the Cork *Reporter* announces that on the morning of the 7th December, fifteen prisoners, charged with being members of an illegal society, arrived by the Bandon train, under the escort of a large body of police. The captured seemed to be all young men of respectable position in society. Twelve of them are from Skibbereen, and three from Bantry. The capture was effected on Wednesday night, when most of the parties were in bed. They are charged with being members of the Phenix Society, and the informations have been sworn against them by one of their own body, (the old story,) a person named Sullivan. The object of this confederation is said to have been for the purpose of obtaining an invasion of Ireland by American filibusters. The following dispatch, dated Cork, on the night of the 7th, gives a few extra particulars:

"Fifteen young men were to-day committed to the Cork county jail, on a charge of being connected with an illegal society, called the Phenix Club. They are principally from Skibbereen and its neighborhood, and all seem to belong to classes above the common peasantry, being well dressed, intelligent looking, and apparently well educated. Their names are, Marty Downing, Jeremiah Donovan, Marty Moynahan, Daniel McCarthy, Jeremiah Driscoll, Eugene McCarthy, Dennis Downing, Timothy Downing, Patrick Downing, James Stack, Thomas O'Shea, Wm. O'Brien, Jeremiah Cahane, Dennis Sullivan, and Timothy McCarthy. Three of them are said to be clerks to a well-known solicitor of high standing in Skibbereen; another is a clerk in a brewery; and all of them of some occupation or pursuit which indicates the possession of at least a good English education. What the nature of the evidence against them is, has not transpired, as whatever investigation took place has been private, but there seems to be little doubt that in the western part of the county of Cork this illegal club or society counts a great many adherents, and the authorities there have been for the last few months on the qui vive. It appears, also, that the prisoners are charged with illegal drilling with fire-arms, pikes, and other weapons, so that their designs, however foolish and insane, must be of a treasonable and wicked character, and require the exercise of energy and vigilance on the part of the authorities to suppress them before serious mischief may arise from them."

In a letter received on the 4th inst., from New York, by a person in Clonmel, the following startling passage,* says a local paper, occurs: "I am sorry to tell you I will not be able to carry out your suggestion to visit the old country with the Sixty-Ninth Irish American, owing to the liberality of the British Government, so many men carrying arms would not be allowed to land in Ireland."

LETTER FROM MEMPHIS.

Correspondence of the N. O. Picayune.]

GAYOSO HOUSE, MEMPHIS, TENN., December 21, 1858.

While the Mississippi, noble old "Father of Waters," is tossing about like one mad, and shaking his heavy head at the defiant bluff, I have concluded to let the quietly down stream you a few "notes." Not I won't say "notes." Everybody writes "letters" and I'll just give you a batch of "items." My house, far away in the old North State, "the good old North State," is nevertheless brought so near by the completion of the three hundred miles connecting and linking together the Mississippi and the Atlantic seaboard, that I hardly feel myself away from home, and the perfection of this great and glorious enterprise is a subject of deep gratulation.

The blue majestic hills of Virginia are almost in sight of the flat, muddy bottom of the Mississippi. The grand and noble old peaks of Otter, isolated as they are from the great mountain family, are looking over towards the Rocky Mountains, feeling, no doubt, (if mountains can feel—which I suggest as a question for some village debating society,) as does the traveler when gazing from their dizzy heights, elevated far above the general mass of surrounding objects.

From my home in the old North, I reach the flourishing city of Petersburg, in a few hours. There, at few o'clock A. M., I take the cars of the Petersburg and Lynchburg railway, and in three hours are joined to Lynchburg by the vast number of travelers from the Northern and Eastern cities who, having come through Washington and Richmond, flow along—like a mad "Broadway" current—westward. At Lynchburg, 123 miles from Petersburg, I take my seat in one of the handsome and comfortable cars of the Virginia and Tennessee railway to Bristol, a distance of 204 miles, through the grandest mountain scenery in the world. At Bristol I step into the cars of the East Tennessee and Virginia railway, and in a few hours, after a pleasant ride—part in the night and part in the morning—I reach Knoxville a little after nine o'clock A. M., a distance of 130 miles. Here I stow myself away on the East Tennessee and Georgia cars, and early in the afternoon am at Dalton, having traveled 110 miles. Here I take the Western and Atlantic cars to Chattanooga, 38 miles, where I take the Memphis and Charleston cars about 400 miles to this place, arriving to dinner on the third day after my departure from Petersburg, and making the entire trip in less than *two days and a half*, over pleasant roads, in comfortable cars, and through a grand and delightful country. That's what I call "going it" in the right way, and even an English cockney or a dyspeptic American (and he is one, I believe, universally conceded to be the hardest people in the world to please—*here*) would break out in raptures with the pleasure and speed of the trip and the attention of the officers on the entire line. A man eats, too, sometimes, and—shall I confess it—I am a little hard to please in such matters, and yet I found such entirely unexceptionable eating-houses on the line that I couldn't get the least chance to grumble.

This is emphatically, "the Southern Line," and, as it connects with New Orleans at Grand Junction, via Mississippi Central Railroad, and the stage line of Messrs. Sloan & Co. (which enjoys and is worthy of a high reputation), it forms a great thoroughfare between New York and New Orleans. All this I write simply as a matter of information, which, before experience imparted it to me, I should have thanked any one for.

As I intended at the outset, the Mississippi is rising very rapidly at this point, and there is some talk of such a thing as a repetition of last summer's freaks. I hope, however, it is—like some political speeches I've heard—"all talk," though, I tell you, matters look very promising up this way for a "grand affair" of the overflow kind.

Memphis is pretty full of cotton, though it is selling rapidly, and seems to be going off nearly as fast as it is received. Up to this time she is second only to New Orleans in point of cotton receipts, and there is no telling who will be ahead at the close of the season, though, as a good deal of cotton will pass down afterwards to New Orleans, it is fair to presume she will maintain her present precedence. Every train of freight cars and almost every boat that arrives is heavily laden with cotton, and I noticed along the railroad large quantities still awaiting shipment.

There is surely a good deal of cotton in the country, and the planters will have more money in a short time than they can shake a stick at"—if you will pardon the vulgarism.

I am at the Gayoso, one of the most magnificent hotels in united America, or any where else. Col. M. Cockrill is proprietor, Mr Knowlton, chief clerk, and Mr. Wm. Dostan, caterer, and these gentlemen, together with all the other officers, are the *sine qua non*. A more perfect and better managed establishment I never saw, though I cherish a favorable recollection of the old St. Charles of by-gone years.

But enough I will write you again; and as now I'm close. This letter is already longer than I intended, though I offer no apology for it in any way or on any account. JOE.

Modern Enterprise--A Glance at the Cyclopean Projects of the Day.

From the New York Herald.]

The fabulous works of the Cyclopean race that peopled the earth in the ages after the Flood are far outdone by the real works of men of the present age. The giants have to yield the palm to the pigmies. The Pyramids, and those vast ruins that attest the energy and power of the nations that have passed away, are now completely eclipsed by the great and practical works which the mind and industry of the modern nations have achieved, or on which they are now engaged.

It is difficult to realize the immensity of the projects which occupy the attention of the people of to-day, and still more difficult is it to have an adequate idea of the great works that have been completed. If we only look at the single matter of railroads, and see the monuments that the present generation has raised to its industry in the network of these iron ways of intercommunication which it has spread over the two continents, we will begin to appreciate the enterprise, intelligence, wealth and power of the world of this age. And if we turn from that which has been done, and regard only those works that are now in progress, or that have not yet advanced beyond the sphere of projects, we will see that other all that we have done we are on the threshhold of still greater things to be done.

To enable our readers to appreciate the magnitude of modern projects, we have prepared and publish in our columns to-day a review, necessarily incomplete, of the vast works on which the labor and capital of the men of to-day are being expended, or are about soon to be expended. Although they embrace only works that are familiar to our readers, and do not extend to any of those projects that are being considered or carried out in those quarters of the world that are outside of the ordinary range of our influence and observation, their estimated cost amounts in the aggregate to no less than seven hundred and twenty millions of dollars. The following are the works or projects that we have specially referred to:

Pacific Railroad—half a score on lines	$400,000,000
" one British line	150,000,000
Suez Ship Canal	40,000,000
Nicaragua Ship Canal	20,000,000
Niagara Ship Canal	10,000,000
Lake Erie and Hudson Canal	10,000,000
Florida and Georgia Ship Canal	10,000,000
Lake Champlain and St. Lawrence Canal	5,000,000
Ohio Falls Canal	3,000,000
Tehuantepec Road	10,000,000
Honduras Railroad	7,000,000
Central Mexican Railroad	15,000,000
The Vienna Bridge over the St. Lawrence at Montreal	10,000,000
Alps Tunnel	10,000,000
Hoosac Tunnel	2,000,000
Atlantic Telegraph	1,000,000
Atlantic and Pacific Telegraph	1,000,000
Grand total	$720,740,000

This table suffices of itself to give an idea of the immense activity of the age. We have enumerated only some score of great enterprises and yet they require for their execution the employment of a vast number of hundreds of millions of dollars. The picture that this presents to the mind is too sublime for criticism. We leave our readers to contemplate it at their leisure.

THE POPULAR SOVEREIGNTY BILL.

The following is the bill relative to the Territories, introduced into the House by Mr. Morris, of Illinois:

A bill for an act granting to the people of the several organized Territories of the United States the right to provide, through their respective Legislatures, for the appointment or election of their Governors, Judges, and all other Territorial officers, in such mode or manner as their respective Legislatures may by law determine, and to define their powers and prescribe their duties: *Provided*, That nothing herein contained shall be so construed as to interfere with the right of the existing officers in said Territories, or those that may be hereafter appointed by the President, to hold their respective offices until their successors are appointed or elected, and qualified in pursuance of the laws of said Territories.

Sec. 2. The people of the Territories hereafter organized by act of Congress shall be vested with the same right and power of appointing or electing their Governors, Judges, and all other Territorial officers, and defining their powers and prescribing their duties, which, by the provision of the foregoing section, are conferred on the people of the Territories now organized.

Sec. 3. That all suits and causes of action in the said Territories, arising under the Constitution and laws of the United States, shall be tried as near as may be, and in such manner as Congress may by law provide.

Sec. 4. That the people of any Territory of the United States now or hereafter organized, or which may hereafter be organized, are hereby authorized and empowered to call a Convention and frame a Constitution preparatory to admission into the Union, in the same manner as the Legislature may by law prescribe. *Provided*, That application for such admission to the Union shall not be made until the population of such Territory shall be sufficiently numerous to entitle it to one Representative in the House of Representatives on the basis of apportionment of representation established by Congress for the several States. *And provided further*, That no such application shall be received or entertained by Congress until the Constitution framed for said Territory shall be submitted to the people thereof, by a direct vote, for their approval or rejection, and shall have been approved by a majority of the legal voters of said Territory. *And provided further*, That nothing herein contained shall operate against the immediate admission of Kansas and Oregon into the Union.

Sec. 5. All acts and parts of acts coming in conflict with this act be and the same is hereby repealed.

DIED.

At MEMPHIS, Florida, on the 21st December last, Dr. L. M. CHASE, of this city.

Dr. Chase had been for many years a citizen of Memphis, and was universally respected and esteemed by all who knew him. He was a young man of much promise in his profession, and it is doubt this community has lost a most worthy citizen.

TO EDITOR OF EVANGELIST:—"My age is sixty. One year ago, my hair was very gray, and had gradually fallen until it had become thin. I commenced using Mrs. S. A. Allen's World's Hair Restorer, and also the Zylobalsamum; now my hair is RESTORED TO ITS ORIGINAL COLOR, and ceased to fall."

REV. M. THACHER,
Pilcher, Chenango Co., N. Y.

PREST'T J. H. EATON, L. L. D., *Murfreesboro, Tenn.*—"Notwithstanding irregular use of Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum, the *falling off of hair ceased* and my gray locks were restored to their original color."

REV. C. A. BUCKLER, Tres's Am. Bible Union, N. Y.—"I very cheerfully add my testimony to that of numerous other friends.

REV. H. Y. DEGEN, Editor "Guide to Holiness," *Boston, Mass.*—"That Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum promotes the growth of the hair where baldness had commenced, we have the evidence of our own eyes."

REV. E. B. PETTICK, Ed. "Presbyterian Witness," *Cin. O.*—"Have had opportunity, and become satisfied of the merits of Mrs. S. A. Allen's preparation for the hair."

REV. E. R. FAIRCHILD, D. D., Cor. Sec. Am. and For'n Ch'n Union, *N. Y.*—"I take pleasure in commending Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum."

REV. MESS. E. C. ANDRUS, late Missionary to Hayti, now of *Martinsburg, N. Y.*—"I have derived much benefit from the use of Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum."

REV. S. B. MORLEY, *Williamstown, Mass.*—"The effect of Mrs. S. A. Allen's preparations has been to change the 'Crown of Glory' belonging to old men to the original hue of youth."

REV. W. PORTEUS, *Sharrick, O.*—"Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum, has met my most sanguine expectations."

REV. J. A. H. CORNELL, Cor. Sec. Bd Ed'n R. D. Ch. *N. Y.*—"Mrs. S. A. Allen's World's Hair Restorer and Zylobalsamum, I am happy to say, prevented the falling off of the hair, and restored it from being gray to its original color."

REV. J. A. WEST, *No. 6, Washington Place, Brooklyn, N. Y.*—"I thankfully acknowledge the use of Mrs. S. A. Allen's preparations in curing my baldness and grayness."

REV. A. WEBSTER, *Ed. Ch'n Era, Boston, Mass.*—"I have used Mrs. S. A. Allen's preparations to my entire satisfaction—I any now neither bald nor gray."

We might add name after name of equal standing as foreging from all parts of U. S., and even some from Europe, such as Rev. W. R. TAGENELOL, Prescot, England; Rev. JAS. MCFARLANE, Esopus, N. Y.; Rev. B. BRICE, Newmarket, Ill.; Rev. C. M. KLINCK, Lewistown, Pa.; Rev. J. F. GRIEWOLD, Washington, N. H.; Rev. J. P. TUSTIN, Charleston, S. C.; Rev. WM. CUTTER, Ed. Mother's Mag., N. Y.; Rev. JAMES HOYT, Orange, N. J.; Rev. JAMES P. STONE, Greensboro, Vt., Rev. E. EVANS, Delhi, O.; Rev. WM. R. DOWDS, Howard, N. Y.; Rev. GEO. M. SPRATT, Agent Penn. Bap. Pub. Soc., L