Daily Appeal.

MEMPHIS.

TUESDAY, : : : : : AUGUST 9, 1859.

Reading Matter on Every Page.

Largest Circulation in the City.

The Official Journal of the City.

THE GALLANT TENTH DISTRICT.

We should do injustice to the gallant Democracy of the Tenth Congressional District were we not to signalize their glorious triumph by special reference to the election of their chosen son (now, by a majority scarcely reduced below that which Mr. AVERY achieved over his competitor two years ago. The completeness of the victory may be understood, when it is remembered that the claim, by the Democracy, that Mr. AVERY would be elected, was always greeted with incredulity. The universal calculation of our competitors was that the Independent Democratic candidate, Mr. CURRIN, would carry off votes enough to place the election of Mr. SPEED beyond all question. Some of Mr. AVERY's warmest supporters distrusted all the calculations which looked to his success.

But the unconquerable Democracy of the Tenth District came up to their work with a singleness of purpose and an earnestness which secured the victory. They listened not to the whisperings of despair, but went into the contest with an energy and determination corresponding to the obstacles in their way. They succeeded, and by their success have taught an important lesson, that, we trust, will be deeply studied by all who are concerned in their destiny. And henceforth, we trust, there will be no cavil about the loyalty and efficiency of the glorious Democracy of West Tennessee, and of the Tenth Congressional District.

THE ISLAND OF ST. THOMAS.

The telegraph this morning brings us intelligence that the island of St. Thomas, in the West Indies, has been ceded by Denmark to the United States. This island lies about 38 miles east of Porto Rico, and in lat. 18° 20' north and long. 64° 55' west. The greatest length east and west is 12 miles, and the average breadth less than 3 miles. It has a rugged and elevated surface, which attains its greatest hight towards the center, and descends sometimes gradually, but oftener abruptly toward the shore. It was once well wooded, but is now almost bare, and from this cause suffers much from a deficiency of rain; nor is its soil fertile. The area under crop is about 3000 acres, of which nearly one-half are covered with sugar cane. A large number of islands and keys lie along its shores. The island enjoys the privilege of a free harbor, and its trade is consequently very extensive. The harbor and town (Charlotte Amalia) lie about midway of the island on the south side. The anchorage is very extensive and secure, and the opening seaward is only 1030 yards wide. The town lies around the North side of the harbor, and contains many substantial stores and dwellings. Here centers a large trade fostered by the freedom of the port. At present the value of goods imported into St. Thomas may be set down at $5,000,000, probably half of which are brought from England, a fifth from the United States and British America, and the rest from France, Hamburg, Altona, Flensburg, Bremen, Holland, etc. It is estimated that two-fifths of these imports are sent to Porto Rico, and the remaining three-fifths to Santo Domingo, Cuba, and South America. In 1850 there arrived 2,196 vessels [235,842 tons.] This does not include the British mail steamers, the tonnage of which entering annually amounts to 42,000 tons. St. Thomas was settled by the Danish West India and Guinea Company in 1671. In 1775 the Company's rights were conveyed to the King who threw open the port to vessel of all nations. This policy, together with the neutral position observed by Denmark, and the admirable geographical position of the island have made it a chief market, and *in time of war the only channel through which the products of the West India Colonies could be safely conveyed.*

The acquisition is, therefore, in a political and commercial point of view, an important one.

ELECTION NEWS.

The following dispatch and letters will give some further insight into the result of the recent election in this state than we have heretofore published. It would seem that affairs are somewhat reversed since last Saturday, in that we have lost HAYNES in the First District and saved SAM SMITH in the Third. This is a loss of one to the Democracy. The result in the Ninth and Fourth Dist cts—ATKINS and SAVAGE—is yet in doubt. We may receive something later from them before going to press. The members certainly elected, are AVERY, WRIGHT and THOMAS, Democrats, and HAYTON, QUARLES, MAYNARD and NELSON, Opposition.

NASHVILLE, August 8, 1859.

EDITORS APPEAL: All Middle Tennessee heard from except Davidson and Fentress. Netherland gains 852. We have reported votes from fifteen counties in East Tennessee, and twelve in West Tennessee, and I am satisfied my estimate of Saturday night will be nearly correct. We have both branches of the Legislature certain. Chattanooga train just in; conductor says Smith is elected.

S. R. ANDERSON.

OBION COUNTY—OFFICIAL.

TROY, August 8, 1859.

EDITORS APPEAL: The vote in Obion is for Harris, 1105; Netherland, 613; Harris' majority, 492. Atkins, 1066; Etheridge, 682; Atkins' majority, 384. Harris makes a net gain of two votes. Atkins makes a net loss of 8 votes in this county.

Stovall, Independent Democrat, elected to the Senate. Nall, Democrat, to the House.

YOURS, S. W. COCHRAN.

HARDIN COUNTY.

SAVANNAH, August 1, 1859.

EDITORS APPEAL—Below you have the official vote of Hardin county, showing a gain over last Gubernatorial majority of 42; and notwithstanding all the local questions brought to bear upon our county elections, we elect our candidate by 155 votes.

Hastily, Your friend,

J. W. IRWIN.

For Governor.—Harris 890, Netherland 585; majority for Harris 305.

For Congress.—Wright 998, Gibbs 389; majority for Wright 569.

For Senate.—Thos. Yeats (Dem.) 917, Stockton (K. N.) 684; majority for Peters 432.

For Representative.—Roberts (Dem.) 811, Craven (K. N.) 656; majority for Roberts 155.

DYER COUNTY.

DYERSBURG, August 5, 1859.

EDITORS APPEAL.—The result in Dyer county is as follows:

For Governor.—Netherland 712, Harris 681; majority for Netherland 31. Democratic gain of 36.

For Congress.—Etheridge 736 Atkins 665; majority for Etheridge 71. Democratic gain of 18.

Richardson, Opposition candidate for Legislature from Lauderdale and Dyer, elected by about 140.

Authentic reports from Lauderdale give Etheridge a net gain of about 30. Dyer has done her duty, but Lauderdale has behaved badly.

Yours truly,

S. R. LATTA.

HARDEMAN COUNTY—OFFICIAL.

Harris, 1,147; Netherland, 580; Avery, 1,168; Speed, 600; Currin, 16; Peters, 1,194; Stockton, 289; Guy, 1,150; Newborn, 494.

We have a dispatch from Greenville, East Tennessee, stating that Nelson's majority over Haynes is 50.

From all information we have received, we are inclined to the opinion that Etheridge is elected over Atkins by some ten to fifteen votes.

THE MEMPHIS AND ST. LOUIS RAILROAD—PUBLIC MEETING TO-NIGHT.

A short time ago we explained the position in which Memphis was being placed by the progress of railroad lines east of her. We showed that on the completion of certain works now in progress, Memphis would be left, as it regards railways, much in the same condition as she would be in relation to the river, if the Mississippi were to make a channel through Arkansas, commencing thirty or forty miles above us and extending to a similar distance below. We argued that as Memphis had strun; commercial interests, requiring that she should be directly on the *main line* of travel, and also a heavy pecuniary stake in some of the lines terminating in this city, we should make sure of a safe and immovable position on the main line of the Southern railroad system, and protect ourselves from pecuniary loss by "constructing other lines that must be, sooner or later, more constructed, continue to be 'main lines.'" Having laid down this general expression of the means by which, in our opinion, the difficulties caused by competing lines are to be neutralized, we next named, as a particular instance, the proposed connection with the Iron Mountain road, putting us in direct railway connection with St. Louis, and within ten hours' reach of that city.

Since writing that article we have paid much attention to the subject, and have made sure (we more thoroughly acquainted with the details of the matter, and are satisfied that the St. Louis connection is indispensable to the full development of the resources of our city. That connection by way of Pilot Knob and the Iron Mountain Railroad, fulfills entirely the condition we instanced in our former article as indispensable. It will be a "main" line, and when constructed will cut time to be a main line. That this is the fact can be seen by taking any good map and stretching a string from the location of the city of St. Louis and that of New Orleans; Memphis will be found lying under the line, the road is therefore an "air line," and the connection the shortest that can possibly be made between the two cities of St. Louis and New Orleans. It is the natural and proper continuation of the Mississippi and Tennessee Railroad, and with it will afford the much wanted means of a close and direct connection between the south mouth of the Mississippi and the growing country of the lakes and the north-west.

When the map is consulted, the route appears so plainly what we have called it, a "natural" one, that those who make the examination will perhaps be inclined to believe its construction is so inevitable that no effort will be required to have it built—this would be an incorrect view of the case. Easy and cheap as the road is to build—and it is both—the privilege of lying on the main line of such cities as New Orleans and St. Louis, is too valuable not to be an object of desire to others beside the intelligent and wide-awake portion of the people of Memphis. There is a project on foot to extend the road from the Arkansas side of Missouri State line to a point opposite Columbus, Ky., the traffic to cross the Mississippi by ferry at that point, then to proceed south by the Mobile and Ohio Railroad, which now terminates at that place. If this were done, the traffic that should be a mine of wealth to Memphis will all go east of us, and we shall still be left off the main track, and lose the great advantages such a position bestows. The above proposition is not without powerful friends in St. Louis. Influential parties deeply concerned in lands lying along the proposed track—meeting with Columbus, are leaving no effort untried to make the New Orleans and St. Louis track a means of advancing their interests. Memphis must be awake and use the powerful arguments that her position and her wealth place within her hands, and make the merchants of St. Louis to understand that Memphis, not Columbus, the Mississippi and Tennessee, not the Mobile and Ohio Railroad, is the proper line by which the connection should be made.

A public meeting upon this essentially important subject will be held at Odd Fellows' Hall to-night, when Gov. Jones and other speakers will give full information upon the topics we have glanced at above. Not a person concerned in the advancement of the city, not a man of business who has money to gain by an increase of our commerce, or to lose by a loss of any advantages we at present possess, not an individual who takes a pride in the growing greatness of Memphis should be absent on this occasion. Let us show to the entire Union that our citizens are fully awake to their interests, and that no effort, no toil, no sacrifice shall be wanting on their part, to secure for Memphis a commanding position on the great main line of railway connecting the cities of New Orleans and St. Louis.

PROFESSIONAL BALLOON TRAVELING.

That a balloon is capable of traveling much further than any balloon had hitherto gone, was demonstrated by the celebrated trip from St. Louis to northern New York, by WISE and LAMOUNTAIN, and this fact—which of itself is of little value, for what is the use of locomotion without the power to proceed in a particular direction?—was the sole result of the trip. The machinery taken with the balloon to aid in guiding it, was never even put in working gear. The two aeronauts quarreled as to the proceedings on the trip, and each declared that he would make an "experimental trip" on his own account, and then the world should be wiser. WISE—in company with his son—has made his trip, and we give below the only portion of his narrative that pretends to approach a scientific statement; and that statement is so loose that we are tempted to believe the Professor has very little theoretic science to fall back upon. Professor Bleddin's Niagara experiment was a failure, and he has scientifically, with the aeronaut's escapade—one Professor illustrates the science of equilibrium on a narrow surface, the other does the same thing in the atmosphere. One performs his exploits with his own legs, and they perform well; the other performs by means of a machine, and that is so ill adapted to his purpose, that he himself likens it to a Chinese junk, a vessel that may be denominated stupidity afloat. One Professor dresses like a circus performer, and makes no higher pretence than that of being a successful rope dancer; the other "puts on airs" and chatters about meteorology, atmospheric currents, and other sciences.

Professor WISE started on an experimental trip from St. Louis, intending to land at Lafayette, in Indiana, on very great feat as far as the distance is concerned; but the winds would "blow where they listed," and not as the Professor wanted them, and the "scientific" trip came to a sudden termination at no further than thirty miles distance from the place of starting—like the errand boy with the basket of sugar on his back, the experimenters could not go further *because it rained.* So utterly unfitted is the balloon for traveling, that the voyagers could not go on in the rain, for they got wet and the balloon got heavy; nor could they even stop in an open prairie without discharging all their gas. We expposed it to be in the power of the aeronaut to rise above a rain cloud, when he had as much as a hundred and fifty pounds of ballast at command. Why the Professor did not do so he does not inform us; neither do we perceive that he got into that "invariable current" of which we have lately heard so much. As the Professor has made so large a number of trips, it seems surprising that such little things as a defeat from the rain, and a safe and certain method of landing, never caught his attention before. The Professor complains that the world is hardly prepared to believe in all his theories yet. We find the world generally too readily disposed to believe unsupported assertions, but a few more "experimental" trips on the part of "the most experienced balloonists in the world," with such results as those stated below, will enable the world to believe in some theories on the unsubstantial perch upon which modern Professors have placed it. If Professor WISE found it impossible to reach a given city on an Illinois prairie, how are we to have confidence that he can reach a given country, as England, in a voyage across the broad Atlantic?

Prof. Wise in his account of his "experimental trip," says:

Having now reached an altitude in which we sailed due east, we saw, with surprise and pleasure, that Lafayette could not be reached by that current. Our next voyage being pointed to take place from that city, we had decended accordingly to make a point as near to it as we could. We lowered again, but a plainly saw that the south-east wind below, which drove us a little to the north-west at first, had ceased to blow. The balloon was with moisture enough to make a growing rain cloud. Slowly, but interestingly, the vapor assumed a milky hue. Presently it assumed the appearance of a cuttlefish cloud; then it spread out and bulged down in the middle, and soon it had the appearance of a great udder, with the water coming through it. Then, but only for a moment, about its prominent center. It was an interesting phenomenon, and I assured the though-nature was unbounding his ingenuity to give the thirsty earth a sweet surprise. I have noticed these udders and water spouts before, and thus I watched this one more minutely. Above this rain meteor there was a layer of diffuse rarified cloud, with faint sunshine penetrating and warming the balloon, and causing hence rise from expansion of gas, and this took us up until the barometer fell to 22 inches, which gave us a south-east. This was the highest point we attained, and the thermometer fell to 35, having stood at 82 when we started. Here we uncorked a bottle of water and it smoked profusely.

Finding now that it was impossible to sail in the direction of Lafayette, we concluded to take rain, we tried it for the third time; but we found two serious objections: firstly, it would always saturate the net-work with so much weight of water as to necessitate a descent to use the sand-shovel; in the next, the water would follow the surface of the balloon, and running down its neck, would send a torrent on our heads and shoulders. This made it too disagreable to remain in and under the rain—could we have sufficiently counteracted the depressing effects of the balloon; the weight of the water thus accumulated by the large quantity of ballast we had aboard.

Here I would remark that in order to sail balloons in rain, another concession to the perpetuals becomes necessary. It must be provided with a light, water-shedding covering over its upper hemisphere. Such a covering, invented by two first of our mechanical geniuses, would make the whole area within its circumference dry, and thus provide a dry place for the passengers, as well as avoiding the expenditure of ballast occasioned thereby by the absorption of rain in the net-work.

Having sailed under and to the north of the rain by the lower current, and wishing to be near the Terre Haute railroad, we landed on Ridge Prairie at one o'clock and twenty minutes, about thirty miles north-east of St. Louis, having given up the idea of going to Lafayette in the rain. I now find that this rain reached Lafayette about dusk on Saturday evening, showing that the current would have taken us to or near that point had we remained in it.

We thought of being up for a few hours when we landed, to see if the rain would not pass over, and then resume our voyage, as we had still one hundred and fifty pounds of ballast, but in landing we learned another necessity to the perfection of systematic ballooning—to wit, the ability of coming by machinery. The common balloon hooks or grapnels won't do for the prairie. Our grapnel caught hold in the prairie for a moment, and in tearing up, it brought with it a clump of prairie grass, which muffled it so completely that it did not catch firmly after that, and we encountered a drag of half a mile, trying to bring the Jupiter to without exhausting her of gas, but we finally had to succumb to the house, and exhaust her power through a capacious valve, and thus bring the voyage to a close.

While we were trailing along ground we were devising means to avoid a recurrence of the trouble. It can be done by fixing four or six claws to the bottom edge of the basket. In addition to this, we plainly saw and felt that if we had a good hickory pole, mounted with an iron socket point, and a hole through the bottom of the car, we could with one blow of a clever sized hammer have placed it fast. As we were on an experimental trip, we noted all these things, hoping that others who follow this business will all see about doing something toward bringing it into common use, as it is too grand a system of useful means to be undeveloped to the human family at large.

From the barometrical observations, I am convinced that the trade winds, with their return currents, will serve us to establish a system of aerial travel that the world is hardly prepared to believe in yet. The many mishaps and occasional accidents in balloon experiments must not be received as unavoidable incidents to the business. Balloons, as generally made and managed, are no better adapted and fitted to the great end of aerial navigation than are the Chinese junks to successful ocean crossing.

MAJOR WM. H. POLK.

The following is the card of Major Wm. H. Polk, withdrawing from the race from Congress in the Maury Congressional District. The sentiments expressed in it are highly creditable to Major Polk.

To Editors of Union and American:

You will please allow me space in your columns to announce the fact, that I have decided the race for Congress, and the causes which have compelled me to the step. From the opening of the canvass to this time, I have, day after day, submitted to my competitor, Hon. Jas. H. Thomas, propositions to settle our rival claims in a seat in Congress to this District. I proposed to submit my claims to the arbitrament of a Congressional Convention, to the Democracy of Maury county, or to the Democracy of the civil district in which we both reside. Again and again I urged a settlement of the contest in any of the modes above indicated, and for the reason that it was evident the Democracy would sustain a serious loss from the struggle.

Within the last twenty-four hours I have, from unexpected sources, learned that an extensive scheme for swapping votes had been concocted by the Opposition, and that the Congressional contest between my competitor and myself furnished the opportunity for setting the scheme on foot, and that it would result in be certain loss of two or more members to the Legislature of Tennessee. I will sacrifice my own chances for a seat in Congress, which I believed were better than my competitor's, was the only step by which a result so fraught with ruin to the party could be averted; and being master of my own actions, and desirous of the success of my party more than my own individual interests, I determined to take the step. I trust those of my party who opposed me will see in this step my earnest desire to serve the party. For those friends who nobly rallied to my support, I shall ever cherish the tireliest emotions of gratitude, and retire into the ranks to battle as a private for the good of the common cause. Very respectfully,

WM. H. POLK.

The Boston Trade Report.

From the Shipping List, July 23.]

Cotton Goods—Brown Sheetings and Shirtings remain quiet, steady and firm. Standard heavy goods have been sold to a fair extent during the week; in a few instances for export, as low as 8½c, and some are not disposed to sell at 8½c. The improvement in the raw material has imparted additional firmness to the market during the week, and with even the usual fall demand for these goods, it if believed that 8½c will soon be obtained. Medium Sheetings and Shirtings are selling at 7@8½c, and light goods at 5@6c. In bleached Sheetings and Shirtings there is no change. The demand is active for desirable styles, and further sales to some extent for future delivery. These goods will evidently be scarce for some months at least. In Brown Drills there is no change. Manufacturers are busily employed in filling orders, and have contracted ahead for some months. The current prices are 6½c for Brown, 9c for Bleached, and 10@10½c for Blues.

Print Cloths are quite firm, and sell readily at full prices. In Prints there has been a large business doing in all the leading styles, and some designs are sold largely ahead. The sales are principally from 5@5½c. Cotton Flannels have been in very active request, with considerable sales at previous prices. Stripes and Ticks are steady and firm, with a moderate business. Cotton Duck has been very quiet. The demand for Ginghams is active, with considerable sales at 10@10½c for Lancaster and Glasgow. The Glasgow "Excelsior Plaids" are selling at 11½c. In DeLaine a good business has been done, and the principal sales of the Pacific, Manchester and Hamilton Companies have been at 18@20c. The new fall styles continue very attractive, and are much admired by the trade.

Woolen Goods—Sheetings for woolen goods are now held at a little more favorable prices, and another week will show additional activity in this department. Favorite styles of fancy cassimers and doeskins have been in demand at previous prices. Low priced goods are scarce and sell readily, and for high-priced silk mixtures the demand has been increased. Satinets are better inquired at steady prices. In tweeds and jeans there is no material change. Flannels and blankets have been quite active, with sales to some extent. In shawls there is more inquiry. The Middlesex mills have sold to some extent, but the Waterloo have not moved much as yet. There is a very desirable assortment offering.

Gunny Cloth—There is a fair demand, and holders are firm. Sales 209 bales standard, to arrive, at 11½c, time 4 per cent. cash; 100 bales 21½ lbs. average, at about 12c, 6 months; 100 bales 120 lbs. average, at 7½c, 4 per cent. cash; 100 bales; 21½ lbs. net, at 12½c, less 4 per cent., cash; 200 bales, 21½ lbs. average on private terms; and 215 bales standard to arrive at 12c, 6 months.

BOOT AND SHOE MARKET.

From the Shipping List, July 30.]

In the boot and shoe market there continues to be considerable activity, and it is generally admitted that the number of buyers was never so large before at this season. In price there is no improvement, and goods are selling at very low figures considering the cost. The business of the season will evidently be a large one, although from present appearances not a very profitable one for manufacturers.

The amount of goods shipped has again been very large, greatly exceeding that of any previous week in the history of the trade, and embracing 12,269 cases by water and 19,630 by railroad—in all 31,899 cases, and for the two past weeks include 50,499 cases.

The assortment of goods offering is very fair, although the heavy purchases of the past two weeks have somewhat thinned down our stocks. Among the manufacturers there continues to be considerable activity. Many of them are engaged on orders for desirable work, and will be fully employed for months yet.

In the hide and leather business there is very little mo ement, as the market at this season of the year is generally dull for both. Prices have declined in consequence, although a reaction is confidently looked for with a renewal of the demand, and many of the principal holders do not submit to low figures.

DEATH OF HON. RICHARD RUSH.

From the Philadelphia American and Gazette.]

We regret to announce the death of one of those illustrious citizens whose fame has so long been the pride of Philadelphia. The Hon. Richard Rush died on Saturday, at his residence in this city, No. 226 South Eighth street, below Locust. He expired very calmly, and in full possession of all his faculties, in the seventy-ninth year of his age. At this advanced age Mr. Rush has been for sometime past gradually declining in health, but with the philosophic repose of mind characteristic of the Christian and the sage, he surveyed the approaching termination of his protracted and useful career serenely, like one who, having fulfilled his mission, was content to retire. His father, Dr. Benjamin Rush, was, in his time, one of the leading men of the colony of Pennsylvania. He represented her in the Continental Congress, and was one of the signers of the Declaration of Independence. Aside from this, he was one of the most celebrated physicians of the early era of Philadelphia, and was in many respects a man of superior talents. Dr. Rush left several children, of whom two sons have landed down the family name with additional honor. These were Dr. James Rush, the distinguished author of the well known medical work on the human voice, and Richard Rush, the subject of the present memoir.

Richard was educated to the legal profession, in which he was well qualified to shine, but, like his father, the affairs of State claimed a large share of his attention, and, as was characteristic of the family, he entered upon every matter coming within his ken with zeal and thoroughness. Born in the year 1780, Mr. Rush, at the early age of thirty-seven, was appointed by President Monroe Envoy Extraordinary and Minister Plenipotentiary to England. At the termination of Monroe's Administration, he was chosen by President Adams to fill the highly important position of Secretary of the Treasury, being with Adams and Clay in the division of parties at that time He served out his term with credit to himself; but, as the political of the country changed with the expiration of Adams' Administration, we do not find Mr. Rush prominent again until near the close of President Jackson's second term, when he was appointed special envoy to the United States to England, to take charge of the Sonthonning bonnet.

During this stay in England there appeared in some of the English papers a series of powerful articles treated chiefly at the securities of the individual States of the Union, with the authorship of which he is alleged to have had some connection. These produced so much effect in the English market, in consequence of the rumored authorship, as to render the securities for a time unsaleable, so that those sent out to England by the United States Bank could not be negotiated. This may have been an unfounded assertion, originating in the political excitement of the times, and we introduce it merely as an incident of the times, because it was then much talked about in connection with his name.

After this mission, Mr. Rush did not again appear in national politics until the year 1847, when he was appointed by President Polk Minister to France. He was in Paris during the period immediately preceding the events which resulted in the revolution of 1848, but upon a change of political affairs at home, consequent upon the election of General Taylor to the Presidency, of course a change took place in the diplomatic service, and Richard Rush retired finally from national affairs, in which he had been so long a leading actor. At the consolidation banquet of the year 1854 he was present, and delivered a speech; he was also a participator in the great meeting held at the Chinese Museum in the city in 1856, to indorse the compromise measures. Mr. Buchanan presided at that meeting.

For many years Mr. Rush resided at a suburban villa known as Sydenham, but latterly he had lived in the old city proper, amid all the recollections of the historic past. He leaves two sons, well known in public affairs in Philadelphia, Mr. Benjamin Rush, late President of the Chester Valley Railroad Company, and J. Maury Rush, who has been several times nominated for important public offices.

TENNESSEE ELECTION.
August 4, 1859.

Districts	Currin	Stockton	Peters	Newborn
1. G. Harris				
John Netherland				
W. P. Avery				
1. L. T. Reed				
D. M. Currin				
R. G. Pryor				
Geo. L. Hooper				
C. B. Whitmore				
S. S. Saunders				
J. P. Farrelly				
W. T. Farley				
R. W. Moulton				
F. S. Lathom				
Hardin				

August 6, 1859. ROBT L. SMITH, Sheriff of Shelby County.

CLIPPINGS.

Never write to an editor on both sides of the sheet.

The public debt of the United States on July 1st was $65,264,000.

The cholera has made its appearance at St. Petersburgh, Russia.

Never ask an editor who are his contributors. He has not the right to tell.

Twenty-four Zouaves have become general officers, and two marshals of France.

A Penang paper states that the nutmeg crop is a failure, good for the Connecticut market.

Ex-Mayor Mills of Lasalle, Ill., who was bitten by a pet dog, last week died of hydrophobia.

The Alabama and Tennessee Railroad has been completed eight miles north of Athens, toward the Tennessee line.

The Florida railroad has ironed one hundred and eleven miles of its road and graded and cross-tied the remaining forty-three miles.

The Emperor of Austria is one of the best linguists in the empire. He speaks thirteen languages perfectly.

American Mowing Machines are getting into favor in Roseland almost as rapidly as our reapers have done.

The planters in every section of the country are much rejoiced at the promising prospects of a large crop of cotton.

The experiment of growing tobacco in Minnesota has proved quite successful, a heavy crop being anticipated this year.

McMahon, the new Duke of Magenta and Marshal of France, is descended from one of the reformers who came to France with English James II.

Considerable quantities of American leather are now expected to England, 200 sides were shipped to Liverpool last week; we used to import leather.

A Norwegian shoemaker living in Minnesota, has obtained $18,000 for the sale of his farm near Chicago, which he bought eleven years ago for the sum of $20.

The first vessel from Hamilton, C. W., to Liverpool direct, sailed last week, with a full cargo of wheat. The Hamilton papers are enthusiastic over this circumstance.

M. Dieu announced at Paris that, on Sunday evening, the 31 of July, at 10¼h, he discovered a new comet in the constellation of Perseus. Its nebulous intensity is equal to a star of the ninth magnitude.

The price of Russian hemp is at least five dollars per ton higher than the best American, and it is generally preferred when it can be obtained. The exercise of more care in the raising and cleaning would bring our hemp up equal to any that comes from Northern Europe.

Letters from Newport, R. I., says that Madame Cora De Wilhorst has been receiving such attentions from her husband, that she had resource to a policeman for protection. The gentle "Count," as he is called, was absolutely encared in kicking the divine Cora, who not only humiliated him by becoming his wife, but supported him in style.

A correspondent of the London *Times*, writing from Milan, says that when the news of the peace came he saw a young French officer, at the Cafe delle Europa, draw his sword after crashing the bottle from which he had filled the mobile table at which he sat. He heard others, who related the insulting words with which they had been assailed by the populace, sympathizing with the feeling of which had dictated those words, and only pleading their incence of the transaction of their Sovereign.

The New York correspondent of the Charleston *Courier* says: "Let the Ohio Valley *Home Book* printing office, I was somewhat astonished at seeing women at their cases, setting up their matter in a way that would make old types open their eyes wide. These women employed in the establishment greatly outnumbered the men."

There are 2046 cotton factories in England, of which 440 are in Lancashire, Manchester being the metropolis of this business. The cotton manufacture of Scotland is confined to two counties—Lanarkshire and Renfrewshire, and it has been a prosperity for the past two years; in Ireland, where it is confined to Antrim, it has lately fallen off, but in England it has greatly extended.

The Liverpool, Liverpool, England, were recently somewhat astonished at the presence of one of Boydells' common road engines in their streets; the engine drawing eleven wagons at a speed of six miles and a half per hour. It had been built at Manchester, and was under perfect control of the driver in turning the corners of streets and in being suddenly stopped. The trial was in every respect satisfaction in regard to its powers and management, and it was hoped it could be properly introduced into the streets of the city.

The Cincinnati *Commercial* says the Washington monument nuisance is again thrust before the public. A new organization of the Executive Board of the Monument Association has been effected, and now nothing is wanting but the money to commence the work. The best thing that could be done with the money would be to extend and unsightly pile that already deforms the landscape viewed from the National Capitol. The foundations of the pile are not good, as they have already shown way slightly and would, long before the thing could be run up six hundred feet, allow the mass of masonry to precipitate itself into the Potomac, where it belongs. The appeal made to the country in behalf of this monument is an insult to the intelligence of the people.

A cubic inch of gold is worth one hundred and forty-six dollars; a cubic foot, two hundred and fifty-two dollars; a cubic yard, two hundred and eighty-eight dollars; a cubic yard, six millions eight hundred and eleven thousand seven hundred and seventy-six dollars. The quantity of gold now in existence is estimated to be three thousand millions of dollars, which, welded into one mass, could be contained in a cube of twenty-three feet.

The famous Caucasian Chief, has ordered the decapitation of his own son, who, it will be remembered, after a detention of several years in Russia, where he became an officer in the army, was sent long since sent back to his father. His offense, suspected complicity with the Russians.

David Jennings, a lad who resides in the West End, was passing the corner of Clinton and Linn streets yesterday morning, with a long slate pencil in his mouth, when he stumbled and fell, and the pencil was forced deeply into the roof of his mouth, inflicting a serious and painful wound.

The London *Mechanics' Magazine* states that there are very extensive works at Stepney Green, London, in which great quantities of artificial leather are manufactured. In appearance, it resembles common leather; and it is only by a very close scrutiny that the distinction between them can be detected. It is manufactured in web 50 yards in length and 44 feet in breadth, and is now used for book-binding, and several other purposes for which tanned calf and sheep-skins are employed with us. It is also used by saddlers for making harness, and may be made of any thickness desirable, and is capable of being stretched or cemented. India rubber is the principal substance of its composition, but there is much leather mixed with it, whereby its leather qualities are secured. The method of making it is not given, and it appears that this is kept secret; but that such a substance is manufactured, and that it can be produced in large quantities, is a fact of too great an importance to be overlooked.

The day fixed for testing the steaming capacity of the *Great Eastern* is the 4th of August. It is awaited with intense curiosity. If she realizes the expectations of the projector and friends of the enterprise, she will be instrumental in effecting an entire revolution in navigation—a revolution in transportation as great as that which the iron rail and locomotive effected on land. Mr. Dudley Mann expresses as that he is quite as confident as ever that her final parts of destination, in the carrying intercourse between the two hemispheres, will be the Chesapeake Bay and Milford Haven, to which he is unceasingly directing his energies. It has been ascertained, by actual experiment, that cotton may be conveyed by steam from Memphis to Liverpool, sold and used, in large quantities, is a fact of too great an importance to be overlooked.

THE WHEAT CROP OF 1859.

The Chicago *Times* states that the wheat crop of this country is set down at 201,000,000 bushels, or about 40,000,000 of barrels, or one and three-fifths of a barrel of flour for every one of the 25,000,000 of individuals in the United States. This would not seem to be a great deal more than our own wants would require, and it would not be if we had not the other meals, and particularly the great crop of Indian corn, to help out the supply. Ohio has given a production of 20,000,000 bushels, Pennsylvania 25,000,000, New York 30,000,000, and Illinois 20,000,000. The New England States have decreased in their production of wheat, but the West has increased four to one. The quantity of winter wheat cultivated this year is thirty-three per cent. greater than in 1855. We frequently hear of a production of thirty-one bushels to the acre, but the actual production per acre does not average two-thirds of that amount.

The wheat crop in Eastern, Central and Western New York is now harvested, and will greatly, it is said, exceed that of former years. A larger breadth was sown than for many years previous.

The Detroit *Tribune* says Michigan will make the best wheat crop of any State in the Union. An experimental cultivator, who has been through nearly all of the wheat growing counties in the State, gives a list of thirty-six, which he estimates will produce over 100,000 bushels each, and in the aggregate 12,100,000 bushels, and of which will be for sale, and this a large reserve be held by the farmers. The other counties, raising less than 100,000 bushels, would swell the amount much higher. Lenawee, Monroe and Kalamazoo counties are estimated at 700,000 each; St. Joseph at 800,000, and Branch, Hillsdale, Calhoun, Jackson, Washtenaw at 600,000 each; Berrien, Cass and Livingston at 500,000 each.

New Advertisements.

All Advertisements for the Appeal must be handed in at the Clerk's desk.

All Advertisements published in the Weekly Appeal are charged One Dollar per square for each insertion.

All transient advertisements must be marked for a specified time. When not thus marked, they will be charged for one week, and discontinued at the end of that time.

For Rent.

A comfortable dwelling on the corner of Shelby and Linden streets. Apply to JOHN MAGEVERY.

Stray Mules!

$10 Reward.

I will pay the above price for two Mules that cut on Sunday afternoon. One is a Sorrel Mare the other a Brown Horse, both about 6 years old.

JNO. D. ARMOUR, Opposite Charleston Depot.

Runaway.

FROM this subscriber, a dark copper colored boy about 21 years of age, and 5 feet 11 inches, left leg is broken just above the ankle, has one of his teeth missing, quite a likely looking boy. Any person returning said boy to me or giving information as to his whereabouts, will receive a suitable reward.

S. R. BURTON, Pleasant Hill, DeSoto Co., Miss.

Fine Furniture.

BY A. S. LEVY & CO.

FINE Furniture this morning at 10 o'clock in front of Store.

One fine Marble Top Sideboard; One Gilt Clock in Glass Case; One Sofa, Tables, and Lounges; Liquor, Cutlery, Body Trimmings, &c. &c.

A. S. LEVY, Auctioneer.

Burned Out.

OUR office will be found at M. L. Jones' & Co.'s on Union street, in the rear of the house.

All who are indebted to us are requested to call and settle.

In a short time we will be prepared to furnish all who may favor us with their orders, with Boxes, Sash, Blinds, Flooring, and all kinds of Lumber as heretofore.

MOORE, HALSTEAD & CO.

M. L. JONES.

(Formerly of Stephenson, and late book-keeper for Jones, Brown & Co., of Memphis.)

COTTON FACTOR

AGENT,

FORWARDING AND GENERAL COMMISSION

MERCHANT;

No. 49 Front Row, over Forrester, Jennings & Co.

All orders attended to with fidelity. [adv-tu-sa

A Valuable Farm For Sale.

THE subscriber offers for sale the tract of land on which he now lives, lying in the county of White, and State of Arkansas. Said tract contains 1120 acres, between 300 and 400 in cultivation. 200 acres of which is first rate Bottom land which could be divided into two fine farms of 160 acres each, and give a good homestead to each of them. There is on it a good dwelling house, cotton gin and screw all attached to it, a good stable, cribs, and corrals of water, and a good apple and peach orchard, and the purchaser can be furnished with provisions and stock on the farm if desired.

Also I offer for sale a valuable Steam Saw and Grist Mill, and 320 acres of land adjoining the Mill, lying 10 miles South-east of Augusta, Jackson county, Arkansas; 40 acres of which will be found to be of the same kind bottom occupied by Graham & Hill. The firm of Graham & Hill will be dissolved on the first June, and is continued for the purpose of winding up only.

BARNETT GRAHAM, WM. KENAN HILL.

Memphis, May 12, 1859.

In reporting Mr. Hill I take pleasure in recommending him to the patronage of the public.

R. GRAHAM.

may 17-dtawtdwm

WM. KENAN HILL,

SUCCESSOR TO

GRAHAM & HILL,

COTTON FACTOR,

Commission AND

GROCERY MERCHANT,

No. 9 Front Row,

MEMPHIS, TENNESSEE,

DEALER IN

BAGGING, ROPE, TWINE, BACON, MESS PORK, MESS BEEF, LARD, FLOUR, SUGAR, COFFEE, MOLASSES, GOLDEN SIRUP, NAILS, CANDLES, TOBACCO, JEANS, LINSEY, OSNABURGS, CEMENT, PLASTER PARIS, LIME, SALT, GIN STANDS, WOOL, CORN, WHEAT, WOODEN WARE, Etc. Etc. Etc.

All of which he offers at reasonable rates, and SOLICITS CONSIGNMENTS OF COTTON AND OTHER PRODUCE

Turnip Seed.

A LARGE lot of Turnip Seed just received and for sale wholesale and retail by

WIGGS BROTHERS, Corner Main and Union streets.

SHELBY COUNTY FARM

315 ACRES, one mile from Raps Wills's, one mile from the Fort Station on the M. and O. Railroad; 275 acres cleared; Dwelling House and all necessary out-houses. For sale cheap.

MONSARRAT, DUPREE & CO.

A Rare Chance for a Physician.

A PHYSICIAN wanting a location, and a practice that will pay well, would do well to call on or

MONSARRAT, DUPREE & CO.

New Advertisements

DR. T. C. GAYLE

HAS returned, and his friends can find him at his office, No. 293 Main street.

GEO. PATTISON & CO.'S

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ELASTIC PEN.

THIS PEN HAS A PECULIAR ELASTICITY, which has been attained after repeated trials by one of the most EMINENT MANUFACTURERS.

It is guaranteed to be fully equal to any similar PEN made by GILLOTT or PERRY.

CALL AND GET ONE, AND TRY IT.

To be had at

Geo. Pattison & Co's.

CLER