THE MEMPHIS DAILY APPEAL.

BY M'CLANAHAN, TROUSDALE & DILL. MEMPHIS, TUESDAY, MARCH 15, 1859. VOLUME X.—NUMBER 61.

Daily Appeal.

STREET PAVING.

EDITORS APPEAL: I would thank you to publish the following Minority Report of the Improvement Committee on a resolution instructing them to inquire into and report upon the cheapest plan of paving the streets of Memphis. The members of the City Council can only by the publication of the report and the examination of the accompanying drawings, at my office, comprehend the views and opinions of the minority of the committee.

Respectfully, T. J. DUPREE.

Minority Report of the Improvement Committee on the Resolution of Inquiry as to the best mode of Paving the Streets.

It is conceded on every hand that gravel as now used to make our streets such as they should be, will not accomplish the purposes for which its use was designed. For the space of years we have continued to expend perhaps the wealth of the revenues of the city in the useless super-imposition of pebbles upon our thoroughfares.

It would seem that the same objections pertain to "bowlders" as to "traveling" the streets to a less extent. A "bowlder" is a large pebble—a gravel is a small one. If a small weight or light harrow will drive a gravel beneath the surface of our porous streets, a heavier weight will drive down a larger pebble. The value of gravel, or of bowlders, is then directly proportioned to the superficial dimensions of each individual stone.

The weights imposed upon two wheels in this city will average few bales of cotton, or 2500 pounds. There are, of course, when a dray is running on a perfectly level street, 1200 pounds on the bearing surface of each wheel. If a street be of uneven surface, every sudden ascent or descent is equal in its effects to an equal ascent and fall of a trip-hammer or pile-driver, weighing 1200 pounds.

It may be as well to state that if a street be made highest in the middle, heavily freighted wagons and drays will converge to the centre, because the depest and hardest is thus presented. Formerly Forbelt Minister in Mexico, while Prince Camille de Polignac has the honor of holding the appointment of private secretary. A chief engineer, a land surveyor, and a chief of the sanitary department are included among the other functionaries.

The only thing remaining to be explained is the source whence the requisite capital of $30,000,000 is to be obtained, and also whether American enterprise has been secured by some private arrangement from the hands of Mr. Vanderbilt or Mr. Joseph L. White. The re-opening of Legaiel is of course to be magnanimously conceded to American enterprise. It is to be represented by a subsequent expedition which is to be "composed of hydrographers and two engineers, to be selected by Mr. Joseph Lecke, M. P." When the money may have been obtained even for all this flourish is thus far a mystery. Perhaps the patronage of the Emperor of the French will secure it, but if there have certainly been no contributions from London capitalists, nor, under existing circumstances, is the affair likely to attract the least attention any of the week, naughtiness.

PARIS, February 15.—There is this week positively no change in the war question. The uncertainty the Bourse is in shows the extent of the arch sustains them. Were this entirely true, a sub-stratum of gravel would not be necessary in making a boulevard street, as is the case in Louisville and elsewhere. In fact the points of contact between each stone and the points of pressure and resistance in an arch must form an exact curve forming the arc of a perfect circle—every mechanic would detect the fallacy of an attempt to construct a bowlders alone, of every size and shape, to construct an archway over a door or over a river—the points of pressure and contact have little if anything to do with the permanency of boulderd street.

It is a fixed fact that if one bowlder would cover the surface of a street or even one-tenth of it, no ordinary "wheel-hammering" by drays would sink it; but as the surface of each bowlder is diminished, the possibility of its sinking increases. The largest bowlder used on streets, ten inches in diameter, would not withstand the pile-driving of our drays, and as the bowlders would sink, the gravel, and finally gravels, we have it practically demonstrated everywhere that they are worthless. No ordinary street bowlder is large enough to repose upon the surface of our streets unless a more solid basis is prepared for it. The soil will not uphold it unless the bowlder be placed upon a bed of concrete, and perhaps the streets on which we have actually expended such immense sums may then become to some extent scientifically useful to us.

We might well raise the question just here whether it would not be well, first to bowlder the streets and then gravel them, since both cannot be claimed, as a general rule, to be either is permanent. A bowlder-d street is most costly of all others to comfort, and to draft animals, and over such, the smallest possible burdens can be conveyed; the highest rates of transportation must be paid because of their roughness; they are the most difficult to keep clean; they are most liable to be the dwelling-place of stones to get out of repair, and are in every sense most costly to the people who must pay for them.

The simplest form of means to exert force known is "mechanics" in the "wedge." It is more resistless than the fulcrum and lever of Archimedes. A wedge is almost a perfect wedge, by some supposed incapable of penetrating our soft streets, and the ponderous footsteps of a force, inelastic and monstrous which would drive these oval wedges into the fathomless abysses in which the gravel has long since disappeared.

Sawed or hewn quarried stones, such as we can get, besides being very costly, are infinitely less durable than bowlders. It is rapidly ground into an impalpable powder, and in cities where used, has even proven deleterious to health, because in summer the atmosphere was filled with floating clouds of lime dust, such as we have seen rising from the Macadamized streets of Nashville.

The character of our commerce, dealing, as we do, in the heaviest articles of freight, unlike the trade and means of transportation required through those cities dealing in flour, hemp, etc., renders the use of brown stone impolitic and that of bowlders can only be approximately successful. The larger the bowlder, the less the liability to be displaced, and the meanwhile and more uneven is the surface of the street, the more difficult and costly is drayage over it. The paradox is axiomatic—the better a bowlbered street is made, the more valueless it becomes.

What we want in the construction of streets, is a material which will make, 1st, a smooth and even street; 2 it must be, 2d, durable; 3d, cheap.

We have such material at our very doors. With it, stones were made as the doors to Solomon's Temple, as enduring as the eternal hills, and as cheap as easy accessibility and inexhaustible supply can make it. The bankers the Tennessee river, in Alabama, of the Cumberland, in Tennessee, and of White river, in Arkansas, are lined, in many places, with interminable forests of cedar. I present herewith a plan for its use in paving the streets. Sawed or hewn square posts diverging six inches square, are laid down, resting only on the original surface of the street. At retail price at the Bluffs, such a post costs, on average, 37 cents per lineal foot; double this, and we have the cost of a square foot, making 74 cents; multiply this by 100, and we have the cost of one foot square, $7, to which we add the cost of laying, down the cedar, which will be comparatively trifling, and we have the cost of paving what is among street bulbers technically called a "square."

Bowldering a square in Louisville costs from $12 to $13. The immense distance and risk of transporting bowlders will double this cost in Memphis, especially when we remember the greater price of labor (each bowlder must be handled) in this city. It follows that a cedar pavement will not cost sixthfold as much as one of bowlders.

The superior smoothness of a cedar pavement will recommend it to every man and horse, increased cheapness and speed of transportation.

As to the durability of a cedar pavement, no man who uses his eyes can doubt it. There are cedar posts at the intersections of streets, which were placed there when Memphis were her swaddling clothes, and which are as sound and unharmed to-day as when laid down. These cedar crossings are never displaced, save by the depression of the street on either side of them. At such points, where the street is made to pass, the posts are subjected to the severest tests. It is used where drays and wagons do not run across at right angles with the "grain" of the cedar, as is the case in accompanying drawing. The best pavement ever made in London, was constructed by placing down beside each other hexagonal blocks of wood. The schools of scholarship passing over the side of the block soon splitting and wearing them out. Wood is very costly in London; the cedar from which our pencils are made has crossed the ocean twice, and it would anywhere else, on the civilized globe, appear to be an extravagant proposition to pave our streets with one of the finest, most costly, and durable species of wood, and this so laid down as to resist forever, as far as our experience goes, the abrasiveness of superimposed burdens.

If cedar posts will make the cheapest, most durable, and smoothest, and cleanest street, why not adopt it? If it alone will not sink in our streets, why not begin experimenting with a more costly material, and one which will not stand?

If our city is to be governed by exploded prejudices, rather than by facts and experience, I would commend to this Board of Aldermen the wisdom of him who went to mill with the corn in one end of the bag and a stone in the other to balance it, and simply for the reason that his fathers had done so before him.

On the drawing I have presented a double track iron railway, which may be adopted or not. Adopt the cedar pavement, and in twelve months common sense will demonstrate the utility of the "U" rail, the bottom of the "U" being put down in the cedar logs. These iron rails are shallow and light, and are placed five feet from each other, the distance between ordinary carriage and draw wheels.

On such a track one mule can draw twenty bales of cotton from the railroad station. The privilege of running omnibuses on these tracks may be leased out as is done elsewhere. Scrap miles of such tracks have been laid down in Philadelphia during the past twelve months. The legislature of Louisiana has within the past twenty miles to be laid down in the streets of New Orleans, and the only question in St. Louis is, how long shall the citizens be taxed leaves time. The idea of "opposition" to the laying down of such tracks, not for railroad companies, but for the sharpening of transportation and travel through the city, originated with the "old fogies" of this city, among whom I regret to include candidates for the Mayoralty.

The adoption of the plan offered for the consideration of the Board, will cost less than the present system of gravelling, and with the iron track was included, will cost less than the proposed plan of bowldering.

All of which is respectfully submitted.

☞ The Marianna (Fla.) *Patriot*, of the 26th ult., says Dr. E. Phillips, of that place, had ripe strawberries in his garden several days.

Correspondence of the N. Y. Commercial Advertiser.]

LONDON, February 15, 1859.—Such new circumstances as have transpired during the last three days are all of the same order as those previously described. Peace assurances and warlike preparations are mingled in equal proportions, but the latter, unhappily, are the most practical.

LONDON, February 15, 1859.—April continues to be looked for with dread, and nothing has occurred since the departure of the steamer of the 10th to alter the balance of conflicting probabilities that then prevailed.

With regard to the feeling of London capitalists it is right to mention that, although the general expectation points to a rupture as inevitable, a leading firm, whose opportunities for knowing all the secret impressions and movements of the French, Austrian and other European courts are better than any can be possessed elsewhere, still confidently expresses an opinion that peace will be preserved. Their chief reliance, however, seems to be on the intense aversion manifested for war, not only by all classes in France, but by Europe at large, and they do not shut their eyes to the fact that there is in certain quarters a strong determination to make the most of the situation, and that a sudden disturbance at Naples, or in Modena, Parma, or Tuscany, would at once lead to that consummation. Still, there also is perhaps look with equal apprehension to the combustible elements furnished by the defiance given to Austria and Turkey by the Danubian principalities in their joint election of Col. Couza or Hospodar under the inspiration of France and Russia.

Favorable intelligence has again been received from India. The Oude campaign is ended and scarcely anything but police work remains to be done in any part of the country. The self-elected Begum of Oude and Nena Sahib are understood to have escaped into Nepaul. A demand will doubtless be made for the surrender of the latter.

According to a statement just received, Mr. Felix Belly, whose movements in connection with the Nicaragua canal have hitherto appeared to excite only amusement, has concocted an expedition of thirty-three persons, whom he leads in grand style, and with whom he sails to-morrow on the Panama West India steamer from Southampton to "take possession" of his grant. His secretary general on the occasion is Mr. Decazes, formerly French Minister in Mexico, while Prince Camille de Polignac has the honor of holding the appointment of private secretary. A chief engineer, a land surveyor, and a chief of the sanitary department are included among the other functionaries.

The only thing remaining to be explained is the source whence the requisite capital of $30,000,000 is to be obtained, and also whether American enterprise has been secured by some private arrangement from the hands of Mr. Vanderbilt or Mr. Joseph L. White. The re-opening of Legaiel is of course to be magnanimously conceded to American enterprise. It is to be represented by a subsequent expedition which is to be "composed of hydrographers and two engineers, to be selected by Mr. Joseph Lecke, M. P." When the money may have been obtained even for all this flourish is thus far a mystery. Perhaps the patronage of the Emperor of the French will secure it, but if there have certainly been no contributions from London capitalists, nor, under existing circumstances, is the affair likely to attract the least attention any of the week, naughtiness.

PARIS, February 15.—There is this week positively no change in the war question. The uncertainty the Bourse is in shows the extent of the arch sustains them. Were this entirely true, a sub-stratum of gravel would not be necessary in making a bowlbered street, as is the case in Louisville and elsewhere. In fact the points of contact between each stone and the points of pressure and resistance in an arch must form an exact curve forming the arc of a perfect circle—every mechanic would detect the fallacy of an attempt to construct a bowlbers alone, of every size and shape, to construct an archway over a door or over a river—the points of pressure and contact have little if anything to do with the permanency of bowlbered street.

It is a fixed fact that if one bowlder would cover the surface of a street or even one-tenth of it, no ordinary "wheel-hammering" by drays would sink it; but as the surface of each bowlder is diminished, the possibility of its sinking increases. The largest bowlder used on streets, ten inches in diameter, would not withstand the pile-driving of our drays, and as the bowlders would sink, the gravel, and finally gravels, we have it practically demonstrated everywhere that they are worthless. No ordinary street bowlder is large enough to repose upon the surface of our streets unless a more solid basis is prepared for it. The soil will not uphold it unless the bowlder be placed upon a bed of concrete, and perhaps the streets on which we have actually expended such immense sums may then become to some extent scientifically useful to us.

We might well raise the question just here whether it would not be well, first to bowlder the streets and then gravel them, since both cannot be claimed, as a general rule, to be either is permanent. A bowlbered street is most costly of all others to comfort, and to draft animals, and over such, the smallest possible burdens can be conveyed; the highest rates of transportation must be paid because of their roughness; they are the most difficult to keep clean; they are most liable to be the dwelling-place of stones to get out of repair, and are in every sense most costly to the people who must pay for them.

The simplest form of means to exert force known is "mechanics" in the "wedge." It is more resistless than the fulcrum and lever of Archimedes. A wedge is almost a perfect wedge, by some supposed incapable of penetrating our soft streets, and the ponderous footsteps of a force, inelastic and monstrous which would drive these oval wedges into the fathomless abysses in which the gravel has long since disappeared.

Sawed or hewn quarried stones, such as we can get, besides being very costly, are infinitely less durable than bowlders. It is rapidly ground into an impalpable powder, and in cities where used, has even proven deleterious to health, because in summer the atmosphere was filled with floating clouds of lime dust, such as we have seen rising from the Macadamized streets of Nashville.

The character of our commerce, dealing, as we do, in the heaviest articles of freight, unlike the trade and means of transportation required through those cities dealing in flour, hemp, etc., renders the use of brown stone impolitic and that of bowlders can only be approximately successful. The larger the bowlder, the less the liability to be displaced, and the meanwhile and more uneven is the surface of the street, the more difficult and costly is drayage over it. The paradox is axiomatic—the better a bowlbered street is made, the more valueless it becomes.

What we want in the construction of streets, is a material which will make, 1st, a smooth and even street; 2 it must be, 2d, durable; 3d, cheap.

We have such material at our very doors. With it, stones were made as the doors to Solomon's Temple, as enduring as the eternal hills, and as cheap as easy accessibility and inexhaustible supply can make it. The bankers the Tennessee river, in Alabama, of the Cumberland, in Tennessee, and of White river, in Arkansas, are lined, in many places, with interminable forests of cedar. I present herewith a plan for its use in paving the streets. Sawed or hewn square posts diverging six inches square, are laid down, resting only on the original surface of the street. At retail price at the Bluffs, such a post costs, on average, 37 cents per lineal foot; double this, and we have the cost of a square foot, making 74 cents; multiply this by 100, and we have the cost of one foot square, $7, to which we add the cost of laying, down the cedar, which will be comparatively trifling, and we have the cost of paving what is among street bulbers technically called a "square."

Bowldering a square in Louisville costs from $12 to $13. The immense distance and risk of transporting bowlders will double this cost in Memphis, especially when we remember the greater price of labor (each bowlder must be handled) in this city. It follows that a cedar pavement will not cost sixthfold as much as one of bowlders.

The superior smoothness of a cedar pavement will recommend it to every man and horse, increased cheapness and speed of transportation.

As to the durability of a cedar pavement, no man who uses his eyes can doubt it. There are cedar posts at the intersections of streets, which were placed there when Memphis were her swaddling clothes, and which are as sound and unharmed to-day as when laid down. These cedar crossings are never displaced, save by the depression of the street on either side of them. At such points, where the street is made to pass, the posts are subjected to the severest tests. It is used where drays and wagons do not run across at right angles with the "grain" of the cedar, as is the case in accompanying drawing. The best pavement ever made in London, was constructed by placing down beside each other hexagonal blocks of wood. The schools of scholarship passing over the side of the block soon splitting and wearing them out. Wood is very costly in London; the cedar from which our pencils are made has crossed the ocean twice, and it would anywhere else, on the civilized globe, appear to be an extravagant proposition to pave our streets with one of the finest, most costly, and durable species of wood, and this so laid down as to resist forever, as far as our experience goes, the abrasiveness of superimposed burdens.

If cedar posts will make the cheapest, most durable, and smoothest, and cleanest street, why not adopt it? If it alone will not sink in our streets, why not begin experimenting with a more costly material, and one which will not stand?

If our city is to be governed by exploded prejudices, rather than by facts and experience, I would commend to this Board of Aldermen the wisdom of him who went to mill with the corn in one end of the bag and a stone in the other to balance it, and simply for the reason that his fathers had done so before him.

On the drawing I have presented a double track iron railway, which may be adopted or not. Adopt the cedar pavement, and in twelve months common sense will demonstrate the utility of the "U" rail, the bottom of the "U" being put down in the cedar logs. These iron rails are shallow and light, and are placed five feet from each other, the distance between ordinary carriage and draw wheels.

On such a track one mule can draw twenty bales of cotton from the railroad station. The privilege of running omnibuses on these tracks may be leased out as is done elsewhere. Scrap miles of such tracks have been laid down in Philadelphia during the past twelve months. The legislature of Louisiana has within the past twenty miles to be laid down in the streets of New Orleans, and the only question in St. Louis is, how long shall the citizens be taxed leaves time. The idea of "opposition" to the laying down of such tracks, not for railroad companies, but for the sharpening of transportation and travel through the city, originated with the "old fogies" of this city, among whom I regret to include candidates for the Mayoralty.

The adoption of the plan offered for the consideration of the Board, will cost less than the present system of gravelling, and with the iron track was included, will cost less than the proposed plan of bowldering.

All of which is respectfully submitted.

☞ The Marianna (Fla.) *Patriot*, of the 26th ult., says Dr. E. Phillips, of that place, had ripe strawberries in his garden several days.

British India.

Recent letters from officers of the army express some fears of the great number of Sikhs which it is found necessary to keep under arms. The Sikhs, a few years since, were the most determined opponents the British had in India, but their services have been invaluable in crushing the Sepoy revolt, and under the lead of British officers they are found to fight as fearlessly as do British soldiers. They seem to be fully aware of their own consequence, and the correspondent of the London *Times* writes that they receive frequent warning from well-disposed natives, that the Punjaubee troops are too numerous, and that the national pride of the Sikh race is rising fast. Surfeited with the plunder and spoils of Hindostan, the Sikhs are contented as yet. But they think less of us and more of themselves than they did a short time ago. The men on service continue to write to their homes in the Punjaub most satisfactory letters, breathing a good spirit. But those who return home from leave are said to be vainglorious of their own deeds, and declare that they have reconquered India for the English.

Over 100,000 of these Sikhs are now under British pay, and without them it is universally admitted that the English could not have succeeded in reconquering the country. *Times'* correspondent says:

"Despite the risk and hazard, it is evident that at present we must retain this Punjaubee army. On the one hand we must never let native troops have a preponderance; on the other hand we cannot hold the country without a certain proportion of them; and so long as we are pretty strong, we can always keep a party in the country who will fight faithfully on our side.

NAMES OF THE DAYS.—THEIR ORIGIN.—The idols which our Saxon ancestors worshipped—from which the days of the week derive their names—were various, and were the principal objects of their adoration.

The Hal of the Sun.—This idol, which represented the glorious luminary of the day, was the chief object of their worship. It is described like the bust of a man, upon a pillar, holding, with outstretched arms, a burning wheel before his breast. The first day of the week was especially dedicated to its adoration, which they termed the *Sun's Dag*, hence is derived the word Sunday.

The Mal of the Moon.—The next was the idol of the Moon, worshipped on the second day of the week, called by them *Moon's Dag*, and since by us, Monday. The form of the idol is described to represent a woman, habited in a short coat and a hood, having two long ears. The Moon which she holds in her hand represents the quality.

The Idol of Tuisco.—Tuisco was first deified as the father and ruler of the Teutonic race, but in course of time he was worshiped as the son of Earth. From this came the Saxon word *Tuisco's Dag*, which we call Tuesday. He is represented as standing on a pedestal, an old, venerable sage, clothed in the skin of an animal, holding a sceptre in his right hand.

The Idol of Woden, or Odin.—Woden, or Odin, was the supreme deity of the northern nations. This hero is supposed to have emigrated from the East, but from what country or at what time is not known. His exploits form the greatest part of the mythological creed of the northern nations, and his achievements are magnificent beyond all credibility. The name of the fourth day of the week, called by the Saxons *Woden's Dag*, and by us Wednesday, is derived from this personage. Woden is represented in a martial attitude, with a broad sword uplifted in his right hand.

The Idol Thor.—Thor, the oldest and bravest of the sons of Woden and Frigga, was, after his parents, considered the greatest among the Saxons and Danes. To him the fifth day of the week, called by them *Thor's Dag*, and by us Thursday, was consecrated. Thor is represented as sitting upon a throne, adorned with a circle in front, wherein were set twelve bright burnished gold stars, and with a angel scepter in his right hand.

The Idol Frigga, or Frea.—Frigga, or Frea, was the wife of Woden, or Odin, and, next to him, the most revered divinity among the heathen Saxons, Danes, and Northern nations. In the most ancient times, Frigga, or Frea, was the same with the goddess Hertha, or Earth. To her the sixth day of the week was consecrated, which, by the Saxons, was written *Frigg's Dag*, corresponding with our Friday. Frigga was represented with a drawn sword in her right hand and a bow in her left.

The Idol Seater.—The idol Seater is represented on a pedestal, whereupon is placed a perch, on the sharp back of which he stood. His head was disengaged, and his visage lean. In his left hand he held upon a wheel, and in his right hand was a pail of water, wherein were flowers and fruits; and his dress consisted of a long coat, girdled with linen. The appellation given to the day of his celebration is still retained. The Saxons named it *Seater's Dag*, which we call Saturday.

The Memphis Appeal.

PUBLISHED DAILY, TRI-WEEKLY AND WEEKLY, BY
JNO. R. M'CLANAHAN.....LEONIDAS TROUSDALE.
REUBEN P. DILL.

Under the style and firm of
M'CLANAHAN, TROUSDALE & DILL,
TO WHOM ALL LETTERS OF BUSINESS, OR OTHERWISE, SHOULD BE DIRECTED.

PRICE OF SUBSCRIPTION.

Daily (in advance) per annum	$10 00
Tri-Weekly " "	5 00
Weekly " "	2 00

☞ All Daily subscriptions will be considered due and payable half-yearly in advance.

☞ The foregoing terms will be strictly and rigidly adhered to.

DAILY RATES FOR ADVERTISING.

For one square or ten lines or less, one insertion...$1 00
For each additional insertion of same.....50

Square	1 day	2 days	3 days	1 week	2 weeks	3 weeks	1 month	2 months	3 months	6 months	1 year
1	$ 00	$ 00	$ 00	$ 00	$ 00	$ 00	$10 00	$12 00	$15 00	$20 00	$25 00
2	4 50	6 00	7 00	9 00	12 00	15 00	18 00	22 00	25 00	37 00	50 00
3	6 00	8 00	10 00	12 00	15 00	18 00	22 00	25 00	30 00	45 00	60 00
4	7 00	10 00	12 00	15 00	18 00	22 00	25 00	30 00	35 00	50 00	75 00
5	9 00	12 00	15 00	18 00	22 00	25 00	30 00	35 00	40 00	60 00	85 00
6	10 00	14 00	17 00	21 00	25 00	30 00	35 00	40 00	50 00	75 00	100 00
7	12 00	16 00	20 00	24 00	30 00	35 00	40 00	50 00	60 00	85 00	125 00
8	14 00	18 00	22 00	27 00	35 00	40 00	45 00	55 00	75 00	100 00	150 00

☞ One square, recievable weekly, per annum.....$40 00
" " " " " twice a week..... 60 00
☞ Two squares, recievable weekly, per annum..... 60 00
" " " " twice a week..... 80 00
☞ All advertisements required to be kept on second page, CHANGED AS NEW EACH DAY, and on third page, an advance over regular rates.

☞ Advertisements directed to be displayed, or set in large type, charged DOUBLE rates.

☞ Yearly advertisers will be charged extra for serving quoin over contract, and when LARGE TYPE intended to be used, or the advertisement kept on inside of paper.

☞ Yearly advertisers will be charged extra at regular rates for Wants, Rents, Removals, Co-Partnership Notices, Proposals, &c.

☞ TRANSIENT ADVERTISING MUST BE PAID FOR IN ADVANCE.

☞ No advertisement will appear in the Weekly paper unless by special contract.

☞ Advertisements to be inserted in the Weekly paper at regular intervals, or at stated intervals in either of the papers, will be charged $1 per square for each and every insertion.

☞ Announcing Candidates for State, County and Municipal Offices, $5 each, to be paid in advance in every instance.

☞ All advertisements for Charitable Institutions, Fire Companies, Ward, Town and other Public Meetings, to be charged half price.

☞ Marriages and Deaths are published as news; but Obituaries, Tributes of Respect and Funeral Invitations are to be paid for as advertisements.

☞ All Legal and Transient Advertisements will be charged in the Weekly paper.

☞ Editorial Notices in Local Column will be charged 20 cents per line.

☞ No discontinuance or variation will be made from the foregoing rates.

M'CLANAHAN, TROUSDALE & DILL.

Marshal's Sale.

BY virtue of an execution of sale to me directed from the Hon. Wm. H. Humphreys, Judge of the United States District for the Eighth Circuit of West Tennessee, sitting in Admiralty in the case of M. J. Miller vs. steamer Daniel Boone, I will sell at the Court House in Memphis, on the 19th INST. AT ONE O'CLOCK, P. M., the steamer Daniel Boone, her furniture, tackle and fixtures. The above vessel is now lying at the wharf of said city. Sale in behalf of H. McCLANAHAN, U. S. Marshal.

Memphis, March 1, 1859. By JAMES H. SWAN, Deputy Marshal West Dist. Tenn.

Lumber, Lumber, Lumber.

JUST received and on hand a large assortment of assorted clear White Pine, Cypress and Poplar 1, 1½, 2 and 3 inch thick, dressed and not dressed, Flooring, Lumber, Sills, Joist, Shingles, Sheathing, Dressed and rough Weatherboarding. Also, a large lot of Red Cedar Fence Posts. C. W. GOTHARD.
feb25-1t-daily Washington st. and County Landing.

JUST RECEIVED!
PRICES REDUCED.
ALEXANDER'S PAPER WAREHOUSE,
No. 296 Main Street,
CALHOUN BLOCK.

50 gross Fahner's Rusty Pens, 50 " Hexagon Pencils, 10 " Cedar Pencils (Mother use), 10 " Carpenter's Pencils, 25 " Crayons, for drawing, blue, red and white.

100,000 Envelopes!
Cap, Letter and Note Paper.
C. W. ALEXANDER,
Blank Book and Paper Warehouse, 296 Main street.
march-1-tf

UNION FOUNDRY
AND
MACHINE SHOP,
POPLAR STREET, - MEMPHIS, TENN.

MANUFACTURE and keep constantly on hand the following articles:

Portable Engines, with locomotive boiler, for Gins, Saw Mills and Plantations.
Stationary Engines and Boilers for Gins, Saw and Grist Mill Machinery.
Can furnish all sizes of the above Engines low for Cash or City Acceptances.
CIRCULAR SAWS, LEAD PIPE,
STEAM GAUGES, STEAM WHISTLES,
CYLINDER COCKS, SLEIGH BELLS,
PUMP COCKS.
All sizes Portable French Burr Mills for Flour or Meal.
Iron Fencing, Iron Bedsteads, Cotton Presses, Screws, &c.
French Burr Mill Stones, of all sizes.
Dutch Anchor Brand Rolling Cloth, of the best quality.
Gins Repairing, Packing Turn, Cotton and Plaster Paris.
march-10-tfw WATTS, BRADFORD.
On Corner of Main & Monroe Streets.

OPENED
IN THE
CALHOUN BUILDING.

We have to-day opened in the above building, a large and well selected stock of

STAPLE AND FANCY
DRY GOODS.

To which we invite the attention of our friends and the public generally, that we will constantly keep on hand a large assortment of the best goods in our business, which we will sell at the lowest cash prices.

Our Prescription Department is complete, having at our disposal two of the most perfect and skillful practitioners in the city, who will give their attention to Physicians' Prescriptions at all hours of the day and night.

feb28-daily

Feathers! Feathers!
5,000 POUNDS fresh live Goose Feathers, just received and for sale by
McKINNEY & CO.

SPRING GOODS.
MARCH, 1859.
B. B. WILKINSON,
No. 275 Main Street,
MEMPHIS.

Would call the attention of buyers to the following goods:

SILK,
BEREGE,
GRENEDINE and ORGANDIE
ROBES!
PLAIN and BAYADEER
SILKS!
PRINTED ORGANDIES,
JACONETS, LAWNS
AND BRILLIANTS.
FRENCH,
ENGLISH
AND
AMERICAN
PRINTS.
VALENCIENNES
COLLARS
AND
SETTS.
VALENCIENNES
EDGINGS
AND
LACES.
JACONETS,
INDIA MULL,
REAL SWISS
AND NANSOOK
MUSLINS.
LINEN DAMASK,
IRISH LINEN,
LINEN LAWNS,
LINEN SHEETING,
PILLOW CASE LINEN,
TOWELS, NAPKINS,
ETC., ETC., ETC.
10-4 COTTON SHEETING,
ENGLISH LONG CLOTHS,
BLEACHED DOMESTICS,
MARSEILLES QUILTS,
ETC., ETC., ETC.
Having adopted the
CASH SYSTEM!
All Goods will be marked down to the lowest
Cash Prices!
And an examination and comparison of styles and prices is particularly solicited.
LADIES are particularly solicited to call and examine the stock of
SILKS AND LACE GOODS.

Dental Cards.

B. HOWCOTT,
DENTIST,
SUCCESSOR TO DR. N. HOWCOTT.
ALL dental operations performed at the shortest notice, and guaranteed. Office in Main street, opposite the Winchester House.
feb16-dly

Drs. Bryson & Crowell,
DENTISTS,
217 MAIN street, opposite Odd Fellows' Hall, Memphis, Tennessee.
apl6-1y

S. W. SHEED & HORINE,
DENTISTS, Memphis, Tenn.
OFFICE corner of Court and Main streets, opposite Peck & Iver. Entrance on Court street. Teeth inserted on Chrophilite. Specimens can be seen at our office.
mr22-dmtf

Dentistry.
DR. J. C. COLE, late of the firm of Brush & Cole, will continue the business at the old stand, in the city of Memphis, and fully prepared to perform all operations in Dentistry, with the latest improvements. I have a new and valuable improvement in artificial work, which renders it almost perfect, and is also a certain relief to the most nervous sufferers. Office on Main street, in Fowlkes & Stewart's new building, near of the Gayoso House.
mr1-dmtf

DR. G. W. ACREE,
Dentist
Court Street, opposite A. T. Wells & Bro.
ALL operations performed with the least possible pain and in the most skillful manner. Specimens of the finest and most beautiful teeth constantly treated. Artificial teeth inserted upon the most approved plan, with gum-arty, and no bandage, either old or new, is offered to inspire the public with confidence in my skill, or as an inducement to call at my office.
mr15

Professional Cards.

A. S. & E. B. McCLANAHAN,
ATTORNEYS AT LAW, Jackson, Tennessee. Will practice in the Common Law and Chancery Courts of Madison and adjoining counties.
Attention given to the collection of Claims in all parts of West Tennessee. mar12-dly.

J. & H. M. SOMERVILLE,
ATTORNEYS AT LAW, Memphis Tenn. Office—Calhoun block, survey, and a certificate attached.

J. F. ARNOLD. R. A. HILL.
ARNOLD & HILL,
ATTORNEYS AT LAW, Solicitors in Chancery and General Collecting Agents, Jacinto, Mississippi, will give prompt attention to all business confided to them professionally. Refer to the past as an index to the future. mr22-dawly

R. G. PAYNE. J. LOGWOOD.
PAYNE & LOGWOOD,
ATTORNEYS AT LAW, No. 40 south side of Court Square, Memphis, Tenn. Will practice in all the Courts of West Tennessee, North Mississippi and Eastern Arkansas. feb15-1y

D. M. DuBOSE,
ATTORNEY AT LAW, Memphis, Tenn. Office on the south side of Court Square in Stewart's new block.
feb4-1y

JOHN P. FARRELLY,
ATTORNEY AT LAW, Memphis, Tenn. Office on the northeast corner of Court Square, in Blythe's Building.
feb22-1y

DR. WM. T. BAILEY,
OFFICE 194 MAIN STREET, over Winslow & Co.'s Store.

DR. D. HERNDON.
OFFICE, corner of Main and Madison streets. Entrance on Main.

WALTER COLEMAN,
ATTORNEY AT LAW, 289 Main street, 2d door over Mansfield's Drug Store.

DR. T. A. MEANS,
OFFICE—Front Room, immediately over the Post Office.
feb15

GEORGE DIXON,
ATTORNEY AT LAW, has removed his office to Lowenstein's Building, two doors east of the corner of Main and Union streets.
mr15-tf

DR. THOS. TATE,
OFFERS his professional services to the citizens of Memphis and vicinity. Office on corner of Second and Washington streets. mar21-1y

WM. KENNEDY, JR.,
ATTORNEY AT LAW—Office Union Bank Building, Madison street, Memphis, Tenn. mr12-1y

H. C. SLAUGHTER.
ATTORNEY AT LAW—Office Union Bank Building, Madison street, Memphis, Tenn.
☞ Special collector for the citizens of Memphis, and Northern Mississippi and Arkansas. feb12-dly

J. W. BUTLER. W. A. REVESS
BUTLER & REVESS,
ATTORNEYS AT LAW, Batesville, Arkansas.
feb15-dly

DR. T. C. GAYLE,
PRESENTS his thanks to the citizens of Memphis and vicinity for the liberal patronage extended to him during for the past seven years. With an experience of twenty years, he feels confident in offering his services to the citizens, and by constant attention to the wants of his patients, he offers full assurance of satisfaction in all cases entrusted to his care. Office on Second street, between Court and Jefferson streets.
mr1-dmtf

DR. JOHNSON'S INFIRMARY
FOR THE TREATMENT OF DISEASES OF THE
EYE & EAR!
OPERATIONS.
SELF-SUPPORTING EAR-TRUMPETS,
Artificial Eyes, Etc.
No. 15 Jefferson street, three doors from Commercial Hotel.
R. H. JOHNSON, M. D. MEMPHIS, TENN.
feb8-dawly

W. S. WIGGS.....J. A. WIGGS.
WIGGS BROTHERS,
DRUGGISTS AND APOTHECARIES.
And dealers in
DRUGS, MEDICINES,
CHEMICALS, PERFUMERY,
Toilet Articles, Paints, Oils,
GRASS AND GARDEN SEEDS, ETC., ETC.
Cor. Main and Union Streets,
MEMPHIS, TENN.
☞ TERMS CASH. ☜
feb16-tf

For Sale—Property!
1920 ACRES in Bolivar county, Miss., 10 miles from Rosedale, 1 mile from Mt. Zion, 20 to 30 timbered acres, 8 or 10 inches, etc., etc. A bargain can be had.
A House with eleven rooms, 20 by 140 feet on Causey street.
1000 acres in Fayette county, Tennessee, half cleared, 140 by 140 feet on Avery street, with a good House.
A neat Cottage with four rooms, on the Hernando Plank-road, outside of the corporation.
240 feet on Court street near the Memphis and Charleston Railroad, paved and in good order.
42 feet by 195 on Shelby street, near Gayoso Hotel.
4500 acres in Marion county, Ala., 300 acres cleared—with good improvements, on the new Raleigh road.
A store building for sale on Main street between Adams and Beal streets.
110 feet on Main street below Beal near Lauderdale—200 acres on the Raleigh road, with 3 acres and stock, tools, etc.
1320 acres on Red Town, in Phillips county, Arkansas, with 50 negroes.
A beautiful place two and a half miles from the city, near the State Female College, 65 acres.
A beautiful five acre lot near the College. Also 32½ acres.
A desirable House and Lot on Wellington street, near Linden.
24 by 140 feet on Main street, up town near the new hotel—fine lot.
Also 37 feet and 15 inches by 140½ on Main street, adjoining Anderson, at a bargain.
Several Suburban places—very desirable. Houses and Lots all over the city. Call at No. 11 Madison street, up stairs, and examine advertisements.
JAMES TOOLEY, Real Estate Agent,
No. 11 Madison street, up stairs.

Dissolution.
THE firm of ABBEY & FRY, was dissolved by mutual consent on the 8th of February. James H. Abbey is alone authorized to collect all debts due the firm, and pay all outstanding claims against said firm.
feb15-1m*

Notice.
WE have lately added to our stock, a little assortment of FINE SILVER PLATE, embracing every variety of articles used in that department.
J. H. MERRIMAN & CO.
feb15 259 Main street, Memphis, Tenn.

St. Louis Business Cards.

JOHN JAMESON, ANDREW CUTTING, W. H. HOCKENSMITH.
JAMESON, CUTTING & CO.,
General Commission Merchants,
No. 8 Commercial street, City Building,
St. Louis, Mo.
PARTICULAR attention given to the execution of orders. References—Messrs. Wm. H. Fulwell & Co., Memphis. mar8-1m

EXCLUSIVELY WHOLESALE.
CUPPLES & MARSTON,
Manufacturers of and Wholesale Dealers in
CORDAGE, TWINES AND PAPER,
Brush