Daily Appeal.

MEMPHIS.

SATURDAY, JANUARY 15, 1859.

Largest Circulation in the City.

Reading Matter on Every Page.

The Official Journal of the City.

CHIEF OF THE FIRE DEPARTMENT.

We told before our readers a few days ago, some suggestions respecting the establishment of a company of Fire Guards in this city, whose chief duty would be to watch over property that is necessarily exposed during conflagrations; there is another addition to the Department which might be made with very great advantage—that is a Chief of the Fire Department. Firemen are well aware of the fact that the companies at a fire are much in the situation of an army before an enemy. On such occasions personal courage and individual enterprise and effort are not alone sufficient to achieve what a good tactician always aims to secure—the most complete victory possible, at the least possible cost. To obtain this the various regiments or companies must not only work well themselves, but must also assist what is doing by other companies. In other words, there must be a general plan of operations, by which the efforts of the whole shall be so skillfully combined as to bring about, in the quickest possible time, and with the least possible injury to persons and property, the result aimed at. To do this, it is clear that the Fire Department needs a Chief, precisely as an army does a General, so that while the different officers direct the different divisions, one mind plans operations, directs where each company shall be stationed, and decides what particular portion of the work it shall do.

To make this better understood, let us suppose a building on fire at the corner of a block, and no wind blowing. To throw water at the corner and drive the flames back from the burning building, would be to expose the houses running both ways from the corner to destruction. The right way would be to drive the fire from the rear towards the corner. If there was a high wind, however, a different plan would have to be pursued; and if there was explosive or very combustible matter in any particular direction, that would have to be taken into account in forming the plan of proceedings. How can the different companies, arriving at different times at the place of conflagration, ascertain each for itself these and other necessary particulars, and thus set to work just in such a manner as to render the very highest amount of service they are capable of, while they are at the same time co-operating with other companies employed with them? It is manifestly impossible. That our gallant companies render excellent and most useful service, even under the disadvantages of the present system—or rather no system—we have pleasure in acknowledging. What would they then do with a more complete mode of operation, such as would be secured by the aid of a chief, whose duty it would be, on the first tap of the bell, to mount his horse and ride to the locality of the fire and ascertain such particulars as are most essential, then, as the companies come up, assign each its place, point out its particular portion of the work to be done, leaving it to the officers of the company to see that their men performed the duty allotted to them in the most efficient manner? By this means all would be working harmoniously on one general plan, and the difficulties resulting from contradictory orders, or ignorance of what the general disagreements would be greatly decreased, if not altogether destroyed.

But this would not be all. As the duty of the chief would be to overlook the others without touching a brave or base himself, he would watch over the safety of those at work, warn them of danger from tottering walls and beams, or from explosive substances, or otherways. In disputes between the companies he would act the peacemaker, having authority in every company, yet belonging individually to none. He would be the perpetual representative of the companies to Council, making known their wants and advocating their interests. The various companies would always find in him an adviser, and a friend, and Council would have a certain and trusty medium of communication with the whole Department. Many considerations we have not adverted to, however, will strike the general reader in proof not only of the usefulness, but of the necessity of having a Chief of the Fire Department in this city.

The Great Railroad Meeting at Memphis.

The Helena Southron has the following notice of the great railroad meeting which takes place in this city on the 7th of February next. We would be glad to receive and welcome our Helena friends on that occasion:

RAILROAD CONVENTION AT MEMPHIS.—The whole country is aroused to the great Pacific Railroad, and blessed will be the people who get or live near this road. The beautiful rose, whose fragrance of night gather, by a mysterious nature perfumes the circumambient air, and so will this railroad scatter its blessings among the people who may be so fortunate as to reside within fifty miles of the great Mississippi. There will be a large convention at Memphis, on the 7th of February, to take steps to make the commencement of the Pacific road to Arkansas, opposite Memphis. We hope that the Mayor of Helena will appoint a number of delegates from this city, or that the citizens will hold a meeting and choose delegates.

SENATOR DOUGLAS AND SIDDELL.—A dispatch to the Associated Press of St. Louis, dated Washington, January 11th, says:

Mr. Douglas replies to Slidell in the Senate, to Mr. Slidell's publication, in which he says: "It is not true that I have authorized or countenanced anonymous attacks upon him. It is true, however, that when the fact was first brought to my notice that Dr. Brainard, a federal office holder, and my enemy, had caused a publication to be made in behalf of the Lecompton party of Chicago, a base fabrication, in which the name of the Hon. John Slidell is the authority for its truth, I denounced it as such a calumny to deserve no attention, and advised my friends that it should be copied and circulated for the purpose of showing the base means employed to defeat my election, and also with the view of drawing forth such disclosures as would expose to the public contempt the real author of the calumny, which object has been fully accomplished by the letter of Mr. Slidell."

COLD WEATHER IN NEW YORK.—The mercury fell to twenty-nine degrees below zero in New York on Monday last—the coldest weather experienced in that city during a period of seventy years. The papers mention, as a very remarkable effect of this sudden cold snap, that upon the bay and rivers "a thick cloud of steam was seen all day, looking as though a thousand boilers were letting their steam escape. The temperature of the air was so much lower than that of the water, that vapor ascended from the surface as though the Gulf Stream, with its tepid billows, had suddenly made a divergence through Long Island Sound into the Bay of New York. Many persons were severely frozen, and even death was the result in some instances.

CRAYTHUGARE AT LISBON.—A correspondent of the New York Times describing the recent earthquake at Lisbon, says the shock lasted one minute and four seconds. The theater Dona Maria Segunda was so much injured that it will have to be rebuilt. The writer says of the occurrence: "I can give you no idea of the sound (besides the creaking and groaning of all the timbers, there was a rumbling beyond the noise of any machinery I have ever heard, and through the air the roar of a mighty rushing wind, though not a breath stirred."

☞ The name of the Virginia State Senator, whose arrest upon charges of forgery and swindling we noticed a few days ago, is George E. Dunnale, of Rockingham. The affair caused the greatest excitement throughout the county. He has represented the District composed of Rockingham and Pendleton counties for the last eight or ten years, and there was some talk of running him for Congress. His wife accompanied him to prison, and remained there with him.

☞ Francis C. Wemyss, a retired actor and manager, died in New York on Wednesday. He was one of the neighbors of the New York Dramatic Fund Association. His death was sudden, he having passed the evening of the night on which he died in reading poetry to his children.

THE WINCHESTER CASE.—A dispatch from Washington announces the decision by the Supreme Court of the Winchester case against their claim. It is understood that this decision settles the questions in controversy as to the lots in the Ramsey grant, and as to all the lots and lands in the Rice grant.

☞ The American Courts is the most successful county of modern days. It has been played at Laura Keene's Theater, in New York, over twelve weeks, and at the Arch Street, in Philadelphia, between seven and eight, and is still attracting crowded houses.

☞ Two new Cardinals were to be appointed by the Pope in December, one of whom, it is stated, will be an American—the Archbishop of Baltimore.

☞ Senator Douglas, it is said, has accepted an invitation to a public dinner in Baltimore, at which there is to be a representation from every county in Maryland.

MISSISSIPPI NEWS.

THE GUBERNATORIAL NOMINATION.—The Oxford Mercury has a long article on this subject, the concluding paragraphs of which we extract as follows:

We claim, then, for the people of North Mississippi the right to name the next Governor—a right which, considering that they have not had that office bestowed upon one of their number for the long period of ten years—embracing five terms—is undeniable.

There is perhaps no man among us who so thoroughly possesses the confidence of the people as the Hon. John F. Cushman. That he would make an excellent Chief Magistrate; fulfill all the requirements of the office; be the Governor of the whole State, and show no favoritism to any section; and that he would reflect honor not only upon those who honored him, but give the State a name throughout the Union which she never possessed before—is freely admitted by all who know him well. He is one of the purest men that ever lived; and never could the mantle of Governor fall upon one more worthy to wear it.

BRUTALITY.—On Saturday night last, two negro men—one the property of Col. James Brown, and the other a slave of Rev. William Berryman—left Panola, on the Panola road, about four miles from this place, were overhauled and beaten numerically by a couple of white men, whom they could not recognize. The men also took the saddles and bridles off the mules and turned them, and cut the ears off of one of the mules. Malice towards one or both the politicians named is supposed to have been the cause of the outrage.—*Oxford Mercury.*

The same paper has the following:

AN INHUMAN WRETCH—RARE.—The citizens of Water Valley were greatly exasperated one day last week, by a brutal act of an Irishman upon the person of a little girl. The Irishman, who is employed at a hotel, and on Wednesday decoyed a little daughter of the landlord into his room, where he forcibly violated her person! He was taken to Coffeeville and placed in jail.

NEGROES TO BE HUNG.—On the 8th inst., two negroes in Holmes county—Dick, who has been in prison for three years, has made a full confession. Joe, who was convicted for assault with intent to kill, will likewise suffer the penalty of the law.

EXCITEMENT AT BLACK HAWK, MISS.—A correspondent of the Yazoo *Democrat*, writing from Black Hawk, on the 4th inst., says:

Black Hawk and its immediate vicinity have been in a state of high excitement. It appears that a young gentleman, some twenty-two years of age, died a short time since, and shortly after the interment it was discovered that the grave had been disturbed. Steps were immediately taken to arrest the vampire who had violated the sacred resting-place of the dead. A runaway negro wagtaken; about his person was found a hand of the deceased, which had been severed from the arm. It seems that this negro, in addition, which commands the entire belief of the negro, that if they carry about them, when running away, the hand of a white man, they will never be taken—that it invests them with a peculiar charm, which renders it impossible to "graff" them with dogs. This is not the first instance, even in this county, of a negro desecrating the grave to procure the hand of the white. It is to be hoped that this human hyena was hanged to the first accessible limb of a tree. Such offenders should be dealt with summarily, and not be tainted to the delay incident to a regular prosecution.

A correspondent of the same paper, signing himself "Yazoo Farmer," urges the nomination of the Hon. T. J. Hudson as the Democratic candidate for Governor.

THE COTTON POWER.

At a recent meeting of the Cotton Planters' Association, held in Macon, Georgia, an interesting report was read upon this subject, prepared by a committee consisting of John H. Rogers, Messrs. Davis, Hillman, Rumph and Belvin. The resolutions were: represent the commercial value of the staple. To estimate the influence of cotton upon the commerce of the world, we must remember, that imports are always equal to exports. The estimate of Mr. Marcy, while Secretary of State, in his report in obedience to a resolution of the House of Representatives, was, that three-fourths of the cotton of the world was produced in the United States. From the same report it is seen that the value of all the cotton of the United States is, in round numbers, $100,000,000. Add to this $33,000,000 as the amount produced in the other cotton-growing countries in the world, and we have $133,000,000 worth as the average production of the world. Now suppose that $33,000,000 worth be retained, for the purpose of home manufacture—this is about the amount, from the best data before us—this will leave $100,000,000 to be exported. But imports are always equal to exports, so that the country shipping the $100,000,000 worth of cotton will receive in return $100,000,000 worth of other articles. Here, then, is $200,000,000 given to commerce. But this manufacture of the remaining three-fourths of this cotton, turn it into cloth, thereby increasing its value, say six times (which, however, is below the mark usually given), and we have $600,000,000 added to commerce yearly.

But the $400,000,000 worth of commerce cannot be carried on without the means of transportation. We then can calculate the vast amount that must be expended in making facilities for the transportation of $400,000,000 worth of produce, the value which finds its way to the remotest parts of the civilized world. The mind is almost overwhelmed in the vast length, breadth, and depth, this may be called another muscle in the giant arm of the "Cotton Power."—*De Bow's Review.*

Returning Disabled Army and Marine Corps Officials.

This bill recently reported by the Senate's Committee on Military Affairs, to promote the efficiency of the Army and the Marine Corps, by retiring disabled officers, and about which a good deal of public interest is manifested, provides as follows:

First. That a commissioned officer, incapable of performing duty, shall be withdrawn from active service, and from the line of promotion, and shall be placed on a retired list. He is still to receive the proper pay of the rank he held at the time of his retiracy, whether by staff or regimental commission, together with the service rations, and the allowance (as provided by law) for one servant. If the disability be the result of a wound received in action, his pay and allowance are to be that of the highest rank to which he has attained, by brevet or otherwise.

Second. The officer next in rank to the retired officer, is to be promoted to fill the vacancy occasioned by his retiracy; and the vacancies of lower rank, arising by absence, in consequence, are to be filled by the same rule of promotion.

Third. There is never to be on the retired list, at one time, more than seven per centum of the whole number of the officers of the army, as fixed by law.

Fourth. Whenever an officer is to be retired on the ground of incapacity, by his own desire, by reporting himself unable to perform a duty to which he is ordered, or when the President shall regard him incapable of performing active service, that a board shall be ordered, consisting of superior rank, if practicable, shall investigate the case. If this board shall find that the disability arises from exposure, wounds, &c., &c., incurred in the performance of duty, or from causes not attributed to vicious habits, then the officer is to be placed on the retired list. If the disability is traceable to vicious habits, then a court martial is to be ordered to try the officer on the charges and specifications alleged against him, without reference to the time when committed.

Fifth. The officer may be withdrawn from the retired list and placed in active service, if he becomes able to perform it, but he is to receive the pay and emoluments of the grade which he held at the time of his retiracy.

ACQUISITION OF CUBA.—A despatch from Washington gives the following as the substance of the Resolution recently offered in the U. S. Senate by Mr. Slidell, of Louisiana:

WHEREAS, the Island of Cuba, geographically possesses a commanding influence over the large and annually increasing trade, both foreign and coastwise, of the Mississippi valley.

WHEREAS, the island, in its present colonial condition, must constantly be a source of injury and annoyance, endangering the friendly relations between Spain and the United States, and the aggressions of its local authorities upon American commerce and citizens, for which tardy redress can only be had by circuitous demands of Spain. And whereas, in the opinion of Congress, in accordance with the views of the Presidents, the last means of settling existing and removing future difficulties, it is expedient that negotiations for the purchase of the island should be renewed. Therefore,

Resolved, That $30,000,000 be placed in the President's hands for expenditure, either from the cash in the Treasury, or be borrowed on 5 per cent; bonds of $1,000 each, redeemable in from 12 to 20 years.

THE WRECK OF THE STEAMER VANDERBILT.—The Boston papers have the details of this disaster, which occurred at Rock Point, on the trip from New York on Monday night. The *Traveller* says:

The place where the wreck occurred was within ninety rods of the extreme point of Fisher's Island; had she struck on that point, the steamer would inevitably have sunk and carried down with her a large number of the passengers, of whom there were 72 on board, including 19 ladies. The storm in which the wreck is described by an old and long experienced officer upon the Sound steamers, as one of the most terrific he ever experienced. The passengers all reached the land in safety, and, after a day and night's detention in the place, were taken off by the United States Marshal, who, with his men, had gone to the place. The *Vanderbilt* will be a total loss, though the machinery may be saved. She is valued at $100,000, and not insured. The cargo will be saved in tolerably sound condition.

CONGRESS.—The distant public may rest assured that the balance of the current session of Congress is destined to be the most industrious one known in the history of the country. While something may be done in the very universal condemnation of their act in rendering upon the recent recess, uttered by the press in all quarters of the country, it is superfluous to extra efforts of labor on the part of the members, it is also very true that since they first came together on the first Monday of last month, they have labored with far more application to business—consumating far more than ever before so early in the session. They have worked in this respect, and are doing the work far more systematically during the remainder of it, than ever before.—*Washington Union.*

☞ Ripe strawberries, grown in the open air, made their appearance in the Charleston market on Monday last. So says the Courier.

LETTER FROM COAHOMA COUNTY, MISSISSIPPI.

Defend by the People!—An Attempt to Force the Nomination of the "Yazoo Plot"—Forcible Expulsion of the Intruders Beat from the Pass—Tunnel the River from whence it came—Confidence of the People in the Success of the Levee System—Active Preparations for Large Planting in the District lately Submerged by the C. R.

COAHOMA CO., MISS., January 12, 1859.

EDITORS APPEAL: To our great satisfaction your journal ever takes a lively interest in what relates to the welfare of the people of our State. Indeed the APPEAL is regarded here quite as a Mississippi paper; its sterling Democracy making it a favorite with the majority, and its other virtues rendering it acceptable to the few, whose political faith may not coincide with its teachings. You have chronicled the great overflow of 1858, by which devastation was spread over our fair lands, and from which untold losses were experienced. That matter has passed into the realm of history, and to this history we intend to add another chapter, showing, when finished, how the "Father of Waters" was made to yield to the works of man. We do not intend to abandon our honesty, which would be taking a step backward, but we are resolved to keep the Mississippi river within its banks. In this matter it is enough to have the elements against us, without having also to contend against those traitors to progress who sometimes, drifting from above, come in our way. It is the conviction of our people here, that the final success and safety of our levees depends upon the proper shortening of the navigation of the Yazoo Pass, since, if upon any freshet, boats were allowed to go from the Mississippi through the "Pass" into the Yazoo river, there would exist temptations for breaking our line of embankment. In truth it has long been the determined purpose here, to keep this navigation closed, nor to allow boatmen or traders any advantage of passing through, during temporary breaks in the levee. Upon a very recent occasion a boatman, regardless of this determination on our part, and of which he was duly informed, attempted to take his boat through the Pass; defiantly he proceeded some ten miles beyond Moon Lake, towards the Yazoo or Cold Water river, when the people, having time to assemble, arrested his progress and forcibly conducted his boat back to Moon Lake, from thence to regain the channel of navigation at the earliest moment possible! This act of self defense on our part was performed calmly and without injury to the person or property of the intrusive stranger. But should a like attempt be made "to force open the navigation of the Yazoo Pass," we may not, while defeating it, be so fortunate as to exercise that extreme regard for the feelings and interests of guests so unwelcome which marked the recent occasion. It would be well for boatmen to accept this example as proof and warning that "the Pass is closed to navigation from the Mississippi river."

A partial interruption has taken place in the repairs and reconstruction of our levee, but now the river is falling, the work will go on. Preparations are being made by planters for putting every acre of land possible under cultivation, and those whose plantations were last year deeper under water, are as active and hopeful in those preparations as the more fortunate ones who were not submerged. But I may not forget any longer how valuable time is to yourselves and readers, or the limited space that your widely circulated paper can afford to our locality, and so I beg leave to subscribe myself, as of old, your friend and occasional correspondent, TIPTON.

(For the Memphis Daily Appeal.)

CAIRO, Illinois, January 12, 1859.

MESSRS. EDITORS: "Nothing so difficult as a beginning," wrote that greatest of poets, Byron; which may be true when one addresses himself to the task of producing such a great epic as "Childe Harold," or masterpiece as much abused, much extolled and admired "Don Juan;" but it is also true when one sits down, at long intervals, to write a friendly letter, or one for the press. I shall not weaken time apologizing for the tameness or dullness of what is to follow, nor by telling you that I had housed myself up on a wet, rainy, muddy day, when, owing to the greasy, slippery streets, it was an enterprise of no little magnitude to make your way from one street to another, or to cross them anywhere. For *real* Cairo is nearly as famous as Memphis, or the swamps and "cottons" of the Hatchee.

Before proceeding further, let me congratulate you upon the handsome, good, upon the enlargement and greatly improved typographical appearance of the APPEAL. It has been a regular visitor to me ever since I located here; in fact, I have been one of its constant readers for one more, and have ever been pleased, with its hosts of friends, at these repeated evidences of its improvement, its prosperity, and its appreciation by the intelligent public.

The opening of the Mobile and Ohio Railroad from Columbus, Ky., to Jackson, Tenn., and its connection there with other roads, has initiated a new era in travel, transportation, and the speedy transmission of news. A large scope of country in West Tennessee, through which the road passes, had hitherto been dependant for their mails upon the tardy and uncertain post boy, mail coach, &c. A newspaper from St. Louis under eight or ten days date was, in many sections, a novelty. The case is now altered. All along the line, from Cairo to Jackson, and Memphis, the St. Louis, Chicago, Cincinnati and Louisville papers can now be received by Express the day after they are published—by some on the night of the day of publication. The APPEAL is received here with the same dispatch and celerity. At Columbus passengers are transferred to a comfortable and fast little steamer, the Courier, which conveys them to Cairo, Memphis and Ohio with the Illinois Central Railroad. This boat is under command of Capt. Chamberlin; her clerks are the Messrs. Latimer, gentlemen who are unremitting in their attentions to their passengers. The distance from Cairo to Columbus is twenty miles, which is generally accomplished by the Courier in one hour and a half. It is quite a relief and luxury to the passenger, after coming out of the cars cramped, hungry, thirsty and dusty, to be transferred aboard this snug steamer, where he has ample time to recuperate, shake his thirst at the bar, if so he inclineth, partake of an excellent dinner or supper, &c. This portion of the route I have traveled, and so write "by the card." In going from Memphis to St. Louis by this route, you save at least *twenty-four hours!* From Memphis to Cairo, about *twelve hours*, and of other points on the route in similar proportion.

This devoted city of Cairo, so recently the scene of a devastating fire, is, nevertheless, coming ahead as though nothing of the kind had happened. The burnt block is soon to be built. Those that were burned out are all doing business again at other stands. There are now some fifteen or twenty new business houses being finished, which will soon be ready. Yesterday I took a stroll up the Ohio levee, to the site of the old depot of the Illinois Central Railroad, burnt twelve months ago, and not having visited that region in some weeks, was astonished at the improvements going on there. I found some half dozen or more business houses already erected, and also the new depot, built of massive stone, nearly finished. When the entire structure is finished, I learn that it will be 500 feet in length. This building is on the Ohio river levee, and in times of high water its base will be washed by the waves of *La Belle Riviere.*

The Mississippi river is filled with large lumps of floating ice, which is seriously obstructing navigation between Cairo and St. Louis. Some small steamers have turned back and laid up here. The weather is now bitter cold, and if it continues, the ice must soon give way; if not, navigation above will, ere long, be closed to St. Louis, and our levee, as last winter, thronged by a fleet of fifty or an hundred steamers. The rivers are slowly receding at this point, but is tolerable hunting order to Louisville, and a good stage of water to St. Louis. Several Memphis and St. Louis boats that were detained here by ice, went up this morning, and one boat is in port from St. Louis, having forced her way through the ice. The *Crescent City*, and several other boats, are laying up here. In haste,

Yours, M. B.

AWFUL OCCURRENCE.—Probably the most distressing and heart-rending event that ever transpired in this county, occurred on last Friday night, on Spoon river bottom, near Waterford. Two young men, Peter and Jacob Paull (cousins,) attempted to return in the latter's house, in Waterford neighborhood, from Havana, where they had been spending the afternoon. It was after dark when they started on their return, and as the bottom was overflowed were compelled to use a skiff. It had turned very cold in their absence, and a sheet of ice formed on the overflowed bottom through which they were compelled to pass. It is supposed that they forced the skiff through the ice until they were nearly exhausted, and then attempting to wade to land, the ice not being strong enough to bear them, making a path through it with their hands as they progressed.

The unfortunate young men became entirely exhausted, and at last, within fifteen feet of their home, gave up the struggle for life, and died. They were heard to call for help by persons living near the scene of suffering, but the bellowing of the bottom herds have made by a party of gross boatmen, not attention sufficient to induce them to leave their warm beds to aid them. On Saturday the father of Young Jacob concluded they must have been drowned in their attempt to reach home, and set out to search for them, but without success. On Sunday, a number of the neighbors gathered together and went to search them, and soon discovered their bodies lying in three feet water, leaning over upon the ice. The other was found near him in the water.—*Lancaster (Ill.) Democrat.*

CONGRESSIONAL.

WASHINGTON, January 12.—*Senate.*—The President, in reply to Mr. Seward's resolution, informed the Senate that the vessel *Wanderer* has landed a cargo of Africans in Georgia; also that every effort is making to bring the guilty parties to justice; and it is not expedient now to make public the correspondence on the subject.

On motion of Mr. Hunter, the communication was ordered printed.

Mr. Hale, of New Hampshire, from the Naval Committee, reported a joint resolution, authorizing the President to appoint Commodore Stewart Senior Flag Officer of the United States Navy, in the active list, as a recompense for his distinguished services. Laid over.

Mr. Mason called up the bill equalizing the salary of the Ministers to France and England, during a certain period. The object of the bill is to give eighteen months difference in back pay to the Minister to France, amounting to about $3,700.

Messrs. Trumbull, Pugh and Clingman opposed the bill, characterizing it as a dangerous precedent.

The bill was then negatived—yeas, 9; nays, 28.

Mr. Fitch, from the Committee on Printing, reported against printing numerous documents, among others the printing of 50,000 copies of Critenden's and Vice-President Breckinridge's speeches on bidding farewell to the chamber formerly occupied by the Senate.

The Pacific Railroad bill was then taken up, the question being on Mr. Iverson's amendment, that the bill be committed to the old committee, with instructions to report a bill for the construction of a Northern and a Southern road.

Mr. Doolittle moved to amend by inserting, and a central road.

The Senate then proceeded to vote on the amendment.

The discussion on Mr. Iverson's motion to recommit, was continued at great length.

Mr. Green, of Missouri, considered that one road would answer all the wants of the Government, and believed Congress had constitutional right to make it. Although he would prefer to designate the exact terminus, he would concede the matter, and would at a future time propose to amend, that the Eastern terminus be at the most eligible spot on the Western boundary of Missouri, and to make it more acceptable, would have three branch roads, viz: One running Eastwardly, one South to New Orleans, and one North to Sioux City, connecting with the Northern cities—all connecting with the trunk road about longitude 102, a little north of the Canadian river. It must be remembered that the required route is not from the Atlantic, but from the Mississippi Valley to the Pacific. His route would accommodate all sections.

Mr. Brown argued equally against the constitutionality of the measure. He contended that the constitution gave power to construct works where the necessity was immediate, whereas, we have no need of this road, and will not for a century to come.

Mr. Bigler, after some general remarks on the bill, showed that while it made provision for construction in the rich country on both sides of the mountains, it was inadequate for the mountainous and desert region between. His views were to divide the route into three divisions, Eastern, Western and Middle, to be completed in twenty-five mile sections, and to withhold the proportion of the aid from the Western and Eastern until the middle sections were completed.

Mr. Crittenden reminded the Senators of the necessity for haste, as only forty-two working days of the session now remained.

Messrs. Pugh, Allen and others, took brief parts in the debate.

Mr. Doolittle explained the provisions of his substitute for the whole bill. The substitute was published in the Globe of yesterday.

Mr. Bigler here moved an amendment, in effect that the road be located between the 37th and 43d degree of latitude.

Mr. Bigler then spoke in favor of the El Paso route, and asked why rule out all the South, southward of the 37th degree. During the last session of Congress, when he had occupied a seat in the Senate, the manifestations of sectional jealousy had caused him deep and unspeakable regret. He had never heard that chord struck without pain, and it seemed to him as if gratlemen, whose talents should be used to perpetuate the Union, have devised causes of heart burnings between the North and the South. When he first heard the cry of disunion it was in the other House. He thought it treason, and thought the individual who uttered it should have been crucified. It is not more acceptable now, although more familiar. Disunion! as well hope to have a healthy man separated from the whole body of his life. Will you cut the Mississippi in two? Who will have its source, and who its mouth, and will the great West suffer itself to be bought off? Other gentlemen had spoken of the South, as if they held its destinies in the hollow of their hands. He himself was born in the South. No man has broader interest here than he, for his all is there. Thus he, too, represented the South. He denied the right of any to speak for the South. If he can give his views independent of those who have gone before him, you cut the Mississippi in two? Who will have its source, and who its mouth, and will the great West suffer itself to be bought off? Other gentlemen had spoken of the South, as if they held its destinies in the hollow of their hands. He himself was born in the South. No man has broader interest here than he, for his all is there. Thus he, too, represented the South. He denied the right of any to speak for the South. If he can give his views independent of those who have gone before him, he would do so. He would speak for peace, harmony and union; men strong in holy love for their country and the Constitution. It pained him to see men who should come back like fools for others to go out with it. The moment it goes out it assumes the attitude of rebellion. Let the wise men of the South turn their heads towards the Union, and cease crimination and recrimination, and talking. Let the gentlemen of the South abstain from bitterness on the Southern institutions. Let the people of the North be content with slavery, it is the necessity of the South to maintain it. He did not join in talk of Southern rights. The South has no rights more than any of the North, nor the North more except those of the South. It is a cant phrase tending to inflame the popular passions. As regards the Union, what better can be made of them? We did not bring them here. We did not engage in the chase to secure them. We did not bring them here, and we have lived in the Union, and we intend to live in it. Let us not be forgotten that this is the amount given yearly to commerce by cotton.

But the $400,000,000 worth of commerce cannot be carried on without the means of transportation. We then can calculate the vast amount that must be expended in making facilities for the transportation of $400,000,000 worth of produce, the value which finds its way to the remotest parts of the civilized world. The mind is almost overwhelmed in the vast length, breadth, and depth, this may be called another muscle in the giant arm of the "Cotton Power."—*De Bow's Review.*

Returning Disabled Army and Marine Corps Officials.

This bill recently reported by the Senate's Committee on Military Affairs, to promote the efficiency of the Army and the Marine Corps, by retiring disabled officers, and about which a good deal of public interest is manifested, provides as follows:

First. That a commissioned officer, incapable of performing duty, shall be withdrawn from active service, and from the line of promotion, and shall be placed on a retired list. He is still to receive the proper pay of the rank he held at the time of his retiracy, whether by staff or regimental commission, together with the service rations, and the allowance (as provided by law) for one servant. If the disability be the result of a wound received in action, his pay and allowance are to be that of the highest rank to which he has attained, by brevet or otherwise.

Second. The officer next in rank to the retired officer, is to be promoted to fill the vacancy occasioned by his retiracy; and the vacancies of lower rank, arising by absence, in consequence, are to be filled by the same rule of promotion.

Third. There is never to be on the retired list, at one time, more than seven per centum of the whole number of the officers of the army, as fixed by law.

Fourth. Whenever an officer is to be retired on the ground of incapacity, by his own desire, by reporting himself unable to perform a duty to which he is ordered, or when the President shall regard him incapable of performing active service, that a board shall be ordered, consisting of superior rank, if practicable, shall investigate the case. If this board shall find that the disability arises from exposure, wounds, &c., &c., incurred in the performance of duty, or from causes not attributed to vicious habits, then the officer is to be placed on the retired list. If the disability is traceable to vicious habits, then a court martial is to be ordered to try the officer on the charges and specifications alleged against him, without reference to the time when committed.

Fifth. The officer may be withdrawn from the retired list and placed in active service, if he becomes able to perform it, but he is to receive the pay and emoluments of the grade which he held at the time of his retiracy.

ACQUISITION OF CUBA.—A despatch from Washington gives the following as the substance of the Resolution recently offered in the U. S. Senate by Mr. Slidell, of Louisiana:

WHEREAS, the Island of Cuba, geographically possesses a commanding influence over the large and annually increasing trade, both foreign and coastwise, of the Mississippi valley.

WHEREAS, the island, in its present colonial condition, must constantly be a source of injury and annoyance, endangering the friendly relations between Spain and the United States, and the aggressions of its local authorities upon American commerce and citizens, for which tardy redress can only be had by circuitous demands of Spain. And whereas, in the opinion of Congress, in accordance with the views of the Presidents, the last means of settling existing and removing future difficulties, it is expedient that negotiations for the purchase of the island should be renewed. Therefore,

Resolved, That $30,000,000 be placed in the President's hands for expenditure, either from the cash in the Treasury, or be borrowed on 5 per cent; bonds of $1,000 each, redeemable in from 12 to 20 years.

THE WRECK OF THE STEAMER VANDERBILT.—The Boston papers have the details of this disaster, which occurred at Rock Point, on the trip from New York on Monday night. The *Traveller* says:

The place where the wreck occurred was within ninety rods of the extreme point of Fisher's Island; had she struck on that point, the steamer would inevitably have sunk and carried down with her a large number of the passengers, of whom there were 72 on board, including 19 ladies. The storm in which the wreck is described by an old and long experienced officer upon the Sound steamers, as one of the most terrific he ever experienced. The passengers all reached the land in safety, and, after a day and night's detention in the place, were taken off by the United States Marshal, who, with his men, had gone to the place. The *Vanderbilt* will be a total loss, though the machinery may be saved. She is valued at $100,000, and not insured. The cargo will be saved in tolerably sound condition.

CONGRESS.—The distant public may rest assured that the balance of the current session of Congress is destined to be the most industrious one known in the history of the country. While something may be done in the very universal condemnation of their act in rendering upon the recent recess, uttered by the press in all quarters of the country, it is superfluous to extra efforts of labor on the part of the members, it is also very true that since they first came together on the first Monday of last month, they have labored with far more application to business—consumating far more than ever before so early in the session. They have worked in this respect, and are doing the work far more systematically during the remainder of it, than ever before.—*Washington Union.*

☞ Ripe strawberries, grown in the open air, made their appearance in the Charleston market on Monday last. So says the Courier.

Amusements.

CRISP'S GAIETY.

SATURDAY EVENING, JANUARY 15.

COMPLIMENTARY BENEFIT

TENDERED TO

MR. W. H. CRISP,

BY Many Citizens, the Officers and Members of the Memphis Fire Department, and Ladies and Gentlemen of the Corps Dramatique, with all the Officers and Artists of the Gaiety Theater.

GREAT BILL.

To Assist, Knickerbocker Comic celebrated play of THE WIFE: Julian St. Pierre, Mr. W. H. Crisp; Frederic, Mr. Whatley; Leonardo, Mr. Handerson; Bertolde, Mr. Wood Scenes; Marcella, Mrs. W. H. Crisp. To conclude with the wonderful displacement Irish Romantic Drama of THE LADY OF THE LAKE, performed by Mr. and Mrs. Crisp in all the principal cities of the Union, and to twenty nights in New Orleans. The Knight of Snowdown, (Gerald Fitzjames), Mr. W. H. Crisp; Ellen, (the Lady of the Lake,) Mrs. Crisp; Minstrel of Devan, Mrs. Bunn; assisted by the whole strength of the company. Performances will commence precisely at 7½ o'clock. jan14

Odd Fellows' Hall,

FOR

SIX NIGHTS ONLY!

Commencing Tuesday, January 11th, 1859.

THE GRAND MOVING MIRROR OF THE

BUNYAN TABLEAUX!

Consisting of Sixty magnificent scenes illustrative of the world-renowned allegory of the

PILGRIM'S PROGRESS,

AS NO painting of the order of Illustrations purchase Mount Mar. Rev. Dollar Bibles and Paul Dragon. Sale of this picture was over $20,000 and during its exhibition it has been viewed by over 250,000 persons. Unequalled in beauty of execution and interest.

Cards of Admission, 50 cents; Children and Servants, 25 cents. Doors open at quarter of 7; Tableaux will commence to begin at half past 7. The finest Orchestra of Music attached to the Exhibition. Doors open at 7. Descriptive books free and the great American Family Paper, Gleason's Pictorial, price 10 cents.

A. HART,

Manager and Proprietor.

jan14-tf

GRAND BALL.

THE SECOND ANNUAL BALL of the HEBREW BENEVOLENT SOCIETY will take place at ODD FELLOWS' HALL, on TUESDAY EVENING, the 25th instant.

RECEPTION COMMITTEE.—J. C. Levy, W. E. Stein, M. L. Peixotto, J. Prager.

FLOOR MANAGERS.—H. H. Jacob.

ASSISTANTS.—Samuel Maloney, M. Kohn.

jan12-td

PROPOSED SAILINGS

OF THE

British and North American Royal Mail

STEAMSHIPS,

BETWEEN

New York & Liverpool Direct,

AND BETWEEN

BOSTON'S LIVERPOOL,

THE BOSTON SHIPS ONLY CALLING AT HALIFAX,

FOR 1859.

PERSIA,.....Captain C. H. E. Judkins
ASIA,.....Captain EDWARD G. LOTT.
EUROPA,.....Captain WILLIAM LETTS.
AMERICA,.....Captain W. F. MILLER.
ARABIA,.....Captain JAMES RYDER.
AFRICA,.....Captain NEIL SHANNON.
NIAGARA,.....Captain JAMES ANDERSON.
CANADA,.....Captain W. J. LUCAS.

NEW YORK LINE—DAYS OF SAILING.

FROM Liverpool to New York.	FROM New York to Liverpool.
Saturday, 25th Dec., 1858.	Wednesday, 29th Jan., 1859.
Saturday, 8th Jan., 1859.	Wednesday, 26 Feb., 1859.
Saturday, 22 January, 1859.	Wednesday, 26th Feb., 1859.
Saturday, 5th Feb., 1859.	Wednesday, 12th Mch., 1859.
Saturday, 19th Feb., 1859.	Wednesday, 26th Mch., 1859.
Saturday, 5th March, 1859.	Wednesday, 9th April, 1859.
Saturday, 19th March, 1859.	Wednesday, 23d April, 1859.
Saturday, 2d April, 1859.	Wednesday, 7th May, 1859.
Saturday, 16th April, 1859.	Wednesday, 21st May, 1859.
Saturday, 30th April, 1859.	Wednesday, 4th June, 1859.
Saturday, 14th May, 1859.	Wednesday, 8th June, 1859.
Saturday, 28th May, 1859.	Wednesday, 22d June, 1859.
Saturday, 11th June, 1859.	Wednesday, 6th July, 1859.
Saturday, 25th June, 1859.	Wednesday, 20th July, 1859.
Saturday, 9th July, 1859.	Wednesday, 3d Aug., 1859.
Saturday, 23d July, 1859.	Wednesday, 17th Aug., 1859.
Saturday, 6th Aug., 1859.	Wednesday, 31st Aug., 1859.
Saturday, 20th Aug., 1859.	Wednesday, 14th Sept., 1859.
Saturday, 3d Sept., 1859.	Wednesday, 28th Sept., 1859.
Saturday, 17th Sept., 1859.	Wednesday, 12th Oct., 1859.
Saturday, 1st October, 1859.	Wednesday, 26th Oct., 1859.
Saturday, 15th Oct., 1859.	Wednesday, 9th Nov., 1859.
Saturday, 29th Oct., 1859.	Wednesday, 23d Nov., 1859.
Saturday, 12th Nov., 1859.	Wednesday, 7th Dec., 1859.
Saturday, 26th Nov., 1859.	Wednesday, 21st Dec., 1859.
Saturday, 10th Dec., 1859