Daily Appeal.

NOT EIGHTY YET.

BY MRS. HARRIET STANTON.

From the Rocky Dells.]

Not eighty yet, but full three score,
And long hereafter in my bloom!
My step is downward now, 'tis sure,
And soon that load must be the tomb
And long and weary must I tread the way
From earthly joy to woman's prime,
With feeble length, to carve a prey,
It seemed a rugged hill to climb!

And yet my path was strewn with flower,
That oft I crushed, yet could not stay,
But looking forward sought for bowers
Of ease that seemed my steps to lay.
But when I reached the wounded hight,
Whence downward speeds the step of doom,
I backward gazed through fever light,
And mourned the sweet but trampled bloom.

Yet from that trampled bloom arose
A thousand sweets to bless my way,
Above that only which soon shall close
The path that marks my life's brief day
I see from that commanding hight,
That look from earth to yonder sky,
And picture to in a coming sight,
Where all earth's loves must buried lie.

What restless waste my hitch had known
Of love that slighted have, smelled my breast,
Will scorn place where able was unknown
Sweet hopes that cheered never made me blest.
Thou I have learned past griefs to know,
As the past hereafter may be,
While fancy for dull time to throw
A hopeless light as love to come.

Mark down the hill of life I go,
Unchanged with years, but not upproach—
Thy spirit, I've known, its cares I know,
And shall know, still its tears may taste.
But never shall my careless feet
Trample a flower in my heavy way,
Nor in my heart shall grief take root,
For life or hopes and joys to fall.

Nor shall my heart grow cold and chill,
And life's sweet companions fly,
For why should not my locks thrill
With kindly thoughts and cheerful glow?
And should my life still linger on,
And childhood's freshness return,
Heaven bless my memory and thoughts to shun,
Even though its time to eighty burn.

THE SHOWER OF FISH.

The account sent by the Hon. Grantley Berkeley, together with those which have appeared in the *Times*, relative to the above phenomenon, are most interesting. Nothing definite is known about these showers of fish, and Sir C. Lyell, in whose works we find records of the operations of most of the extraordinary phenomena of nature, writes concerning them as follows:—"The showers of small fish stated in so many accounts to have fallen from the atmosphere, require further investigation." In the case which has just happened we have to deal with something definite, observed by several independent witnesses.

I by no means feel myself competent to give a conclusive opinion on this strange matter, but as Mr. Berkeley has mentioned my name in connection with it, and as the columns of the *Field* are always open to the comments of the lovers of natural history, I would beg to say a word or two. I have certainly stated that the sudden appearance of innumerable little frogs and toads in unusual places might often be accounted for by a shower having brought them out of their holes from their places of concealment from the heat of the sun; but it is not at all impossible that in some instances they may have actually fallen from the air, as did the fish at Merthyr Tydvil, on February 9, 1859.

The only instances that we know of solid substances falling upon this earth, and possibly from other planets, are meteorolites. These are heavy, black looking stones; and contain a substance hitherto not found in any stone component part of our globe, viz., iron and nickel. When these meteorolites come to the ground they are exceedingly hot from their passage through the air. Not many years ago one of them fell in the garden of a lady living near Bicester, in Oxfordshire, and nearly frightened him out of his wits. There is a model of it in the Oxford Museum. These meteorolites have been found in such abundance in South America, that they have been melted up for the sake of the iron they contain.

The fish which fell near Merthyr Tydvil were for the most part "alive and kicking," and not red-hot; so that there can be no doubt but that they are denizens of our earth, and not, like the meteorolites, the belongings of some other planet. They certainly fell upon the earth from the sky, but from off the earth they had most certainly been swept before their fall, nor do I follow the conjecture of their aerial generation as propounded by a philosopher of 1858, in the following words:

"For it cometh to pass that the rage of the whirlwind is the type of the power which shall at the appointed part of the sear, and rich many times taketh up the dust of the earth, and congealeth them into stones, so also doth it take up frogs or fishes, which, being dry, also, be also are in the air, the whirlwinds and storms of showers, do then expander and bring fi th you ones, which afterwards fall down upon the earth, there being the proper place for them, and not in the air."

Mr. Berkeley's words, that "it is impossible for a whirlwind to take up slight and delicate by formed fish from either salt or fresh water, which happened, at the time of its gathering, to be on the surface," are, I believe, indorsed and received by most who inquire into such matters. There was a paper, not long ago, in Chambers' *Edinburgh Journal*, on the history of a motion of storm, wherein is described the progress of these "cyclones" from west to east, and whence it appears also that these cyclones not unfrequently touch our shores. It is within the limits of possibility that the whirlwind that passed over Merthyr Tydvil was the remains of one of the terrible West India tornadoes, which (having at its hurricane lifted the roofs from houses and uprooted trees,) retained after its long journey across the Atlantic, enough of its stupendous force to lift up in a body any shallow water embedded to its influence, and not only the water but even the fish in the water.

A friend of mine informed me of a well-authenticated case of one of these whirlwinds in Barbadoes, actually snatching up from the ground an unfortunate lady. She was carried about two miles by it, and was ultimately found dead in a tree; if, then, we have this poor lady's untimely end (among several other examples) of the power of air when put into swift motion, we must, and I think, be surprised at lighter bodies, such as fish, etc., when brought within its influence, being carried bodily away. A writer in the "Cardiff and Merthyr Guardian" seems to think that the whirlwind that carried up the fish, had its origin at no great distance; and he thus sensibly remarks:

"When two winds moving in opposite directions, and in a narrow space, as in one of our valleys, happen to meet, a vortex is the result; any cloud that happens to be between them is condensed into a conical form, and turned round with great velocity; this whirling motion drives from the center of the cloud all the particles contained in it; a vacuum is therefore produced, and water, or any other body, is carried into it. Supposing there need be no great difficulty in accounting for the suction of small fry, etc. The day was a rainy one, and in moving along the side of the mountain the cloud might have escaped observation."

Small whirlwinds not infrequently take place in England; in fact, when we see the dead leaves, dust, and bits of paper, whirling about in a corner of a London street, we have a miniature of the great West Indian tornado; seeking around nature we need but examine more material forms. The travelers in the African desert tell us of whirlwinds composed of sand, and the sailors well know and dread the "waterspouts" of the vast ocean.

About the month of August, 1857, Mr. Girdwood, of the Gonzalier Gardens, was standing in Hyde Park Corner, at Aldershot, to witness a pretty strong English whirlwind. It came up over the brow of a hill behind him, and passed close to him; it was about thirty feet high, and about nine or ten feet broad; it went with considerable swiftness, lifting up everything not heavy enough to resist its force—sticks, straws, and good sized bits of sand. Its shape was curved, like a common sickle, and the lower part went faster than the upper part; and as the objects taken up got towards the top of the whirlwind, and so out of the influence of its rotatory motion, they fell to the ground. Mr. Girdwood watched the whirlwind go right away across the canal, through the north camp, and ultimately lost it at the edge of a plantation. Now, if there had been a shoal of sticklebacks or minnows sunning themselves in the canal (for it was a bright, clear day) does this not prove there is no reason why they should not have gone up in it, and have treated the inhabitants of the North Camp to a "shower of fish."

The circumstances attending the fall of fish in Wales are somewhat different to what was observed of the Aldershot whirlwind. The Rev. Aaron Roberts, of Carmarthen, has most kindly sent me the following particulars, which are as follows: The fish fell in and about the premises of A. Nixon, and nowhere else, and that in a shower of heavy rain about 9, a. m. which lasted from twenty minutes to half an hour. They fell in such abundance that they were noticed coming down the waterpipes from the top of the house into the yard, in company with and in the rain upon the roofs. A man holding a bucket at the end of the pipe stated that the bucket filled quickly with rain-water accompanied with the fish, to the proportion of two or three hundreds to a bucketful of the water. They fell at the same time, and without any interval.

It had rained heavily before, and continued to do so afterwards in the course of the day and morning without interval, but no fish, either before or after the particular shower referred to, came down in the rain. The fish had the appearance of very small gurnets, but they say there were two species of them; they die in salt water immediately. The sea coast is distant from Aberystwyth Mountain Ash about twenty miles. The wind was blowing very hard at the time, and, as far as I can well judge, from the south. Whether it was spiral in its motion or not I cannot at present state, but you shall hear again on this point.

Here, then, we have capital evidence of the fall of the fish in numbers, and of the cause of their fall, viz: a violent wind, which lifted up both fish and water. Their gill fibres would not have become unfit for breathing purposes when suspended in the air, and the water in the form of rain, and they did not, therefore, lose their lives in air, having water to accompany them in their journey through the air. Through Mr. Merthyr Tydvil, Mr. Berkeley, I have since received specimens of those fish from Robert Crawshay, of Merthyr Tydvil; they arrived in the form of a pulp, this of skin, but a night's soaking in water livened them into the fry of the common minnow—little bits of creatures, the largest about the size of a small Greenwich sprat. Mr. Crawshay, a little tiny fellow indeed, all of them very large heads for a good strong wind. The sticklebacks described by Mr. Francis were probably the second kind of fish mentioned by Mr. Roberts. I have sent my fish to the "Field" office, that those who wish may see them; and I specially invite an unbiased and sober minded imagination has prompted him to write "Fishes from Cloud Land" in a weekly paper, that he may see what insignificant ambassadors his aerial messengers have sent down to him.

Nay it not rain great fishes
So called—but wanting wishes—
Two little fishes, two little fishes
May not the sky rain whales?
Sharks, grampuses, and porpoises,
Seals, dolphins, and sea-bears?
Or porpoises, sea-horses—
Nay, why not cods and dories?

The power of wind to convey substances to a great distance is justly insisted upon by Mr. Darwin, who, in his "Naturalist's Voyage," thus writes:

"I have found no less than fifteen different accounts of dust having fallen on vessels when far out in the Atlantic. From the direction of the wind whenever it has fallen, and from its having always fallen during those months when the Harmattan is known to rise clouds of dust high into the atmosphere, we may feel sure that it all comes from Africa. That dust falls in such quantities as to dirty everything on board and to hurt people's eyes. Vessels have run on shore owing the thoroughness of the atmosphere. It has often fallen on ships when several hundred and even more than a thousand miles from the coast of Africa, and at points sixteen hundred miles distant in a north and south direction. In some dust which was collected on a vessel three hundred miles from the land, I was much surprised to find particles of silica above the thousandth of an inch square mixed with finer matter."

Professor Ehrenberg finds that this dust consists in a great part of infusoria with siliceous shields, and of the siliceous tissue of plants.

It would be important to find out the nearest ditch, pool, or river, from which the Merthyr Tydvil fish could have set out on their aerial journey, so that we might have some idea how long they had been suspended, doubtless to their great astonishment.

E. T. BUCKLAND.

P. S. Since writing the above, I have learnt that some of the fish which fell in the shower on February 9th, were sent by the Rev. T. Griffith, of Aberdare, to Mr. Nares, of the Athenæum Club, and taken by him to Prof. Owen.

DANIEL WEBSTER'S POETRY.—A "lady who knows," has given us from memory the following lines, which, she says, were written by Daniel Webster for a lady who had requested his autograph on the same page with that of Lafayette:

Dear Lady—A little four
Tis dangerous to be writing here
Me hands—who hate our signers
Trust his pinning wings and mount the sky—
Who hate our signers—Lafayette
Lend cautious ears—and hear the tale—
Has traced in lines of trembling age
His address—and—Lafayette
Rather than that my hand be suspended,
Louder than thunder—Webster
His name shall through the earth be sounding,
And ever the wave of time be bounding!
While thousands the shores of time
Cling to his shirts, he still shall cry
And spring to immortality!
If by his name I write my own,
Who knows but we, tied arm in arm,
The cold salute will meet no scorn—
Pray, stranger! how did you come here?

CORRECT.—When does a clergyman resemble a man who is correct in what he says? When he's a curate, (ac-curate.)

I. O. O. F.

Grand Celebration, April 26, 1859.

THE Orders in this City intend to make a grand celebration of the anniversary of the Order, on Tuesday, the 26th inst. Orders in the surrounding towns are invited to participate with us.

Brothers from neighboring Lodges and elsewhere, are expected to participate with us.

J. P. PRESCOTT,
Secretary of General Committee of Arrangements.
march30-dw1m

YEAROUT & CO.,
STRICTLY CASH
EXCELSIOR AMBROTYPE GALLERY,
AND
Sewing Machine Depot,
IN CALHOUN BLOCK,
Corner of Monroe and Main Streets,
MEMPHIS, TENN.

HAVE fitted up a handsome suite of rooms for the above business, which, with our extensive stock, we are fully prepared with all the facilities of this profession, to offer to the public the best work in our line, at prices unknown to any house in the country.

Artists from neighboring Lodges and elsewhere, are respectfully invited to participate with us.

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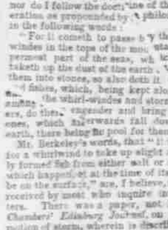
G. B. SLOAT & CO.'S
FIRST PREMIUM
SEWING MACHINES.

THESE Machines are now offered to the public, and satisfactorily tested, to be the strongest, most durable, and beautiful Machines ever made or patented. Their stitch is alike on both sides of the work, and cannot be ripped without cutting the thread. Their Patent of improvement and adjustment of Hemmer, Such Machine. All Machines warranted for three years. Instructions to purchasers gratuitous. Office, 194 Main street, Memphis, Tenn.

A. G. W. Furniture store, Memphis, Tenn.
march 8 H. P. MILLER & CO., Agents.



Dr. Mackenzie's Celebrated
OCULIST
AND
AURIST,

Can be consulted on ALL DISEASES of the EYE and EAR, which require Medical or Surgical treatment.

Artificial Eyes INSERTED, without causing any pain.

EXTRACTS

From Some of the best Papers

By Van Mouchanders, as an Oculist and Aurist, has acquired a high reputation.—N. Y. Herald.

No man has done more in curing the blind to hearing, and the blind to sight, than Dr. Van Mouchandes.—Baltimore Sun.

Dr. Van Mouchander treats the Eye and Ear on a new Medical and Surgical plan, and what is worthy of note, is that he does it without pain. Our attention was drawn to a few visits he made, the result of which was, to us, astonishing.—Cincinnati Gazette.

Dr. Van Mouchander has now made his triumph's celebrated in New Orleans which will stick with those who have seen. Something for the operations to be so speedy done, and so well done, that a person may walk out immediately whenever his caste shall be mentioned.—New Orleans Picayune.

CONSULTING ROOMS
AT THE
GAYOSO HOUSE,
FIRST FLOOR—NOS. 377 AND 379.

Persons calling on Dr. M., particular ladies, will receive no charge for the advice.

Dr. M's rooms are opposite the Female Entrance, on the ladies' side of the Gayoso House.

Office hours from 9 a. m. to 2 p. m.
march7-dawtfn

Black Hawk Morgan Stallion,
North Star.

FOLLY knowing and appreciating the desire of the citizens of Memphis and vicinity, for a stallion possessing the blood, form and qualities of the celebrated Black Hawk Morgan, I have purchased one for the ensuing season, and have placed him in their neighborhood, for the accommodation of the public. The Morgan breed has been acknowledged to be the standard of our country, first and foremost between Boston and Mobile. The North Star, I thoroughly investigated all the points pertaining to his pedigree, which I find to be of the purest blood. He will stand the ensuing season, on the premises of the Shelby County Agricultural Association, at the low price of $20.

CHARLES MAY, Proprietor.
april 19

GREAT NORTHERN & EASTERN AIR LINE ROUTE

Through to New York
IN 66 HOURS,
PHILADELPHIA
IN 62 HOURS
AND
CAIRO
IN 11 HOURS,
Via the Memphis & Ohio
AND
MOBILE AND OHIO RAILROADS.

THE completion of the Memphis and Ohio Railroad to the Mobile road which is now over as our fast road, and the close connections now arranged to be made by it with the Mobile road, and the Baltimore and Ohio Railroad from the most direct and the quickest time to

ST. LOUIS, CHICAGO,
LOUISVILLE, CINCINNATI,
PITTSBURG, WASHINGTON CITY,
PHILADELPHIA, NEW YORK,
BOSTON,
SARATOGA SPRINGS,
NIAGARA FALLS,

AND ALL EASTERN AND NORTHERN CITIES.

Passengers can now take their meals while the train is in motion, and be ready for breakfast on the morrow at Cairo, or further north, if they prefer, and be ready for dinner in Cincinnati, or Louisville, and be ready for supper in Philadelphia, without any additional expense for fare. Passengers can now go to Philadelphia and back in less time than it takes to rest, as all the night intervening between the trains coming with this, Lightning Sleeping Car are possible.

Trains leave the city from the depot of the Memphis and Ohio Railroad in the very center of the city, at 7:45 a. m., making close connections at Cairo with the Illinois and Ohio Railroad, at Humboldt for Jackson, Tenn. and all stations on that road.

Through tickets to all points East and North, also to Jackson, Tenn., can be obtained at the office of the road in the city yard. Tickets go a little more than the regular fare.

The above arrangement is to go into effect on Monday, April 25, 1859.

HENRY COFFIN,
Superintendent Memphis and Ohio Railroad.
J. J. WILLIAMS,
Assistant Superintendent M. and O. and Mobile Railroad.
april 16-w

Black Hawk Morgan Stallion,
North Star.

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april 16-w

GOLD PENS REPAIRED!

ENCLOSE them, with 50 cents cents each, in three cents stamps or fifty cents in money, to my address, and they will be returned to you in good order.

HOSKINS & BANKER,
Gold Pen Manufacturers,
No. 89 Third street, Louisville, Ky.
april-dawly

Strauss, Lehman & Co.

STRAUSS, LEHMAN & CO.,
No. 202 Main Street.

APRIL 19, 1859.

RECEIVED PER EXPRESS:

EMBROIDERIES,
EMBROIDERIES,
EMBROIDERIES.

BARGE SHAWLS,
BARGE SHAWLS,
BARGE SHAWLS.

LACE POINT MANTILLAS,
LACE POINT MANTILLAS,
LACE POINT MANTILLAS.

DIAMOND SKIRTS,
DIAMOND SKIRTS,
DIAMOND SKIRTS.

THIRTY SPRING SKIRTS,
THIRTY SPRING SKIRTS,
THIRTY SPRING SKIRTS.

THE LATEST,
THE LATEST,
THE LATEST.

SUSANNE ROBES,
SUSANNE ROBES,
SUSANNE ROBES.

VICTORIA SHAWLS,
VICTORIA SHAWLS,
VICTORIA SHAWLS.

MAY QUEEN SKIRTS,
MAY QUEEN SKIRTS,
MAY QUEEN SKIRTS.

TWENTY SPRING SKIRTS,
TWENTY SPRING SKIRTS,
TWENTY SPRING SKIRTS.

THOMPSON'S CROWN IRON SCROPLE SKIRTS,
THOMPSON'S CROWN IRON SCROPLE SKIRTS,
THOMPSON'S CROWN IRON SCROPLE SKIRTS.

THE NEWEST,
THE NEWEST,
THE NEWEST.

THE CHEAPEST,
THE CHEAPEST,
THE CHEAPEST.

STRAUSS, LEHMAN & CO.
apr20 No. 202 Main street.

Lotteries---Lotteries.

WOOD, EDDY & CO.'S
SINGLE NUMBER LOTTERIES.
Chartered by the State of Georgia.
CAPITAL PRIZE, $50,000
TICKETS ONLY $10!

NOTICE TO THE PUBLIC.

AT the request of our friends, by way of purchase, we become the owners of the grants chartered by the State of Delaware, Kentucky, Missouri and Georgia, to Georgia, under the management of Messrs. Gaslay & Mason, of Washington City, and Messrs. Wood, Eddy & Co., of Georgia, we have arrangements for conducting the schemes with the same liberality and fairness that have marked the management in the United States, specimens of which will appear in bond on exhibition and for sale at our place, and the schemes will have ample time to be published in our Lottery Gazette, which will be issued on the day of drawing, and sent to subscribers. All transactions will be conducted on business principles, and we can assure the public that the patronage bestowed upon us will be duly appreciated. Our office will open on the ensuing day, and will continue to do business in the usual way.

Very respectfully,
WOOD, EDDY & CO.
ATLANTA, Ga., April 15, 1859.

WOOD, EDDY & CO., MANAGERS,
SUCCESSORS TO S. SWAN & CO.

The following Schemes will be drawn by Wood, Eddy & Co., Managers of the Sparta Literary Lottery, in each of their Single Number Lotteries for May, 1859, at Atlanta, Ga., in public view, under the direction of Commissioners:

Class 19 draws Saturday, May 7, 1859.
Class 20 draws Saturday, May 14, 1859.
Class 21 draws Saturday, May 21, 1859.
Class 22 draws Saturday, May 28, 1859.

On the Plan of Single Numbers!
50,000 Tickets!
5,485 Prizes!!
Nearly One Prize to Every Nine Tickets.

MAGNIFICENT SCHEME,
TO BE DRAWN
EACH SATURDAY IN MAY.

1 Prize of	$10,000	4 Prizes of	1,000
1 "	5,000	10 Prizes of	500
1 "	3,000	20 "	300
1 "	2,000	100 "	200
1 "	1,000	200 "	100
1 "	1,000	100 "	100

APPROXIMATION PRIZES.

4 Prizes of $400 approximation to $10,000 Prize			1,600
4 " 300 " " 5,000 "			1,200
4 " 200 " " 3,000 "			800
4 " 100 " " 2,000 "			400
4 " 100 " " 1,000 "			400
4 " 100 " " 1,000 "			400
4 " 100 " " 1,000 "			400
2,000 " 50 " "			100,000
2,485 prizes amounting to			$110,000

Whole Tickets, $10; Halves, $5; Quarters, $2 50.

THE official drawing the plan of the Lotteries will be published in the papers of the day after.

Certificates of Packages will be sold at the following prices, which is the lowest:

Certificate of Package of 25 Whole Tickets.....$90 00
" " 50 Half " $50 00
" " 100 Quarter " $100 00
" " 25 Eighth " $10 00

In ordering Tickets or Certificates, the money must be sent in advance for the Tickets ordered, or remitted with the order to be forwarded to the first class Lottery, and the Tickets will be forwarded to the first class Lottery after the drawing, and returned owing to my figures they may desire.

The list of drawn numbers and prizes will be sent to purchasers immediately after the drawing.

Purchasers will please write their signature plain, and give their Post Office, County and State.

☞ Remember that every Prize is drawn, and payable in full without deduction.

☞ All Prizes of $1,000 and under, paid immediately after the drawing—other prizes at the usual time of thirty days.

NOTICE TO CORRESPONDENTS.

Those who prefer, can address orders for Tickets to the Managers at Atlanta, Ga.

The Adams Express Company,
whereby money for Tickets, in sums of Ten Dollars and upwards, can be sent at

AT OUR RISK AND EXPENSE,

from any city or town where they have an office. The money and order must be addressed to a "GOVERNMENT POST OFFICE BOX FOR ENVELOPE." The Express Company cannot receive them.

☞ All communications will be confidential.

Address Tickets to WOOD, EDDY & CO., Atlanta, Georgia.

☞ Write plainly the number, that we draw from the wheel, with the amount of the prize that each one is entitled to, and the money will be sent to the person, or the address designated. Always give Post Office, County and State in full. Address, WOOD, EDDY & CO., Managers, Sparta Literary Lottery, Atlanta, Georgia.

Refer to Hon. Howell Cobb, Washington, D. C.
Hon. Richard Hayneck, Portland (Me.) Oregonian.
april 23-dawtf

STATEMENT
OF THE CONDITION OF
The Hartford Fire Insurance COMPANY,
Made to Comptroller of the State of Tennessee, January 1, 1859.

1. The name of this Corporation is the HARTFORD FIRE INSURANCE COMPANY, and is located at Hartford, Connecticut.

CAPITAL.

2. The amount of Capital Stock is.....$300,000 00
3. The amount of Capital Stock paid up in.....300,000 00

ASSETS.

4. Cash on hand.....$41,419 22
Cash in the hands of Agents, in the course of transmission.....34,376 21
.....$75,795 43
Balances on book for the Company.....18,782 29
Bills receivable, secured by premiums on policies issued by the Company.....40,974 52
Bills receivable, not secured by premiums.....15,000 00
.....$150,552 24

Par Value.	Stocks.	Value.
171 Shares Hartford Bank Stock	$17,100 00	$17,482 00
200 " Phenix " "	20,000 00	20,000 00
100 " Conn River R. R. Co. Stock	5,000 00	6,400 00
100 " Hart. & New Haven R. R. Co. Stock	10,000 00	10,000 00
100 " Exchange " "	10,000 00	9,000 00
100 " Phenix " "	10,000 00	10,000 00
70 " Bank of Hartford Co. "	7,000 00	6,825 00
200 " Charter Oak " "	20,000 00	20,000 00
100 " Charter Oak Life Ins. Co. "	10,000 00	14,100 00
100 " North and New Haven "	12,200 00	12,700 00
100 " Conn. River " "	10,000 00	11,000 00
100 " Hart. & N. Y. R. R. Co. "	10,000 00	11,250 00
100 " Pacific Bank " "	10,000 00	10,000 00
100 " Charter Oak " "	10,000 00	10,750 00
100 " Dividend " "	10,000 00	12,000 00
100 " Merchants' " "	10,000 00	12,000 00
100 " Union " "	10,000 00	10,000 00
100 " Phenix " "	10,000 00	9,000 00
100 " Hart. & N. Haven R. R. "	10,000 00	11,000 00
100 " Hartford " "	10,000 00	12,400 00
100 " Blackstone " "	10,000 00	10,000 00
100 " Charter Oak " "	10,000 00	10,200 00
100 " Griffin " "	1,000 00	1,250 00
100 " Hart. & New Haven " "	10,000 00	10,000 00
100 " Greenfield " "	10,000 00	10,300 00
100 " Windsor " "	10,000 00	10,000 00
100 " Atlantic " "	10,000 00	10,000 00
100 " Hart. & Dutchess R. R. "	10,000 00	10,000 00
100 " Hart. & N. H. R. Co. "	10,000 00	12,000 00
100 " Conn. River " "	10,000 00	12,000 00
120 " Conn. River Co's "	12,000 00	2,000 00
24 Hartford City Bonds, 6 per cent, payable 1861	24,000 00	24,576 00
2 Other State Bonds, 6 per cent, payable 1866	10,000 00	10,075 00
20 Memphis City Bonds, 6 per cent, payable 1870	20,000 00	20,000 00
20 Tennessee State Bonds, 6 per cent, payable 1890	20,000 00	19,800 00
United States Treasury Bonds (15 per cents.)	14,000 00	14,000 00
	$300,300 00	$317,318 00
		20,300 00
Total amount of Assets.....		$170,552 29

LIABILITIES.

5. No liabilities to banks, or others, due or not due.
6. No losses adjusted and not due.
7. Losses either unadjusted or in process of adjustment.....$28,512 30
8. Adjusted and not due.....
9. Losses in suspense, waiting further proof, or in the last answer above.....
10. All other claims against the Company.....2,266 97
Total amount of liabilities.....$30,809 96
11. The sum of the Company is not to exceed $10,000 in any one risk, exceed it been by mistake etc.
12. The amount of any one risk or risks, depends upon the size, generally of the insurance risks taken each month, in the ratio thereof.
13. The amount insured in any one block of buildings generally upon city risks, and probably, subject to the rules above referred to.
14. The actual investment in the stock of this Company, is $300,000.—ALFRED MILLS, Secretary.

STATE OF CONNECTICUT, ss.
HARTFORD, CONNECTICUT, January 15, 1859.

Personally appeared C. Allen, Secretary of the Hartford Fire Insurance Company, and made the above and foregoing statement, by him subscribed, to a true, full and correct statement of the affairs of said Company, so far as exhibits, so far as can be ascertained at this date, by a final condition on the first day of January instant.

Before me,
GOODWIN COLLIERS,
Justice of the Peace.

STATE OF TENNESSEE, COMPTROLLER'S OFFICE,
NASHVILLE, January 15, 1859.

This is to certify that the "Hartford Fire Insurance Company," of Hartford, Connecticut, has complied with the laws of this State, relative to Foreign Insurance Companies, so far as the same are required by the General Assembly of the State of Tennessee, to March, 1856, entitled "An act to regulate the agents of Insurance Companies of other States, and for other purposes," and that J. E. Chadwick is the legally authorized agent of said Company in the State of Tennessee.

J. T. DURLAG, Comptroller.

Policies issued on equitable terms, and losses promptly and properly adjusted and paid, for the above and other Companies represented by J. E. CHADWICK, agent,
april 16-dawly No. 20 Union street, Memphis, Tenn.

Black Hawk Morgan Stallion,
North Star.

FOLLY knowing and appreciating the desire of the citizens of Memphis and vicinity, for a stallion possessing the blood, form and qualities of the celebrated Black Hawk Morgan, I have purchased one for the ensuing season, and have placed him in their neighborhood, for the accommodation of the public. The Morgan breed has been acknowledged to be the standard of our country, first and foremost between Boston and Mobile. The North Star, I thoroughly investigated all the points pertaining to his pedigree, which I find to be of the purest blood. He will stand the ensuing season, on the premises of the Shelby County Agricultural Association, at the low price of $20.

CHARLES MAY, Proprietor.
april 19

GREAT NORTHERN & EASTERN AIR LINE ROUTE

Through to New York
IN 66 HOURS,
PHILADELPHIA
IN 62 HOURS
AND
CAIRO
IN 11 HOURS,
Via the Memphis & Ohio
AND
MOBILE AND OHIO RAILROADS.

THE completion of the Memphis and Ohio Railroad to the Mobile road which is now over as our fast road, and the close connections now arranged to be made by it with the Mobile road, and the Baltimore and Ohio Railroad from the most direct and the quickest time to

ST. LOUIS, CHICAGO,
LOUISVILLE, CINCINNATI,
PITTSBURG, WASHINGTON CITY,
PHILADELPHIA, NEW YORK,
BOSTON,
SARATOGA SPRINGS,
NIAGARA FALLS,

AND ALL EASTERN AND NORTHERN CITIES.

Passengers can now take their meals while the train is in motion, and be ready for breakfast on the morrow at Cairo, or further north, if they prefer, and be ready for dinner in Cincinnati, or Louisville, and be ready for supper in Philadelphia, without any additional expense for fare. Passengers can now go to Philadelphia and back in less time than it takes to rest, as all the night intervening between the trains coming with this, Lightning Sleeping Car are possible.

Trains leave the city from the depot of the Memphis and Ohio Railroad in the very center of the city, at 7:45 a. m., making close connections at Cairo with the Illinois and Ohio Railroad, at Humboldt for Jackson, Tenn. and all stations on that road.

Through tickets to all points East and North, also to Jackson, Tenn., can be obtained at the office of the road in the city yard. Tickets go a little more than the regular fare.

The above arrangement is to go into effect on Monday, April 25, 1859.

HENRY COFFIN,
Superintendent Memphis and Ohio Railroad.
J. J. WILLIAMS,
Assistant Superintendent M. and O. and Mobile Railroad.
april 16-w

Transportation.

Notice to Passengers & Shippers.
Great Wabash Valley Route.

Great Western of Illinois
—AND—
Toledo, Wabash and Western Railroads!

Shortest, most Comfortable and Cheapest Route
BETWEEN
ST. LOUIS, TOLEDO, CLEVELAND, DUNKIRK, BUFFALO, ALBANY, NEW YORK AND BOSTON.

TWO line changes of Cars to Pittsburgh, Philadelphia, Harrisburg, Baltimore and Washington City. The only Route between St. Louis and the East by which Passengers avoid the risk of being connections by short lines, from St. Louis to Toledo, and from Buffalo to or out East without change of Cars.

Two *Daily Freight Trains St. Louis, as follows:*
Toledo & Wabash Express arrives at Toledo, Detroit, Cleveland, and all Eastern and Northern cities in time for any other route out of St. Louis.

Toledo & Wabash Express arrives at Toledo, Cleveland, and all Eastern and Northern cities in time for any other route out of St. Louis.

The great Route to the East combines all the elements of speed, safety and comfort, and from the perfect construction of its track with a less grade and curvature than any other Road West of the same length in the United States. The superiority of its running stock, its American Cars, and below all, the great risk of delay in meeting connections avoided, so far the advantages of checking Cars and Continuous every few hours and being jolted into sick headed fever, are fully appreciated and rendered substantial by an accumulation of cost.

The through Express Trains make direct and certain connections at Toledo with the magnificent steamers SOUTHERN MICHIGAN, WESTERN METROPOLIS and CITY OF BUFFALO, for Detroit, Buffalo and Niagara Falls.

SHIPPERS OF COTTON

Will find this route as cheap and more expeditious than any other out of St. Louis, having less line changes of cars, with Through Freight Tariffs, and delivery at your other lines having frequent changes and widely separated Depots. All over charges and damages promptly adjusted. The steamers R. I. Ingraham, R. Rhodes and Philadelphia, make direct connection with this Road at St. Louis, and Harvard Wabash from Memphis to any of the Eastern or Northern point accessible by Railroad can be purchased of the Agents at this place.

A. MITCHELL, Superintendent.
S. STOCKWELL, Jr., Gen'l Ticket Ag't, Springfield, Ill.
THOS. H. WILLIAMS & CO., Agents,
No. 2 Howard's Row, Memphis, Tenn.
SALEM WALKER, General Agent,
march 27-dw1m corner 4th and Pine sts., St. Louis.

To Cotton Shippers.
GREAT EASTERN ROUTE.
—VIA—
ST. LOUIS AND OHIO & MISSISSIPPI
RAILROAD

HAVING been appointed SOLE AGENTS, we are prepared to receive Cotton, in any quantity, to all the EASTERN CITIES. Cotton and all Merchandise on the above Road will be STORED FREE AND INSURED AT LOWEST EXPIRATION RATES for the transportation of COTTON AND MERCHANDISE TO ALL POINTS NORTH AND EAST.

Cotton shipped for any of the Northern and Eastern markets by this Route, has the advantage of being charged the entire distance by Rail from St. Louis, and receiving the Drafts and determine consequent upon the Lake freight.

We are prepared to receive Cotton and forward it WITHOUT DELAY. Our facilities are such, that we can promise shippers that