Daily Appeal.

AMERICA'S NOBLEMEN.

The fellow's nuts I know on earth,
Who labored for an honest living,
Who looked for no ancestral graves,
Who dwelt in the woods and till the soil,
And will thereby a prouder fame
Than fellows king of warrior's name.

The workingman, whatever their rank
To serve the state or bear the hod—
They were upon their honest honor
The real stamp and stuff of God!
And brother are the dings of arms!
Thou humble in a tumult!

God bless the noble workingmen,
Who rear the cities of the plain,
Who dig the mines and build the ships
And serve the farm—the backbone of the state.
God bless them, for their sweetly hands
Have wrought the glory of all lands.

GERMAN WAR SONG.

The following stanzas are said to have a run of popularity in Germany:

Ho! ye men of Germany
Who tend the land or Gouth and Schelde!
Ho! land of the Teutonic emblem so fair!
Ho! ye dwellers of the Rhine, of the Danube, of the Elbe!
Ye on the sands of the students flash out in the air
Ye!
Ye! ye! ye!
Ye of Wagner, full of swagger and Minner,
Ye of Hermann, ye of Frederick Barbarossa,
Ye on the Rhine, there's a Number, or two,
Ye!
Ye! ye! ye!
Ye! ye! ye! ye!
Ye! ye! ye! ye!

FASHIONS FOR APRIL.

The Turkish vests is the fashion of the present. When made in black or colored silk, it is embroidered in a shawl pattern, over with gold, silk or jet; when of cloth, it is generally braided in a different color, but not too bright. This vest, without being too tight, reaches some distance below the waist, and is cut to order each arm and laced down.

It is left open in front, showing the white colored satin lining. The sleeves are wide and open; also lined with satin, and trimmed and the inside edge with a ruche of ribbon the same shade; they are cut open, and tied to match the vest. According to the fashion of the richness and elegance, this vest may be worn either as a "coin du feu," or in dress. The dress worn by the Empress long since, at a court ball, was of white silk, trimmed round the bottom by bouillons of white tulle. Over this were two skirts, also trimmed with bouillonnes and bows on both sides by bows of pomeau velvet and bouquets of diamonds. A double tunic of the same colored velvet, fringed with diamonds, and ornamented with diamond stars on the front, formed the head-dress. Large pins are also much worn in the hair. One of the newest patterns is a pin with two large rings, one in the other, one being dead and the other burnished.

In evening parties, light colored dresses are worn, such as silver gray, blue, mauve, citrine, pearl, Alpine, etc. Some are brocade, silk; others have pattern, in velvet woven in silk. Sometimes the designs are enlivened by gold or silver thread woven in. Taffetas in brilliant patterns—that is, delicate wreaths of flowers or small bouquets on a white or colored ground, and Algerines stripes of bright colors, edged with a gold or silver thread, are all very much worn.

Silk gauzes, either plain or in checks, formed into narrow satin stripes in all colors, are generally worn as ball dresses by young ladies. They are made with double skirts, the lower being lined with a flat ribbon the color of the dress, and the upper one, the dress is plain, white, trimmed with a narrow black or white blonde on the edge, the upper skirt being raised on one side by a bow of ribbon or a full rosette of satin.

Satin is very much worn for dresses. Dark colors for morning dress, and light shades and delicate for evening toilette. It is not generally worn with flounces or ruffles. Brocades, or large medallion patterns, with satin or moire grounds, are also in great favor. Ribbed and striped silks of the same color are much worn for walking dress. Also striped and chinee silks, as well as drummis, with black, green, or brown grounds, figured in small bouquets in gold color.

Our principle modistes are mixing crape and silver, or crape and lace, for visiting bonnets. The crape forms the bonnet, trimmed round the edge and outside with a band of blue velvet, or a scarf of blue velvet, trimmed with tiny leaves of the front, and falling gracefully of the strings, a white ribbon strings, with narrow edge of blue velvet. Or, a bonnet of white crape, with a wide black lace falling over the brim; ruches of white silk, picked round the front and curtain; ruches of tulle illusion tulle, with a bow of flower on one side, or a wreath of white and colored velvet, or a bouquet underneath.

White satinin is also worn. Dresses of this material are frequently made with the waist cut in two pieces, one for the bottom. This is effected by making a plain skirt the length required, and then placing over it another tunic, or tunic, the length. This is gathered at equal distances with a fine thread, and fastened on the under-skirt by neat stitches. Sometimes the bouillonnes are separated by a narrow band of white satin or colored velvet. Sometimes five or seven white satin ribbons are sewed inside the bottom of the dress, and brought up outside to the waist; these are to be gathered the skirt, and should not be fastened anywhere way. This style is very pretty with tulle dresses.

Black satin, ribbed velvet, moire or taffetas, are one of the favorite novelties of the present season. It is worn over a dress of white satin, ornamented from the bottom, to some height, with bouillonnes of tulle or tarlatan. These tunics are open at the sides, and laced with ribbons. They are trimmed, according to the taste of the wearer, with narrow chicoree, flat passings, black or white lace, white or black tulle, or with gold and silver lace to the bitter case, they are laced with the same, or by cords to match the trimmings.

Beads is the favorite material for dress trimmings. Even in the evening they are becoming, and, when trimmed with round or flat, look very dressy appearance. One of the most fashionable modistes has always a choice of color in the jet wreaths. Fuchsia chrysanthemums, with black centers, are favorite flowers just now.

Pearl is worn with bows of ribbon, shaded. Drooping flowers, are also much worn, and a pleasing novelty. There is always a choice of black lace or tulle, either with the flowers or ribbon, which has a good effect with a blonde, and has also the advantage of being very becoming.

Sweeter still very generally adopted for evening culture. We have seen some very elegant ones formed of scarlet geraniums, pendant almond blossoms, roses of various shades, honeysuckles, lilies and mignonettes, and of velvet leaves and flowers on long stalks gold or silver wire.

Gold beads and fancy ornaments of the same metal are very usually mixed in the evening dresses, but less frequently in caps than in bonnets. A cap made of double tulle, with a wreath of flowers and scarf of tulle, fully hemmed, falling over the shoulders, has a very light and graceful effect.

Personalities in Washington.

The melancholy Key affair in the metropolis of irretentantly brings to mind the name Francis S. Key, Esq., the father of the man who met his death in so tragic a manner, in circumstances. He was a little, active man, having an earnest, and even anxious expression of countenance, as if care sat heavily on him, but at the same time genius and benevolence blended their expression in his face. He was eminent at the bar of Washington and Baltimore, held arguments with Wirt, Swan, Pinkney, Walter Jones, and others of similar rank, all of whom have disappeared from the scene, and only one of whom is still alive, namely, Reverdy Johnson, who is very advanced age, is often seen slowly walking along Pennsylvania avenue, as if he was lingering beyond his time about these mortal shores. Wirt, a man of large stature and commanding presence, was accustomed to look on Jones, though of small stature and poor presence, as the most dangerous antagonist he had to encounter before the Supreme Court of the United States. Mr. Key was a man of great integrity, of strong affection, and of a poetic turn of mind, as well as of a practical judgment. In composing the hymn of the "Star Spangled Banner," he in a measure associated himself with the glory of his countrymen. He held the office of District Attorney under Gen. Jackson, and of course was a political friend of that daring President. At the same time he was a man of religious tress, a member of the Episcopal Church, and a warm friend of Sabbath schools.

On the anniversary occasion of the Sunday School Union, Mr. Key, in company with the Rev. Mr. Sunderland, delivered an address in the open park east of the Capitol, under the shadow of the beautiful shade trees which then adorned, and still the glow and animation of early summer. As an executive officer, Mr. Key was energetic, as well as conscientious, having, while in office, undertaken the herculean task of purging the city of the houses of prostitution. The celebrated Hogan ballad was a Right task compared with this, but considerable success attended the effort, though this kind of depravity quickly reappears and re-builds itself through the aid of the base passions of human nature—man's lust, and woman's weakness. Mr. Key was esteemed as a christian man, not of the formal but of the evangelical order, and would have shuddered at the idea of the frightful guilt and atrocity connected with his name. But he is guiltless. Nor can his name be tarnished by the conduct of his guilty and unnatural son, who, in the fierce infatuation of his lusts, forgot the precious dee the memory of his aged parent, as he did the feelings of his wife and children. It is, indeed, a case so full of horrors as the ocean of waves. The picture has not one point of relief.—Journal of Commerce.

New Railroad Cars.

The South Carolina Railroad Company are constructing, at their car shop on Line street, four passenger cars for be Charleston and Augusta Railroad. The styles adopted are the result of the joint labors of Mr. Henry T. Peck, General Superintendent of the South Carolina Railroad, and Mr. John Reed, the master carpenter of the car shop.

The first class passenger car is a fine exemplar of the perfection which the joinery, upholstery, and decorative arts have reached in this country. In every respect the car is well adapted to secure safety and comfort to travelers.

The second class passenger cars are in every respect equal to the first class cars, except in the finest and nicety of the furnishings and ornaments. The frames are all running work of one pattern.

On all the cars, the side posts of the doors are cut at the top in palmetto in miniature, to conceal the place of their manufacture. The decorations of the outward panels are in imitation of the orders of Mr. Tuck, the Superintendent of the Charleston and Memphis Railroad, are in good taste, and appropriate to Carolina and Alabama. The only deviation in this we notice upon the cars, whereon are the crests of Mr. Preston S. Brooks and Mr. Kett.

These cars, when placed in service, must stand at the attention not only of the traveling public, but of all railroad men anxious to know the best and most suitable rolling stock to be obtained. They reserved for the union of twenty-five years' experience of the South Carolina Railroad, with inventive skillfand ex-ion in high development. The same devotion of care have been in constant use upon the North Carolina Railroad since the completed execution of their car constructing department, and have found to surpass, in many essentials, the highest priced cars from northern manufactories, to which they are inferior in nothing. In the requirements of a well appointed shop, the South Carolina Railroad Car Manufactory is fully up to the times. Labor and time saving machines and implements, controlled by competent mechanics, secure at once the most thorough work at the very lowest expense.—Charleston Mercury.

A Showman "Sold."

Showmen, as a general rule, are tolerably "sharp," and it is he very patient to overreach them; but when they are fooled it is a matter of great amusement to those present. I was a witness to one of the best "sells" of the kind I have ever heard of. Last summer there was an exhibition in a tent on one of our public lots—a sort of a menagerie on a small scale. Before the entrance to the tent the proprietor was boasting of the innumerable wonders to be seen for a shilling, to a considerable crowd. While in the midst of a speech, overflowing with large words, he was somewhat summarily interrupted by the following exclamation from a man near him, who had a boy with him:

"Pi! bet you a' fire' that you can't let me see that lion."

"Done," said the showman, eagerly, "put up your money."

The man placed a five-dollar bill in the hand of a by-stander, and the showman, counting out the change, did the same.

"Now, walk this way," said the showman, "and I'll convince you."

The man and the little boy followed him into the tent, where the whole scene followed.

"There," said the showman, triumphantly. "Look in that corner at that beautiful Numidian lion."

"Where?" asked the man, looking in every direction but the right one.

"Why, there!" was the astonished reply.

"I don't see any," responded the other.

"What's the matter with you?" asked the showman, who began to "smell a sery large mice."

"I'm blind!" was the grinning reply.

That showman was industriously employed in turning out the crowd for the next ten minutes, while the blind man pocketed the stakes and went his way.

Municipal Election.

For Mayor.

WE are authorized and requested to announce JOHN E. BOMBOY as a candidate for the office of Mayor at the ensuing municipal election. apl6-ts

For Mayor.

TO THE VOTERS OF MEMPHIS: Influenced by the strongest and most urgent solicitations, I announce myself as a candidate for the office of Mayor at our next municipal election. If elected, I will faithfully and impartially discharge the duties enjoined on me by the best of our humble abilities.

WM. M. PERKINS.

For Mayor.

WE are authorized to announce RICHARD D. BAUGH as a candidate for re-election to the Mayoralty of Memphis. mar13-ts*

For Mayor.

AT the request of friends I announce myself a candidate for the office of Mayor of the city of Memphis. JOHN PARK

For Recorder.

WE are authorized to announce F. M. DICKINSON as a candidate for the office of City Recorder, at the ensuing municipal election. apl-ts*

For Recorder.

WE are authorized to announce JOHN NEAL as a candidate for re-election to the office of City Recorder at the ensuing June election. mar16-ts*

For Recorder.

WE are authorized to announce MAJ. THOMAS M. RAMY as a candidate for re-election to the office of City Recorder at the ensuing June election. mar16-ts*

For City Tax Collector.

WE are authorized to announce WM. H. RIDGES as a candidate for re-election to the office of City Tax Collector at the ensuing election. mar16-ts*

For City Tax Collector.

WE are authorized to announce JOHN W. BURNEY as a candidate for City Tax Collector at the ensuing June election. mar16-ts*

For City Marshal.

WE are authorized to announce JOHN A. WISE as a candidate for re-election to the office of City Marshal at the ensuing June election. apl-ts*

For Wharfmaster.

WE are authorized to announce JOHN WOLFE as a candidate for re-election to the office of Wharfmaster at the ensuing June election. mar16-ts*

For Wharfmaster.

WE are authorized to announce DORSAN WILKIE as a candidate for re-election to the office of Wharfmaster at the ensuing June election. mar16-ts*

For Captain of the Day Police.

WE are authorized to announce JOHN T. HEFFERNAN as a candidate for Captain of the Day Police at the ensuing June election. mar16-ts*

For Captain of the Day Police.

WE are authorized to announce JAMES T. COLLINS as a candidate for Captain of the Day Police. mar16*

For Captain of the Day Police.

WE are authorized to announce JOHN T. JOHNSON as a candidate for re-election to the office of Captain of the Day Police at the ensuing June election. mar16-ts*

For Captain of the Day Police.

WE are authorized to announce JOHN J. MCHENRY as a candidate for re-election to the office of Captain of the Day Police at the ensuing June election. mar16-ts*

For Captain of the Day Police.

WE are authorized to announce Capt. S. N. THOMAS as a candidate for re-election to the office of Captain of the Day Police at the ensuing June election. mar16-ts*

For Captain of the Night Police.

WE are authorized to announce Capt. MOSES G. GARRETT as a candidate for re-election to the office of Captain of the Night Police at the ensuing June election. mar16-ts*

For Captain of the Night Police.

WE are authorized to announce Capt. JOHN MILLER as a candidate for the office of Captain of the Night Police at the ensuing June election. mar16-ts*

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

NOTICE TO THE PUBLIC.

As the numbers of our firm have, by way of purchase and inheritance, become the principal managers of the State of Delaware, Kentucky, Missouri, and part of those of Maryland, Virginia, Georgia, Alabama, Gregory & Marcy, of Wilmington, Delaware, we have deemed it expedient to change our firm to WOOD, EDDY & CO., who will hereafter have the management of the Sparta Academy Lottery, and the following State Lotteries:

In all transactions we have determined to conduct our business with the strictest integrity, and to deal on as fair terms as the public find on patronizing lottery brokers in our behalf. Our patronage has been liberal, and we hope to merit a continuance of the same.

Very respectfully, J. SWAN & CO.

AUGUSTA, GA., Dec. 15, 1858.

WOOD, EDDY & CO., MANAGERS,
Successors to S. SWAN & CO.

The following Schemes will be drawn by Wood, Eddy & Co., Managers of the Sparta Academy Lottery, in each of their Single-Number Lotteries for May, 1859, at AUGUSTA, Ga., in public view, and under the superintendence 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.

EACH SATURDAY IN MAY.

1 Prize of	$20,000	1 Prize of	1,000
1 "	10,000	100 Prizes of	100
1 "	5,000	100 "	50
1 "	4,000	100 "	40
1 "	3,000	100 "	30
1 "	2,000	100 "	20

APPROXIMATION PRIZES.

2 Prizes of $400 Approximate	$800	Prize are	1,600
2 " 300 "	600	"	1,200
2 " 200 "	400	"	800
2 " 150 "	300	"	600
2 " 100 "	200	"	400
2 " 50 "	100	"	200
2 " 20 "	40	"	100,000
5,485 prizes amounting to			$250,000

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

Circulars describing the plan of the Lottery will be sent to anyone desirous of receiving it.

Certificates of Packages of 10 Whole Tickets $50 00
" " 10 Half 50 00
" " 10 Quarter 20 00
" " 10 Eighth 10 00

In ordering Tickets or Certificates, be particular to write your name, post office, county and state, on receipt of which they will be forwarded by the first mail. Purchasers can have their tickets cutting in any figure they may prefer.

The list of Prizes, Schemes and prices will be sent to any person demanding it after the drawing.

Purchasers will please write their signatures 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 three days.

NOTICE TO CORRESPONDENTS.

Those who prefer not sending money by mail, can use Express Company, at our risk and expense, whenever money for Tickets is sent of Ten Dollars and upwards, can do so with us.

AT OUR RISK AND EXPENSE,

from any place or town where there have an office. The Express Company charge us 25 cents for "GUARANTEED POST OFFICE STAMPED ENVELOPES," to the Express Company cannot receive them.

All communications must be strictly confidential.

Orders for Tickets or Certificates, by Mail or Express, will be directed to our Office only.

WOOD, EDDY & CO., Augusta, Georgia.
WOOD, EDDY & CO., Wilmington, Delaware.
WOOD, EDDY & CO., Wilmington, Delaware.

A list of the numbers that are drawn from the wheel, with the amount of the prize that each one is entitled to, will be published after every drawing, in the following papers, viz: Augusta, Ga., Constitutionalist, Mobile Register, Nashville Gazette, New York Weekly Day Book, Richmond Dispatch, Philadelphia Sunday Mercury.

JAMES M. HUNTER, Agent.

Office—Augusta, Ga., Box 280 Memphis, Tenn.

DIRECT

FROM the manufacturer to Parties, free of freight or brokerage, which is much whatever.

FRANCISCO & CO.

Black Hawk Morgan Stallion,
North Star.

FULLY believing this and appreciating the desire of the thoroughbred stock this state, I am adopting the Office for the Introduction and propagation of the Black Hawk Morgan Stallion, NORTH STAR. I have neither spared pains nor expense in the selection of the best specimens of the breed, and have succeeded in this undertaking. The Morgan breed is unsurpassed for all purposes, combining speed, endurance, fast and useful horses. Before purchasing NORTH STAR, I thoroughly investigated all the papers pertaining to the breed, and have no hesitation in pronouncing him the best. He will make the present season, on the grounds of the Shelby County Agricultural Society, commencing at the 1st of April, and ending the 1st of July.

CHARLES MAY, Proprietor.

apl9-1m

GOLD PENS REPAIRED!

EVERYONE that owns a Gold Pen, knows what it is to have a great change of difficulty in using it, to say nothing, and they will be refunded by mail in one day.

HOSKIN & SARNES,
Gold Pen Manufactory,
No. 98 Main Street, Louisville, Ky.

Black Diamonds!
BLACK DIAMONDS!
Of the First Water!

RECEIVED THIS DAY, 30,000 this of the purest Pittsburgh Coal. The citizens of this town need not be alarmed for this coming winter for the want of a good article of Black Diamonds. Kept for sale at the Bed Dollar, by a citizen.

THOS. JAMES.

apl24-tf

Edinburg and Glendary Caps

JUST received at the Fashionable Hat Emporium of

FRANCISCO & CO.

Strauss, Lehman & Co.

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

APRIL 19, 1859.

RECEIVED PER EXPRESS:

EMBROIDERIES.
EMBROIDERIES.
EMBROIDERIES.

EUGENE ROBES,
EUGENE ROBES,
EUGENE ROBES.

BARBER SHAWLS,
BARBER SHAWLS,
BARBER SHAWLS.

VICTORIA SHAWLS,
VICTORIA SHAWLS,
VICTORIA SHAWLS.

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

HAT QUEEN SKIRTS,
HAT QUEEN SKIRTS,
HAT QUEEN SKIRTS.

DIAMOND SKIRTS,
DIAMOND SKIRTS,
DIAMOND SKIRTS.

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

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

THOMPSON'S CROWN INDESTRUCTIBLE SKIRTS,
THOMPSON'S CROWN INDESTRUCTIBLE SKIRTS,
THOMPSON'S CROWN INDESTRUCTIBLE SKIRTS.

THE LATEST,
THE LATEST,
THE LATEST.

THE NEWEST,
THE NEWEST,
THE NEWEST.

THE CHEAPEST,
THE CHEAPEST,
THE CHEAPEST.

STRAUSS, LEHMAN & CO.

N.B.—No. 202 Main street.

Hardware.

ANOTHER
OF OUR
FIRE-PROOF
SAFES,
Tested!

Stearns & Marvin's Safe Triumphant.

The following letter from the Editors of the Radio and Magazine shows how satisfactorily their books, papers and money were saved from destruction in the great fire of the 3d inst.

MEMPHIS, March 12, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTS—Your safe of the 7th inst. has been exposed to fire, and in reply to your inquiry as to the fate of the Stearns & Marvin Safe, No. 2227, sold to us by you, we have to say that all contained—all Books, Papers and Money—were entirely uninjured by the late fire.

We cannot speak too highly of the safe, and shall be happy to recommend it to our friends.

Very respectfully, yours, etc.,

(Signed) JERE CLEMENS,
L. J. STICKNEY.

AND STILL ANOTHER.

Both Checks, Money, Papers and Books, all saved from destruction or damage in the same terrible fire.

MEMPHIS, March 11, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTS—We have your note of the 7th instant before us, asking particulars as to how our safe (one of Stearns & Marvin's manufacture) stood the very severe test to which it was exposed on the morning of the 3d instant.

We have much pleasure in stating that it stood all falling directly upon a pile of coal, which of course, with the burning timbers, made a most intense heat, further still with the fact that we were unable, owing to the heat, to get at it for upwards of eight hours, we hardly expected that it would preserve our Books, Papers or Money; upon opening it however, we did find its contents uninjured, saved. Every product of merit in our books was so legible as to be easily deciphered. Not a paper was scorched or injured, save checks which between them they had the day before given up, and which had been placed in the money drawer, were taken to the banks and paid on presentation without question. Our books were all of getting their proceeds. Considering the great heat and the length of time our safe was subjected to it, we very much question whether three-fourths of the different makes of safes were in any place in the same position, would not have burned entirely. Very truly yours,

CLARK J. HORTON & CO.
Proprietors of St. Louis Floor Depot.

AND YET ANOTHER.

MEMPHIS, March 12, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTLEMEN: Yours of the 1st inst., asking reply to certain questions touching the fate of my SAFE, bought of Messrs. Stearns & Marvin, and purchased of some two years ago from you, is before me, and I cheerfully reply, as follows:

The fire you refer to, was the largest that ever occurred in Memphis, there being some thirteen houses consumed, and about as many more damaged, and in the afternoon of the morning of the 3d of January last.

My SAFE stood in my office on the second floor of one of the burning buildings, where it remained until the floor was burned from under it, when it fell into the basement among the ashes of coal, lumber, boxes and spirits stored there. I had previously taken from the SAFE my books and papers, having no fear, however, as my opinion was that the SAFE was a safe place for them, and I wished to test it. I was mistaken, however, in the extent of the heat, and found on the morrow, when I went to the ruins, that the SAFE was so hot as to be unapproachable, and I was compelled to leave it, and return to the ruins, and remove their journey of their convenience.

Tickets from 50 Days. Baggage checked through. Fare as low as by any other route. Time as quick as any other route.

Tickets for sale at the office of the Memphis and Ohio Railroad, in Memphis, Tenn., or of the undersigned, at Cairo, with the Illinois Central Railroad.

Tickets furnished direct from Memphis to all the Eastern cities, including grand excursion tickets at St. Louis. The road has been completed in the least time consistent with safety, and the cars are now running through from Memphis to Cairo, without change, and passengers can rely on making direct and speedy connections. The road is now in good order.

THE AMERICAN AND UNITED STATES EXPRESS AND THE

Great Northern & Eastern Mail

Information concerning the route, can be procured at any time from

THOMAS H. WILLIAMS & CO., Agents,
No. 8 Merchants Row, Memphis.

For the St. Louis, Alton and Chicago Railroad.

—TO ALL—

EASTERN & ATLANTIC CITIES

—VIA—

MEMPHIS AND CHARLESTON

RAILROAD.

THE recent completion of the East Tennessee and Virginia Railroad, forms a most direct, speed connected, direct and continuous railway route from Memphis to

WASHINGTON CITY,
BALTIMORE,
PHILADELPHIA,
NEW YORK,
AND INTERMEDIATE CITIES.

Through in Washington City, in two days one night, and in Baltimore in one day and one night.

The advantages and superiority of this over all other routes have been appreciated by the

TRAVELING PUBLIC.

in consideration to it the

Great Southern United States Mail

Entirely through when inclement weather, or the fatigue of the burning locomotive, and remained buried beneath the ruins for twenty-three hours before they had sufficiently cooled to enable me to remove it.

Very respectfully, yours, etc.,

(Signed) JERE CLEMENS,
L. J. STICKNEY.

AND STILL ANOTHER.

Both Checks, Money, Papers and Books, all saved from destruction or damage in the same terrible fire.

MEMPHIS, March 11, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTS—We have your note of the 7th instant before us, asking particulars as to how our safe (one of Stearns & Marvin's manufacture) stood the very severe test to which it was exposed on the morning of the 3d instant.

We have much pleasure in stating that it stood all falling directly upon a pile of coal, which of course, with the burning timbers, made a most intense heat, further still with the fact that we were unable, owing to the heat, to get at it for upwards of eight hours, we hardly expected that it would preserve our Books, Papers or Money; upon opening it however, we did find its contents uninjured, saved. Every product of merit in our books was so legible as to be easily deciphered. Not a paper was scorched or injured, save checks which between them they had the day before given up, and which had been placed in the money drawer, were taken to the banks and paid on presentation without question. Our books were all of getting their proceeds. Considering the great heat and the length of time our safe was subjected to it, we very much question whether three-fourths of the different makes of safes were in any place in the same position, would not have burned entirely. Very truly yours,

CLARK J. HORTON & CO.
Proprietors of St. Louis Floor Depot.

AND YET ANOTHER.

MEMPHIS, March 12, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTLEMEN: Yours of the 1st inst., asking reply to certain questions touching the fate of my SAFE, bought of Messrs. Stearns & Marvin, and purchased some two years ago from you, is before me, and I cheerfully reply, as follows:

The fire you refer to, was the largest that ever occurred in Memphis, there being some thirteen houses consumed, and about as many more damaged, and in the afternoon of the morning of the 3d of January last.

My SAFE stood in my office on the second floor of one of the burning buildings, where it remained until the floor was burned from under it, when it fell into the basement among the ashes of coal, lumber, boxes and spirits stored there. I had previously taken from the SAFE my books and papers, having no fear, however, as my opinion was that the SAFE was a safe place for them, and I wished to test it. I was mistaken, however, in the extent of the heat, and found on the morrow, when I went to the ruins, that the SAFE was so hot as to be unapproachable, and I was compelled to leave it, and return to the ruins, and remove their journey of their convenience.

Tickets from 50 Days. Baggage checked through. Fare as low as by any other route. Time as quick as any other route.

Tickets for sale at the office of the Memphis and Ohio Railroad, in Memphis, Tenn., or of the undersigned, at Cairo, with the Illinois Central Railroad.

Tickets furnished direct from Memphis to all the Eastern cities, including grand excursion tickets at St. Louis. The road has been completed in the least time consistent with safety, and the cars are now running through from Memphis to Cairo, without change, and passengers can rely on making direct and speedy connections. The road is now in good order.

THE AMERICAN AND UNITED STATES EXPRESS AND THE

Great Northern & Eastern Mail

Information concerning the route, can be procured at any time from

THOMAS H. WILLIAMS & CO., Agents,
No. 8 Merchants Row, Memphis.

For the St. Louis, Alton and Chicago Railroad.

—TO ALL—

EASTERN & ATLANTIC CITIES

—VIA—

MEMPHIS AND CHARLESTON

RAILROAD.

THE recent completion of the East Tennessee and Virginia Railroad, forms a most direct, speed connected, direct and continuous railway route from Memphis to

WASHINGTON CITY,
BALTIMORE,
PHILADELPHIA,
NEW YORK,
AND INTERMEDIATE CITIES.

Through in Washington City, in two days one night, and in Baltimore in one day and one night.

The advantages and superiority of this over all other routes have been appreciated by the

TRAVELING PUBLIC.

in consideration to it the

Great Southern United States Mail

Entirely through when inclement weather, or the fatigue of the burning locomotive, and remained buried beneath the ruins for twenty-three hours before they had sufficiently cooled to enable me to remove it.

Very respectfully, yours, etc.,

(Signed) JERE CLEMENS,
L. J. STICKNEY.

AND STILL ANOTHER.

Both Checks, Money, Papers and Books, all saved from destruction or damage in the same terrible fire.

MEMPHIS, March 11, 1859.

Messrs. Lowndes, Orgill & Co.:

GENTS—We have your note of the 7th instant before us, asking particulars as to how our safe (one of Stearns & Marvin's manufacture) stood the very severe test to which it was exposed on the morning of the 3d instant.

We have much pleasure in stating that it stood all falling directly upon a pile of coal, which of course, with the burning timbers, made a most intense heat, further still with the fact that we were unable, owing to the heat, to get at it for upwards of eight hours, we hardly expected that it would preserve our Books, Papers or Money; upon opening it however, we did find its contents uninjured, saved. Every product of merit in our books was so legible as to be easily deciphered. Not a paper was scorched or injured, save checks which between them they had the day before given up, and which had been placed in the money drawer, were taken to the banks and paid on presentation without question. Our books were all of getting their proceeds. Considering the great heat and the length of time our safe was subjected to it, we very much question whether three-fourths of the different makes of safes were in any place in the same position, would not have burned entirely. Very truly yours,

CLARK J. HORTON & CO.
Proprietors of St. Louis Floor Depot.

MORRIS CEMETERY,

THIS Cemetery and grounds having been recently purchased by the undersigned, is now offered to the public, friends or relatives interred, or owning lots in the Morris Cemetery, are hereby informed that the undersigned is prepared to present the most eligible and beautiful sites of ground from the most eligible and beautiful sites of the Historical Cemetery, by having the grounds and lots well improved and re-improved when desired by Mr. James Stewart, who will be found at his Nursery, near Hernando, at the entrance of said Cemetery.

The grounds compiled by the Morris Cemetery being now contiguous to the city, and being the only place in the town used for burial purposes, it being apparent that it will be used more and more, and "at the current period, be crowded and a nuisance; while the Elmwood Cemetery, being inaccessible to the public, and the Hernando Road being impassable from the city, will, according to the calculations of the projectors, be benefitted and enhanced in the public estimation and kept in good order.

By order of the Board of Managers.

JOS. LENOW,
President of Elmwood Cemetery.

apl7-tf

DISSOLUTION.

THE copartnership heretofore existing between the undersigned, in the city dissolved by agreement, and all the debts owing to the firm are assigned to A. G. Rogers, who has the sole authority to collect them and settle the liabilities of said firm.

A. G. ROGERS,
A. H. SWAP.

Memphis, March 16, 1859.

mar16-tf

Transportation.

Notice to Passengers & Shippers.

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

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

TWO lines of Cars to Philadelphia, 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 (455 miles) is run as one Road, without change of Cars.

Two Daily Trains leave St. Louis, as follows:

7 o'clock A. M.—Lightning Express arriving at Toledo, Detroit, Cleveland, and all Eastern cities, as soon as any other train 5d of St. Louis.

5 o'clock P. M.—Telegraph Express arriving at Toledo, Cleveland, Buffalo, and all Eastern and Northern cities in less time by any other train out of St. Louis.

This great Route to the East combines all the elements of speed, safety and comfort arising from the perfect construction of its track with a heavy rail, and more than any East or West line of the same length in the United States. The superiority of its rolling stock, its Luxurious Cars, and being one line, all risk of delay in missing connections is obviated, as also the annoyance of changing Cars and Conductors every few hours and being crowded into cars already filled with other passengers and rendered uncomfortable by an accumulation of dust.

The crossing Telegraph Wires, enable us to send out connection at Toledo with the magnificent steamers NOTTINGHAM and NORTHERN MISSOURI, and the CITY OF BUFFALO, for Dunkirk, Buffalo and Niagara Falls.

SHIPPERS OF COTTON

Will find this route as cheap and more expeditious than any other out of St. Louis, having two lines (lines of cars, with Through Cars attached) connecting from the period construction of its track with a heavy rail, and more than any East or West line of the same length in the United States. The superiority of its rolling stock, its Luxurious Cars, and being one line, all risk of delay in missing connections is obviated, as also the annoyance of changing Cars and Conductors every few hours and being crowded into cars already filled with other passengers and rendered uncomfortable by an accumulation of dust.

The crossing Telegraph Wires, enable us to send out connections at Toledo with the magnificent steamers NOTTINGHAM and NORTHERN MISSOURI