Daily Appeal

MEMPHIS:

TUESDAY, :::::: JANUARY 18, 1859.

Largest Circulation in the City.

Reading Matter on Every Page.

The Official Journal of the City.

THE CHICAGO TIMES, SENATOR DOUGLAS AND THE ADMINISTRATION.

The Chicago *Times*, dated the day after Senator DOUGLAS' re-election to the Senate, comes out in a very violent article against Mr. BUCHANAN, in which the most bitter and abusive epithets are applied to him. It is noticeable that the *Times* that prudential considerations alone have restrained these expressions in the past. The inference is thus left upon the mind that a desire to consolidate strength for Senator DOUGLAS in his Senatorial contest, has alone precluded a direct warfare upon the Administration heretofore.

Much significancy is given to this article from the fact that the *Times* is considered to speak the feelings and sentiments of Mr. DOUGLAS, and therefore that its declaration of hostilities is supposed to be in accordance with his wishes. During the late contest in Illinois between DOUGLAS and LINCOLN, much acerbity of feeling was aroused, in consequence of the capture of Mr. DOUGLAS with the Administration, on the Lecompton question. It should have died with the contest in which it was engendered. Mutual distrusts and jealousies should have been permitted to sleep, after that memorable struggle, and await the natural current of events. We can, by no means, discover the good policy of continuing hostilities, unless there should arise some great practical question to test the fidelity to principle of the parties involved.

We can not, with certainty, say how or why this morbid excitement has been kept up. But certain it is that a feeling now prevails between a certain portion of the friends of Mr. BUCHANAN and those of Mr. DOUGLAS which bodes no good to the Democratic party. Of course Mr. DOUGLAS cannot endorse the spirit of the *Times'* article, and, at the same time, remain in fraternity with the Democracy. It is hinted by the *Times* that Mr. DOUGLAS will be ready to appeal from the Democracy to the people, in the event the former do not take him, indorse him and nominate him for the Presidency in 1860.

Such a declaration as this can contemplate nothing less than an attempt to divide and dissolve the party, or subject it to the dominion and will of Mr. DOUGLAS. The *Times* evidently has reported to learn the important lesson that the Democratic party does not belong to any man or set of men. When it talks about an appeal to the people, it forgets that the Democracy are the people. When it says "unto the Democracy," it is singularly oblivious of the fact that no organ, clique or print has ever been authorized to excommunicate and pronounce curses upon the party, to which the whole country continually looks as its barrier against usurpation, fanaticism, treachery and folly.

No more is Mr. BUCHANAN the Democratic party, nor Mr. SLIDELL, nor Mr. Anybody. Mr. BUCHANAN, it is true, is our elected chief, and the party respects and honors him as such. They will not war upon him—they will truly support and vindicate him, until they are convinced that he has proven faithless to pledges and treacherous to principle. The assaults of the *Times* are so evidently dictated by a blind and unreasoning malice, and are so entirely destitute of any charge even which indicates an abandonment of those great principles upon which he was inducted into power, that they will fall upon the public ear as the hiss of some angry serpent, or the barking of some clamorous cur. Mr. BUCHANAN may not have succeeded in pleasing the *Times*. We regret that he has shown himself so exclusively bent upon displeasing a journal which laments its inability any longer to keep the peace, especially since it proves that it has an interest in appearing warlike, now. The country at large, however, has not harbored any of those pent-up prejudices which prudential considerations have so long restrained the *Times* from uttering, and will be at a loss to understand and appreciate this sudden lose-over from an organ which has long reposed so meekly and quietly under greyasses of such fearful portent and ominous enormity that Grub street rhetoric is exhausted in describing them. The country looks alone to the principles of Mr. BUCHANAN'S Administration to decide upon its merits, or defects. And seeing nothing herein to challenge its censure, and being disposed to rebuke what seems to it calculated to divide, distract and overthrow our ascendant party of its leaders and prominent politicians, it will adhere to that Administration and pass in no fury which may encourage needless jealousies, engender dissension or treachery, and render the great national party of the people, come from what quarter it may. We are encouraged, however to trust that Mr. Douglas has not dictated an assault upon the Administration of so objectionable a character, at this time, from the fact that he is not in Chicago, where the *Times* is printed, but is at Washington attending, or ought to be attending to his public duties. A truly great man can afford to spare provoking misrepresentations or misconceptions, provided his polar star is principle and he is conscious of innocence and integrity of motive. It is related that a regiment of English infantry sustained charge after charge of French cavalry, upon the field of Waterloo in a hollow square, without returning a fire. *Their bayonets were fixed to receive the charge upon their points*, and the first movement to fire would have destroyed this barrier of steel and broken their impenetrable ranks. The French cavalry even galloped around about them with their pistols the devoted martyrs of the English line. The only response was to fill the gap with a new bayonet.

So the statesman who depends upon the unexpressible strength of principle and rectitude for his defense need not look beyond the right in which he is encased to drive back his assailants by its formidable front.

THE POSTMASTER GENERAL AND THE OVERLAND MAIL.

The Nashville *Banner*, taking the cue from its Black Republican ally, the New York Times, indites a column or less of very trashy stuff in regard to the Overland Mail to California. The *Times* having published that the transportation of the mail by this route costs the Government at the rate of sixty-five dollars for each letter carried—a statement in the truth of which we have no confidence—proceeds to comment upon the extravagant expenditure of the public money by the Post Office Department, the fact that the chief engineer of this waste of the public treasure is to promote the Presidential prospects of Postmaster General BROWN." Now this is very silly, to put the mildest construction upon it, and as such scarcely worthy of notice.

But the following article, which we find in a late number of the Washington *Union*, in reply to the *Times*, is so apropos to the case in hand, that we cannot refrain from publishing it, merely omitting in justice to our Nashville contemporary, that we believe he was ignorant of any law requiring of the Postmaster General the establishment of the route. So far, then, as the *Union's* remarks attribute the course of the *Times* to other causes than ignorance, they do not apply, we think, to the *Banner*.

But here is the article:

The Postmaster General and the New York Times.

If anything is wanting to exhibit the utter helplessness of the studied criticism and systematic complaint, it is abundantly supplied by the New York *Times*. That paper charges the Postmaster General with extravagance and folly, in asking the act of Congress directing the establishment of an overland mail to California, and complains bitterly that the revenues of that particular service do not pay its expenses! Now, as often as the Times blunders and stumbles in its comments on political affairs, we can hardly attribute to its conductors so much ignorance as to suppose they did not know anything of the act of Congress referred to. But, aside from the mere question of responsibility for the establishment of the overland mail, the *Times* cannot fail to see that it was not a private measure. Who voted for it so much? Who sought it as a source of profit to the Government? Who did not know that it would be a burden upon the treasury, that it was created on considerations broader than that of profit and loss? We are convinced that the Postmaster General, in putting into operation the route, knew perfectly well that it would entail a serious tax upon his department. But it was established for important Public reasons, it was intended to open up to settlement the great interior of the country—to create highways between the Atlantic and Pacific coasts—to unite travel across the continent; and, in our judgment, it is abundantly justified by considerations of State policy. The Post Office system is not purely a mill system. It has been and was intended, at all time to come, the pioneer of the West. It opens and points out the way, and promises to every settler who prefers the life of danger, that he shall have facilities for communicating with the friends and relatives whom he has left behind him. The post office is a messenger on whom all rely for welfare. As little as it may seem has been done to create those powerful States of the West and South which now contribute so largely to the public revenue.

We doubt, indeed, if the policy that would circumscribe the operations of the Post Office to a revenue system would not be the most unpopular and dangerous which inform ever ordained by the people. Economy in management may always be enforced, but that species of economy that would tie the legs to keep them from wearing out the shoe leather, is a very different matter. But there are those who propose that the government shall speculate on individual enterprise—that the latter shall contribute all the means to support the service, and leave the business of the former entirely free. If Congress and the country must have a self-sustaining postal establishment, let them cut off the conveyance of free matter, which is all on their account. If they will load the mails with books, documents and speeches; if they will insist that their own letters shall pass free of charge, they ought not to complain of deficiencies. But, we must and do complend an economy that will free service. It has done much good. It has kept the representatives and constituent in constant communication. It has advised the interior of the works of the former. It is in harmony with representative government. If it has cost much money, it is very much to be doubted whether it has not effected more substantial benefits. But there is no need of any controversy about the matter. It is for Congress to determine the character of its postal establishment. The head of the department is required to enforce the law as it is; and we are convinced that department never was in more competent and energetic hands than at present. Our present experience shows that we can maintain a paying establishment. If the people will subject themselves to be taxed to carry the gratuitous matter of the government, that is all. The low of 1845 was self-sustaining. At present there is not a single State in the Union that pays its expenses; while the foreign mail service is a very serious tax upon the revenues.

TENNESSEE ITEMS.

A peddler by the name of Jacobs, was drowned at Wallace's Mills, about twelve miles from Columbia, on Duck River, on Monday, the 3rd inst. He attempted to cross the river above the dam in a canoe, and not knowing how to manage it, went over the dam and was drowned. The *Herald* says the body has been seen, but cannot be gotten out, it being kept close to the dam by the falling water.

FIRES.—A house belonging to Mrs. John Brown, near Columbia, was destroyed by fire, together with a wheat-thresher and a quantity of oats and fodder, on Saturday, the 8th inst. On last Wednesday evening another barn of Mrs. Brown's was burned, containing some 700 barrels of corn, all the work of incendiaries.

BANK OF MIDDLE TENNESSEE.—The Lebanon *Herald* says that Calvin M. Jackson has disposed of his interest in the Bank of Middle Tennessee, to Messrs. Cunnifff & Motley, for $21,000. This leaves the bank with a certain portion of the friends of Mr. BUCHANAN and those of Mr. DOUGLAS which bodes no good to the Democratic party. Of course Mr. DOUGLAS cannot endorse the spirit of the *Times'* article, and, at the same time, remain in fraternity with the Democracy. It is hinted by the *Times* that Mr. DOUGLAS will be ready to appeal from the Democracy to the people, in the event the former do not take him, indorse him and nominate him for the Presidency in 1860.

WILLIAMSON COUNTY.—The *Review* of Friday says that Col. W. H. S. Hill, of this county, lately slaughtered a lot of sheep, 70 in number and 20 months old, the aggregate weight of which was 7,337 pounds—averaging 366½ lbs. The four largest weighed 2,003 lbs., averaging 500½ lbs.

The same paper says that in various portions of that county, the dogs that have fed upon the carcasses of hogs that have died of the prevailing distemper, are "following in the footsteps of their predecessors," and are dying in troops. So that some good will come even of the hog cholera.

RAILROAD ACCIDENT.—The Somerville *Star* of Saturday mentions the occurrence in that place, on Tuesday last, of a railroad accident of a somewhat novel character. The locomotive on the Somerville Branch had been detached from the train, and was descending the grade to the depot, when, from some reason, the brakes became inoperative, and the engine ran down with such force as to knock off the entire end of the engine house, driving the water tank half way out of the building. The strong curbing and the chain, passing timbers over the well, saved the engine from dropping in. The engineer escaped by jumping from his place.

FIRE.—A fire occurred in Somerville on Monday morning about 3 o'clock, by which a frame house on the opposite side of the street, and south from the Model School building, belonging to Key & Holloway, was burned to the ground, together with the out buildings. The house was occupied at the time as a residence by Malcolm W. Nelson, who lost almost all of his household and kitchen furniture, and the greater part of the clothing of the family. The origin of the fire is unknown.

MISSISSIPPI NEWS.

ANOTHER RAILROAD PROJECT.—A correspondent of the Holly Springs *Herald* suggests a new railroad enterprise. The following paragraph, taken from his communication, will give the outlines of his proposition:

We conclude that ten thousand dollars per mile will complete the grading and equipping of a well ordered road. The cheapness of the Pigeon Roost plank road with the Memphis and Charleston Railroad—distance 25 miles—cost ten thousand dollars per mile. But little doubt is entertained that the grade of the plank road will rapidly be superseded, free of charge, to a railroad company. We know we are at this moment, in the shadow of the Charleston Railroad, but we are satisfied this road will not thwart us, but extend the country, that we may avail ourselves of the three miles of this road.

TO BE HANGED.—We understand that the Supreme Court has confirmed the decision of the Circuit Court in the case of Pleasant M. Jones, in which he was found guilty of the extreme penalty of the law, unless executive clemency interposes to release him.—*Holly Springs Democrat*.

MISSISSIPPI CENTRAL RAILROAD.—Mr. S. E. Carey, agent, publishes a statement in the Holly Springs *Democrat*, showing the sum of $32,779 42 as the receipts of the road for the month of December.

RAILROAD TAX IN ABERDEEN.—The city of Aberdeen has voted $75,000 to be applied in the construction of that portion of New Orleans, Jackson and Great Northern Railroad.

GULF AND SHIP ISLAND RAILROAD.—Notwithstanding the statement made in the time of the meeting of the stockholders in the Gulf and Ship Island Railroad, a good many of the stockholders, who had received notice of the meeting, met yesterday in Jackson, and held an informal meeting. The stock represented in this meeting, by proxy, and otherwise, was $500,000. The meeting determined to go on, with the concurrence of the President of the Board of Commissioners, an earlier day for the regular meeting, and appointed Williamsburg, Covington county, Mississippi, on Monday, the third Wednesday of February as the time for the meeting.

There was much interchange of opinions among the stockholders as to the Northern terminus, and of the shares represented in this meeting. More than two-thirds were for Canton.

Their opinion is decidedly in favor of the ability of the company to organize on the day appointed. Williamsburg was indicated as the point most convenient to the greatest number of subscribers.—*Jackson Eagle, Jan. 11.*

ALABAMA NEWS.

NORTHERN BANK OF ALABAMA.—On Monday last, Jas. J. Donegan, George F. Bourne, Thomas Peters, James H. Martin, W. T. Blair, Chas. H. Pattillo, James A. Walker, F. J. Lovett, Samuel Chase, and E. J. Jones, were elected Directors in this institution. Col. James J. Donegan is the President, Thos. Lucy, Esq., cashier, S. R. Crane, teller, and Robert C. Smith, clerk.—*Huntsville Advocate.*

The same paper announces a railroad meeting which was to have taken place at New Market, for the purpose of making a railway connection with the Winchester and Alabama Railroad. Hon. John R. Bright, of Fayetteville, Tennessee, and Col. H. Francis, intended to address the meeting.

NORTH AND SOUTH ALABAMA RAILROAD. The Athens *Herald*, of the 6th, publishes the fact that the engineer of this road is now ready to receive proposals for the graduation and masonry of the first thirty miles. The *Herald* remarks:

For the information of contractors, we will say, that few lines of road within our knowledge, present greater facilities of construction, or that can be more healthy and desirable country for carrying on the work expeditiously, than this, especially from Wetumpka to the neighborhood of the Coosa Valley. The country is high and healthy, generally piney woods, and abounds with the best of water, and the earth work will, for the greater part of the distance, be through sandy formation.

DEATH OF AN OLD CITIZEN.—The Huntsville *Independent* announces the death of Col. Richard W. Anderson, an old and much respected citizen of that place.

LETTER FROM SENATOR DOUGLAS.

TO THE EDITOR OF THE STAR:—Since my recent arrival in New York, I have seen, for the first time, a publication made by the Hon. John Slidell, denying emphatically that he ever said to me, in conversation, the statement published in the *Press and Tribune* of Chicago, and before the late Illinois State Convention, that if Congress should refuse to my children, in Mississippi, were equally and indemnity treated. In this denial, Mr. Slidell does justice to himself. He goes further, and says, "that the alleged statement, if it come from whatever source it may, is a base fabrication, in whole and in part, without a shadow of foundation in truth." In this he does justice to me; for, as the question of my children, I hold myself responsible for the manner in which their shares are treated. I should not consider myself called upon to notice Mr. Slidell's publication had he paused here, and not have added the following paragraph:

"Mr. Douglas has, by authorizing and countenancing anonymous attacks on me, through a person affecting to be private Secretary, lost all claim to the explanation that I would otherwise have promptly volunteered to give him."

It is due to myself to publish an emphatic denial of the truth of the implication in the above paragraph. It is not true that I have authorized or countenanced anonymous attacks upon Mr. Slidell. It is true, however, that when the fact was first brought to my notice, that Dr. Brinard, a Federal office-holder and my personal friend, had ventured to published, during my absence, in the Abolition organ of Chicago, this "base fabrication," with the name of the Hon. John Slidell as authority for its truth, I denounced it as such in the strongest terms, and expressed the opinion to my friends that it should be copied and circulated for the purpose of exposing the base motives employed to defeat my election, and also with the view of drawing forth such disclosures as would expose to public contempt the real author of the calumny, which object has been fully accomplished by the letter of Mr. Slidell. S. A. DOUGLAS.

JANUARY 7, 1859.

☞ A strange effort is being made to abolish imprisonment for debt in England, which relic of barbarism still prevails in that country.

WASHINGTON CORRESPONDENCE.

From our own Correspondent.

WASHINGTON, JANUARY 12, 1859.

The discussion of the Pacific Railroad bill was again resumed in the Senate this morning. The bill appears to have many friends and advocates, but from the various routes proposed and amendments, there is some probability of its defeat, at least for the present session of Congress. Some advocate the Northern route in preference to any other proposed, while others argue for the Southern. It was suggested in the debate of to-day, that commissioners be appointed to make a new survey of all the routes proposed, and report to Congress the one most expedient, thereby adding to the expenses of the Government instead of economizing.

In the House of Representatives, much of the time was spent in discussing the propriety of referring certain bills to certain committees, and the retrenchment of the Government expenses in general. After much discussion upon these minor questions, the House resolved itself into Committee of the Whole on the State of the Union, after which Mr. Jenkins, of Va., obtained the floor. He proceeded to explain why it was that so much of the important business was neglected until the close of the business of Congress, assigning it to the fact, that in the early part of the session, members were anxious to make long speeches to send among their constituents, and upon which their bread and butter depended. And especially did he attribute this delay of foreign policy to the Republicans, who were anxious to call up dead issues for party purposes. He then came to the main question before the House, which was so much of the President's message as relates to the Central American affairs. This is a question which relates to the vital interests of our Government, with respect to our foreign relations. The abrogation of the Clayton and Bulwer treaty, and from which we derive no benefit, was strongly advocated, since England, by her conduct, had released this Government from all obligations to adhere to the contract.

The seventh annual meeting of the United States Agricultural Society, commenced this morning at the Smithsonian Institute, in this city. The meeting was called to order by the President, General Tench Tilghman, of Maryland, and the accustomed annual address delivered by him. This society is composed of delegates from all parts of the country, and other persons interested in the subject of agriculture. Since its existence, according to the address delivered this morning, great acquisitions have been made in agricultural science, and still greater results are expected to be attained during the present gricultural congress.

CONGRESSIONAL.

WASHINGTON, January 14.

HOUSE.—On motion of Mr. Kunkel, of Pa., a resolution was adopted requesting the Secretary of the Treasury to furnish a statement of the amount of coal used by the navy since 1852, what commissions are paid to coal agents, and by what authority such agents are kept.

The Select Committee on the Investigation of the Accounts of Mr. Stimers, late Superintendent of Public Printing, and also the Committee on Judiciary in favor, and against the charges against Judge Irwin, of Western Pennsylvania, were authorized to employ stenographers.

Captain Hartstein was allowed $2,008 for extra expenses of the bark *Resolute*, by resolution, which was carried unanimously.

Various reports of a private character were made by the committees.

SENATE.—Mr. Fitzpatrick presented a memorial for the establishment of a line of mail steamers from New Orleans and Mobile to various ports in the Gulf of Mexico. Referred.

Mr. Hunter called to pay $250 for the funeral expenses and one quarter's salary of Mr. Morton, a furnace-keeper, deceased. The resolution was carried—33 yeas against 17 nays.

Considerable time was occupied in discussing whether the Senate should take up the bill for a passenger railway along Pennsylvania avenue, in Washington City.

The Pacific Railroad bill coming up as the special order, another discussion arose as to whether it should be considered, or that the Senate should take up the private calendar. Ten yeas and nays were demanded, and the yeas stood in favor of considering the Pacific Railroad bill—yeas 24, nays 30.

The vote was then taken on Bigler's amendment, to limit the route of the road between the 38th and 34th parallels, which was lost by yeas, 19; nays, 25.

Mr. Chandler spoke strongly against the bill.

Mr. Wilson's substitute which he offered the 20th ult., authorizing the President and Senate to appoint five civil engineers, who shall within two years locate the route of the railroad from the Missouri river to San Francisco, was voted down and lost—yeas 23; nays 24.

Mr. Bigler and Mr. Wilson offered various modifications, the object of both Senators being to provide for the completion of the mountainous and desert portions of the route, although they differed respecting the details.

Mr. Doolittle submitted an amendment providing that any contract made by the President be submitted by him to Congress, and take effect only by joint resolution.

Mr. Trumbull supported Mr. Doolittle's plan, insisting that unless some proposed was adopted, taking from the President the definite selection of the route, the bill could not pass. Three Senators who opposed the construction of the road altogether had not participated in any of its friends, and rejected the amendment to limit the line of the road between the parallels of 34 and 42, thus leaving to the President, and not to the contractors, the unique privilege of the route. A majority of the friends of a Pacific Railroad would never give such discretion to the President after the experience we have had in the location of the overland mail route.

Mr. Thompson, of Kentucky, was also opposed to leaving the location of the route to the President. He did not disguise his opinion that the Pacific Railroad scheme was a magnificent humbug. The President was a clever old gentleman, and he could probably do his own marketing as readily as anybody else, but he is not endowed, by virtue of the President, with any extraordinary virtue or ability in making contracts. The President might resemble the man who went to Jericho and fell among robbers. It was true, however, that the bill was killed outright. It has lived long enough, it was true it was recommended in the Cincinnati platform, but what of that? That platform was the work of politicians who got on a "bust" and framed it, and it is brought forward as a part of second constitution to govern the action of Congress. He himself stood a solitary monument to the genius, patriotism and common sense of the old Whig party, and like his friend, the Senator from Texas, (Mr. Houston,) he might be a dead corpse sprinkling. Yet the people seemed to want this railroad. They are monstruck by the magnificence of the scheme. It was said that the Anglo-Saxon blood rebelled against its variable, yet was the most insidiously taxed people on the face of the earth, are crying for an unlimited, illimitable and monumental project of building a railroad thousands of miles through an Indian country. It was the duty of the conservatism of the Senate to turn a deaf ear to these unreasonable cries. He would oppose the project as a greater humbug than the Atlantic Telegraph scheme.

Mr. Doolittle's amendment was adopted.

Messrs. Gwin, Davis, Pugh, Rice, Simmons, Bigler, Mason, Sebastian, Cameron and Malory took part in the debate.

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Mr. Mason moved to recommit the bill, which was lost, by yeas, 23; nays, 29.

Mr. Toombs moved to lay the bill on the table, which was lost—yeas, 27.

The bill was left in this condition when the hour of adjournment arrived.

In Senate discussed for one hour a proposal to adjourn over till Monday.

Mr. Brown protested against this waste of time.

Mr. Sebastian believed that a recess to morrow would advance and not retard the public business.

The Senate finally adjourned till Monday.

Later from Mexico.

WASHINGTON, January 14.—A private dispatch from a reliable source in New Orleans, states on the authority of information from Mexico, that Miramon was elected President by a four-fourths majority over Robles, and adds that it is uncertain whether Miramon will accept the office, while Zuloaga is represented as being firm in power at Vera Cruz. Nothing is said about the Liberals having taken Jalapa or Cordova.

VERA CRUZ, January 9.—It is said that Juarez refused to listen to the overtures made from Robles. Zuloaga, before his fall, approved of the propositions of England and France, for a settlement of the Spanish question, and that Spain was satisfied. The Saragas was at Sacrificios.

PRESENTATION SERVICE.—The Democratic admirers of Roger A. Pryor, late editor of the Richmond *South*, and at present of the Washington *States*, have had a superb service of plate prepared for presentation to him. The urn bears the following inscription:

"A tribute to the brilliant talents, eminent worth and distinguished services of Roger A. Pryor from his Democratic friends of Virginia."

RAILROADS IN THE UNITED STATES.—The cost of construction and equipment of the railroads in the United States amount to $1,050,615,970, or enough money to break down any other country in the world.

☞ The new Vermont Capitol—the old one having been destroyed by fire two years ago—is now near its completion. It is built of Barre granite, with heavy Doric colonade, extensive wings, and a lofty dome.

☞ Dr. Bright, physician extraordinary to the Queen, has just died in his 70th year, after a few days illness. He was the leading authority on all affections of the kidneys.

GAS LIGHT.—The city of London was first lighted with gas in 1807, and it was not until 1823 that the streets of New York were illuminated by the new universal light-giver.

THE NEW YORK HERALD ON THE DECLINE. Some time ago, a meeting in the New York *Herald*, we stated that it was far behind the New York *Times* as a newspaper, and it was rumored its subscription list was rapidly on the decline. As an evidence of the truth of this, we now find that the list of letters, which was given to the *Herald* last year on account of its having the largest circulation, has been taken from that paper and given to the Sun, the latter journal being now many thousands in advance of the *Herald*.—*Wash. States.*

ANOTHER PACIFIC RAILROAD BILL.—A new Pacific railroad scheme is being proposed at Washington. The route this terminus Mexico, commencing at some point on the Rio Grande, taking Monterey, Saltillo, on the way, and terminating at Mazatlan, on the Pacific.

The Banks in South Carolina.

The condition of the several Banks in this State, on the 30th day of December, may be learned from the Comptroller's monthly statement, published officially on the first page of this morning's *Mercury*. For the general reader, however, the following condensed exhibit embraces all the important particulars:

BANKS.	Discounts.	Deposits.	Circul'n	Specie.
Camden,	$142,399 34	$81,132 31	$185,471	$14,309 90
Charleston,	2,325,000 00	1,000,000 00	782,000	507,700 31
Chester,	156,671 34	12,925 31	102,000	57,623 61
Columbia,	600,001 42	218,000 00	395,000	88,414 50
Exchange,	296,007 65	64,800 34	286,000	92,000 00
Pee & Dee,	165,211 00	104,804 14	103,000	102,467 55
Georgetown,	152,128 00	65,107 40	139,000	39,816 92
Hamburg,	302,000 34	27,764 61	225,000	150,807 00
Kershaw,	175,171 00	75,477 00	164,000	39,977 71
Newberry,	136,234 97	67,000 00	103,000	45,150 92
People's,	203,800 00	107,300 00	144,000	191,600 00
Planters',	[illegible]	[illegible]	[illegible]	[illegible]
S. C. R. R.,	203,300 00	[illegible]	203,115	180,561 41
S. Ca.,	806,974 27	221,134 16	[illegible]	445,420 00
S. W. R. R.,	204,000 00	104,000 00	182,000	140,015 43
State of S. C.,	2,000,000 00	1,000,000 00	1,000,000	1,000,000 00
Col. R'g,	711,000 00	208,127 66	[illegible]	73,187 90
Com. R'g,	326,132 00	48,072 00	[illegible]	8,174 00
State,	450,000 00	250,000 00	285,000	225,000 00
Union,	745,207 00	104,625 54	197,000	74,700 77
Total,	12,494,659 99	3,741,567 76	5,899,586	3,561,224 61

The aggregate results are as follows:

LIABILITIES.		RESOURCES.	
Capital stock,	$18,399,491 93	Specie,	$3,561,224 61
Circulation,	5,899,586 19	Real Estate,	677,441 49
Dep. on demand,	1,384,918 00	Bills of other Banks,	1,000,000 00
Dep. Banks,	2,741,567 76	Due Banks,	2,741,567 76
Dep. States,	1,741,567 76	Due on demand,	12,494,659 99
Due State,	2,100,207 42	Dom. Exch'ge,	6,619,967 20
Other items,	181,401 21	For. Exchange	1,000,000 00
		Bonds,	4,189,400 17
		Stocks,	1,971,000 96
		Bills Rec'v'd,	1,849,402 43
		Branches,	3,741,567 60
		Other items,	424,402 24
		Other items,	889,829 50
	$30,344,054 87		$39,554,863 87

By comparing this with the statement of November 30, we note the following changes: An increase in specie of $1,250,867 21; in specie on hand, of $40,131 72; in domestic exchange of $756,989 22; in foreign exchange, of $192,355 11, and a decrease in deposits of $20,096 25.—*Charleston Mercury.*

SOUTHERN RAILROADS.—The Cairo correspondent of the St. Louis *Republican* has the following:

Kentucky City is almost a zero megapolis to the citizens of St. Louis. We have lately seen it, and in view of its importance as a point of shipping, both for passengers and freight, I cannot forbear posting you a little. Columbus and Kentucky City lie side by side, and both are situated between the Chalk and Iron Banks, twenty miles below the mouth of the Ohio, semi-circular, principally built on the level plateau, though extending far back on the hills that overlook the river. The terminus of the great road running from Mobile is at this point—the road is 176 miles in length, 34 of which is already completed, by 222 out of Mobile and 87 miles from Kentucky City to Jackson, Tenn., where it connects with the Mississippi Central Railroad for New Orleans, of which there is but 67 miles to complete. At Grand Junction (Connects at Memphis, so that it is proved there is a rapid connected communication from St. Louis to Memphis, except a packet from Cairo to Columbus. Kentucky City is now becoming a fine shipping point. Here is brought cotton from the interior of Tennessee, which six weeks ago went to Memphis by other roads; tobacco in large quantities from Tennessee, all of which is shipped daily to New Orleans.

There are but a few inhabitants there, but it is rapidly increasing the advantages are just beginning; to be seen and felt. The Iron Mountain Railroad connects at Pilot Knob, making a connection with Mobile and New Orleans by St. Louis, and commanding the trade of the interior of Kentucky, Tennessee, Mississippi and Alabama.

The opening of these great railroads to the far South, must be of infinite advantage to St. Louis, both in a traveling and commercial point of view. Passengers are now made steady hours going to New Orleans, and the trip from New Orleans is generally made in fifty-one hours.

In one year cars will run through from New Orleans to Kentucky City in twenty-four hours; the distance is 920 miles by land, by river it is 1,000. What a revolution has been gradually working by the hard labor of the Southern planters, for all the railroads have been built by them.

GEORGIA BANKS.—By proclamation, the Governor of Georgia has notified the State Treasurer that the bills of the following banks in that State: The Bank of the State of Georgia, the Cherokee Insurance and Banking Company, at Rome, the Bank of Augusta, at Augusta, the Bank of Savannah, the Bank of Columbus, the Bank of Middle Georgia, at Macon, the Bank of the Empire State, at Rome, the Planters' and Mechanics' Bank, at Dalton, the Exchange Bank of the State of Georgia, at Griffin, and the Mechanics' Bank, at Augusta, will not be received in payment of debts due the State.

THE CHESS ENG.—A dispatch dated Halifax, January 14, says:

The chess contest between Morphy and Anderson took place at Paris, with the following result: Morphy won seven games, Anderson two, and two games were drawn. According to agreement, Morphy having won seven games, is the victor.

OBITUARY.

DIED, in Spring Hill, Miss., on Thursday, the 13th inst., of inflammation of the brain, MARTHA NELSON daughter of Dr. J. S. and S. E. DAVIS, aged 11 years and 7 months.

"Sweet child! thy bloom, so early blighted, shall be a fragrance in our memories, as we think of thee in the bosom of our God, who gave thee, and who, in His own time and way, will restore thee, we trust, in a form of more enduring loveliness. Then, in the meantime, we will not sorrow as those who have no hope, but we will bow in meekness to the chastening rod, and say, 'Thy will be done.' Thy loss is our gain, O, our dear departed one! Farewell, farewell, sweet spirit! Rest thou in peace, while we, thy bereaved parents, will try to follow thee in the path of duty, that we may be with thee and our Redeemer in the bright world of glory."

☞ Memphis *Eagle and Enquirer*, and Athens (Ala.) papers please copy.

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 curseed to fall."

REV. M. THACHER,

Pitcher, Chenango Co., N. Y.

PREST'T J. H. EATON, L. L. D., *Murfreesboro', Tenn.*—"Not withstanding 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. BUCKBEE, Tres's Am. Bible Union, N. Y.—"I very cheerfully add my testimony to that of numerous other friends.

REV. H. V. 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. R. H. POLLOCK, 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. MRS. 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. WM. 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 foregoing from all parts of U. S., and even some from Europe, such as Rev. W. B. TAPPENSLEIN, Prescot, England; Rev. JAS