Daily Appeal.

MEMPHIS.

SUNDAY.....SEPTEMBER 18, 1859.

Reading Matter on Every Page.

Largest Circulation in the City.

MUNICIPAL AND EXTRA OFFICIALS.

Council having under consideration a bill for the regulation of our two new markets, which is of a mischievous tendency, we have, in accordance with our custom of paying due attention to the doings of Council and other matters of interest to the city, pointed out their errors and defects. Our neighbor, the *Bulletin*, has made our remarks the occasion of indulging in a little joyous exultation at its good fortune in being elevated to the station of City Printer. The situation is found to be most delightful, and all about it is a cause for self-gratification and felicitation. The reader has witnessed the joy of a youngster with a new toy. The boy sees in it the best of the kind that ever was made; it is just the right size and color, and it never was hurt, and so young mother strikes his drum, wheels his barrow, or blows his whistle, with an indescribable zest; he lets no occasion pass to praise its excellencies, and proclaim his satisfaction. It was in this exuberant humor that the *Bulletin* yesterday seized the occasion of our remarks on the market ordinance to proclaim its pleasure and the perfection of the article it has obtained. Its mode of printing the Council debates shows "what is done, how it is done, and what is proposed to be done." The italics are those of the rejoicing *Bulletin*, and this is the style in which it praises up its whistle.

This gratified jubilant spirit is not unlike the pleasure evinced by Uncle Toby and Corporal Trim, when—while engaged in conducting the siege of Flanders on the bowling green and among the cabbages—they heard of a procical breach being made by the Duke of Marlborough. The reader of Tristram Shandy will recognize the scene, and all who read the whole treat strains in the *Bulletin* yesterday will observe that its satisfaction with the city printing is not a little like that of Sterne's genial heros with their earth-works:

To one who took pleasure in the happy state of a hero, there could not have been a greater sight in the world than one as this morning, in which a practicable breach had been made by the Duke of Marlborough in the main body of the place, to have stood behind the horse-boys heels, and chew to the spirit with which my Uncle Toby, with Trim behind him, sallied forth, the one with a *Gazette* in his hand, the other with a spade or his shoulder to execute the contents. What an honest triumph in my Uncle Toby's looks, as he marched up to the ramparts! what intense pleasure swimming in his eyes, as he stood over the corporal reading the paragraph ten times over to him, as he was at work, last, perdiverture, he should make the breach as level with or leave it an inch too narrow! But when the *chamade* was beat, and the corporal helped my Uncle up to it, and followed with the colors in his hand, to fix them over the ramparts, Heaven! Earth! Sea! but what avail apostrophes? with all your elements wet or dry, you never compounded so intoxicating a draught.

In the proportion of the *Bulletin's* joy at occupying the lucrative and responsible post of City Printer, in its apprehensions that those who have lost the object which gives it such intense gratification must be mortified and aggrieved, and as the Arpeggio was its predecessor, to the Arpeggio it attributes several things indicative of a sorrowful frame of mind. We assure our worthy and respectable cotemporary, that if we have been as distressed as he presumes, we are now comforted. The sight of his satisfied smiles, his perfectly Uncle Toby like state of happiness, assuages our grief, stills our sighs, and dries our tears. Our only regret is to see that in the midst of his joy he has fears that the body he feels so grateful to for their bounty, may, after all, be guilty of some *contretemps*. He observes, in the last sentence of the article we have alluded to, that "we have no fears that the market ordinance, when finally matured, * * * will not be generally acceptable to the people." We had indulged hope that after the assistance we have given them upon the subject, Council would so shape it that it would be acceptable to our citizens.

The *Bulletin* observes that instead of "Council," we should write "Board of Aldermen." We cut not chilling our cotemporary, because since the body in question has taken to meeting five or six times a month, people have complained of being "bored of Aldermen," which may so considered disrespectful.

Immediate Causes of the American Occupation of San Juan.

By the arrival of the *Star of the West*, at the American occupation of the Island of San Juan. A correspondent of the Victoria Gazette says:

In order to ascertain the first movement that led to the present position of things, I applied to Capt. Hubbs, the United States deputy collector on the island for the last three years or thereabout, who kindly furnished me with such notes as he had in his possession. He has exercised the function of deputy collector on the island for nearly three years, and during that time has made regular quarterly returns of all the imports and exports to and from the island to this government. During his residence on the island there have been quite a number of gunboats committed there and to the limits of activity, and the American residents on the island deemed it proper for their safety to ask the protection of their government. Pending their action, the island was visited by Genl. Harney, the Commander-in-Chief of the Pacific division, who, in furtherance of orders of his government, examined the island, preparatory to making a permanent location of a portion of his command at that point. Shortly after his departure, in order to hasten, if possible, the protection they desired, the American residents met on the 11th day of July last, and presented a petition to Gen Harney, which was soon after sent to him. The following is a copy of the petition:

SAN JUAN ISLAND, July 11, 1859.

To Genral Harney, Commander-in-Chief of the Pacific Division of the U. S. Army:

The undersigned American citizens on the Island of San Juan would respectfully represent:

That in the month of April, in the year 1858, the house of the United States inspector of customs of this island was attacked and fired into in the night by a party of Indians living on the island, and known as the Claltanas, and had it not been for the timely aid of the Hudson Bay Company, the inspector would have fallen a victim to their savage designs.

In the month of July following we found on the beach, close to the house mentioned in the alien camp, the bodies of two white men, apparently Americans, who had, when found, cotton cords about their neck, which had been used to conceal them under water.

Last fall, another daring murder was committed in the midst of the day, and in the plain sight of all here, without the slightest chance of rendering them assistance.

Only ten days ago another body was found on our shore, which had been the victim of foul play.

Inclosure with the above dangers that we are exposed to from neighboring Indians, we are continually in fear of descent upon us by the bands of marauding northern Indians who infest these waters in large numbers, and are greatly retarding the progress of the settlement of this island.

Remember in the treaty concluded June 15, 1846, between the United States and Great Britain, (the provisions of which are plain, obvious and pointed to an all being,) this and all the islands east of the Canal de Haro belonge to us. We, therefore, claim American protection in our present exposed and defenseless position.

With a view of these facts, and for the essential advantage of having this and the surrounding islands immediately settled, we most earnestly pray that you will have stationed on this island a sufficient military force to protect us from the above-mentioned dangers until we become sufficiently strong to protect ourselves.

(Signed by all the American residents on the island, thirty in number.)

Before, however, the petition could reach General Harney, he had, in accordance with instructions from the government, dispatched a force for the purpose, and also to make a regular station for a portion of the troops of his command.

Mr. Hubbs informed me that in 1854 the civil authorities of Whatcom county, Washington Territory, assessed the usual taxes on property in San Juan Island, which not being paid the assessor seized thirty sheep belonging to the Hudson's Bay Company, and sold them to liquidate the taxes claimed. That company has since made a claim on the United States Government for $15,000, for the value of the sheep.

The Alexandria (Va.) *Gazette* contains the following: A gentleman in passing over the Long Bridge on Wednesday last, saw, he informs us, a shoal of about one hundred gold fish in the Potomac, near the bridge. They were of different sizes, some quite large; and the question is how came they in our river? It has been suggested that the spawn from the pond at the capitol in Washington has passed into the Potomac, and that they were thus propagated.

The Gregory diggings at Pike's Peak are almost deserted, rich quartz is there in abundance, but the complete machinery is wanting. Arizona must be an interesting place. A writer says, this whole country stands much in need of laws, and men to administer them. Arizona, particularly, needs them, as crime now stalks unpunished through our midst, and murder and rapine bear their hideous heads around our hearth-stones unrebuked.

Second-Lieutenant Clay as J. Lynde, of the 8th regiment of infantry, was recently tried by court martial in Utah, for insulting and striking Lieut. Wharton, and for disobedience of orders. He was found guilty, and sentenced to be dismissed from the army. The President has approved the sentence.

DIRECT TRADE WITH BELGIUM.

EDITORS APPEAL: The feasibility of inland seas being navigated by steamships, is a theory that has been established in Europe with complete success, and can be confirmed practically upon our own waters. This startling innovation upon the generally conceded rights of steamboats and "broad horns" occupying the Mississippi and its tributaries, has taken most practical men by surprise, who cannot realize its success, and will not comprehend its utility any more than the stage driver of a few years back could appreciate the superior facilities of railroads. They will not understand why it was important to make Memphis a port of entry, and the thoughtless readers of this article would be astonished to learn from our polite and efficient agent Hulbert, the extent of custom-house duties that can be so largely increased by proper management at the hands of our prince merchants and importers, tending to place our custom house in a position worthy the favor of the Federal Government in its exhibit of promptness in anticipation of our wants in this particular. Now it must be know to many of your readers, that we have importers in Memphis who have the capital and energy to prosecute this great undertaking and to successfully sustain it, as a principle of much moment to the future of our growing city; and upon the same principle, we should have exporters, and we will have them, and that shortly. Take the cotton interest for an example; every cotton buyer knows the influence that keeps his eyes to the grindstone, and too often drives him to the wall. It is the charges which, created by acceptance, freight and other shearing processes, upon the bale amounts to say three dollars; this, leaving out fractions, avoided by direct shipment, would be a little fortune in itself to our brokers. And as to the buyer, who lives by his accepted draft on New Orleans, he need not fear, for the cotton carries its margin w h it, and is subject to a draft in Belgium, and under as much control until the maturity of the bill as in New Orleans. Very few persons ever dreamed of the direction cotton would take to find New York in 1859, and very few, in 1859, can imagine that steam vessels will ascend and descend the Mississippi from Memphis to New Orleans, loaded with the exchange of reciprocal products, loading and unloading at Memphis, touching at New Orleans to and fro, to land passenger and freight, as our pockets discharge the wayfreight at Vicksburg or Natchez. No man of good practical ideas can deny the plausibility of this arrangement.

Well, I believe the avoiding New Orleans by cotton in transits would inure to the benefit of our exports in the neighborhood of a million of dollars. Then, in twelve months, I am authorized to state, we will have steam cotton presses; thus silencing another objection of those opponents of direct trade, who, looking to New Orleans as their "Mecca," exclaim, exultingly, "You have no means of compressing." There is not a place in the wide world so susceptible of the position of a grand emporium, represented by all interests, either foreign or domestic, as our own city. A shipment of cotton to Belgium, direct, would avoid rain, extra insurance, wear and tear, sampling, and the one hundred and one charges that it is liable to; and on its arrival at its destination it is at least in ten per cent. better order and condition than if shipped by the other routes, at the same time you have added to the wealth of Memphis nearly a million of dollars by one year's economy, that in itself will build up a self-supporting trade with our German brethern. France and Germany are living monuments of the necessity for inland navigation, when heavy freights are in question, and our relations with China and Japan have afforded us opportunities of testing the value of canals, by examining with astonishment the perfection attained by these semi-barbarians, in this inland communication, being from state to state, as rivers are to us. The less detention and handling in-transitu, the more desirable the means to accomplish this object, and I have no doubt the day is not far distant, when we will kick up as much fuss about the charges that we formerly paid, as we have done about the "sound dues." The difficulty heretofore in introducing to the world the capacities of our interior country, for profitable foreign investment, by shippers, is now overcome. A few years anterior to this article steam vessels were curiosities upon sea and ocean; but with the advancement of human science and ingenuity, their application to commerce has been so happily applied, that they have become ordinary objects of interest, and their noble prows may be seen dividing the water from pole to pole, from hemisphere to hemisphere, traversing climates with rapidity, transporting with perfect security freights and living burdens, that we are filled with wonder—but like all improvements that disturb the monotony of regular process, the cry is raised, and country, and of its interest are the most profound scholars, who vowed to eat the locomotive that would attain a speed of twelve miles per hour, so impossible were its promoters has been, and it is now a mere theory. To exhibit genius you risk the hue and cry of insanity, at least mania, and the attempt to introduce to the unprepared mind new issues, requires great forbearance and fortitude; but all great results are produced from misunderstood causes while in embryo, but when left to themselves, like water, will seek a level. If steamers were an invention of a century ago, there would be scores of them plying between Memphis and the different ports of the old world.

It is simply a question of time, and there is no reason why we should not take advantage of the preferred facilities afforded us by the liberal and generous Belgians, the most intelligent and moral community in Europe, and who, outside of their own interests, would be faithful co-workers in assisting us in building up a grand interior reservoir for the shipments of the inland manufacturies of Europe. The proper plan to awaken the interest of our mercantile community, is to approach them in a pecuniary manner and to exhibit facts and figures in such a light, that an investment can be proved to produce a remunerative return with promptness and dispatch. This, in the case of an interchange of productions or commodities with Belgium, is easily accomplished. A vessel direct from the port of Ghent to Memphis with a cargo of merchandise, has what chance to dispose of them? (that is the rub.) Well we will see; two-thirds of our cloths are of German manufacture, the majority of our best linens, cheap de laines, coverlets, nearly all of our toys, fully four-fifths of our cheap cigars, at least one-half of our hosiery, besides cutlery, musical instruments and other articles too numerous to mention, are from this same source. Now is it not reasonable to predicate upon the fact that we consume these articles, that they sell readily in our stores; that we could absorb them by direct trade as easily as to pay an advance of 33 1-3 per cent. after the goods have been landed in New York and Philadelphia, and passed the ordeal of importers and jobbers? I think so. We sell probably five millions of dollars worth of dry goods, of which I think about one-third are of foreign manufacture; of the latter amount one-half are from Germany, and as to the reduced figures in regard to prices, the low rates they can be imported at, and the tariff put on by jobbers, is truly astonishing. B.

STREET RAILROADS.

MEMPHIS, September 17, 1859.

EDITORS APPEAL: I notice in your valuable paper several remarks on railroads, and also on city horse railroads; and now is the time, are laying such roads, to discuss the merits and demerits possessed by the different kinds of track that are likely to become candidates for public favor, and, among others, the advantages I claim on a patent railroad track of my invention, upon an entire new principle of construction, wherein safety, profit and economy are combined. If you see fit to publish this communication and article, to enlighten the public on such matters, you are at liberty to do so. R. CROMCHEN.

ADVANTAGES IN LAYING A STREET RAIL TRACK BY THE SIDEWALKS, INSTEAD OF THE MIDDLE OF THE STREET.

1. Avoiding risk of life and accidents to adults and children, in having to enter a car in the center of the street, as is often occurring in large cities, is its first important matter.

2. By adopting the above plan is for a passenger car railroad company to have the right of way to two streets, running on a parallel line with each other, and starting for instance at 6 o'clock in the morning to midnight, at the foot of street A and head of street B at about every seven minutes; you would thus have alternately a car ready at one of the streets described, at about said time of minutes; consequently six cars, well stocked (three on each street) will perform all that is required for a two mile route by the same principle, were for longer routes, instead as now, which requires 16 double. The horses at the head and foot of the line of the road would have more than their full rest, for by this plan you exhibit the horses that have come up the first trip and exchange them to the last (that) one up, and place those last up to the care that those first were taken out, and so on with the others. It is unnecessary to point out the street of the head or end of the route as only that block or suburb street would be for passengers to go to their residences on, saving thereby their expense, and breaking up of a street and contingencies of curves and switches. After midnight to 6 in the morning, it can also give at every hour to accommodate travelers arriving after midnight, and keeping the road open and at work in the very inclement season of the year for early morning use; otherwise it might be stiffy frozen over, rendering it full for use when most needed.

3. The saving of more than half the capital required in laying tracks, as by my mode, also half the stock, as cars, conductors, drivers, hostlers, drivers, stable and ground room, harness, feed, etc., etc., is dispensed with, enabling passengers to be conveyed at very low rates.

4 Avoiding risks and accidents in getting out of the cars in the middle of the street, and from the carriages and wagons, from being run over, besides a central rail wheel track, connected to an iron rolling sliding rail track would convey double the quantity of passengers, with the same horse power as is now performed.

5. The stormy weather for ladies and children, as also men too, have to go in the mud to the center of the street in the midst of crowds of vehicles of all kinds driving furiously to and fro, that one can hardly have eyes enough to stand a minute safe.

6. Every safety and comfort is afforded to persons by stepping from the sidewalk into the cars, the company having such privilege is to keep the gutter in perfect order to their utmost capacity, and it is easily done.

7. By my plan, as described, the whole street for vehicles and other purposes, as well as processions, is kept clear except four feet by the sidewalk for the rail track, if all men act in unison.

8. By having a track on one side of the street, the rail and its works as now used, or that of any proposed tracks, cannot be injured by being drove over or fractuing, splintering or breaking them, nor would carriages or wagons be subject to have their tires, irons or springs broke, and would be kept clean without the annoyance and possibility of constantly getting or running off the track.

9. The corporation funds should have the benefit of city railroads, and through its Mayor and Common Council, have tracks contracted for when needed or asked for, adapted to such use, to be leased out for three and five years at public auction. A great income would thus be realized to avail for other purposes needed, adopting stringent regulations and laws.

10. P. S.—The only objection stated to my suggestions by some persons is the inconvenience a cart would have to deliver its load, which I argue is nominally none against the many many great advantages enumerated by me, for said cart can back up to the rear of the outside rail track and readily deliver its load, or in night by the case when a car has passed by its load then, placed on a plank for such purposes, passes it over the track. This would be the case only on one side of the street, for after leaving two or three blocks or business thoroughfares, running to the rear part of the city, family groceries are generally on corners to which the cart could deliver as usual on the cross streets. R. C.

THE NEXT PRESIDENCY.

CENTRAL ACADEMY, MISS., September 15, 1859.

EDITORS APPEAL: I notice various speculations in your invaluable paper as to who will be the proper man to lead us in the great national contest of 1860; and feeling a deep and abiding interest in the welfare of the country, and for the perpetuity of the Democratic party, I beg a short space in your columns to offer a few suggestions to sagacious Democrats. The great presidential canvass will be fraught with interest more deeply concerning the peculiar institutions of the South than any which has hitherto preceded it.

The dark hosts of Abolitionism have marshalled their clans, the black flag of disunion is unfurled in the North, and the hand writing is upon the wall that an inevitable and inglorious defeat awaits us, unless a reconciliation of non-essential differences can be brought about in our ranks, and a proper man be selected as our standard-bearer. The great heart of the Democratic party pulsates in concordant unison with the patriotic and national principles that have ever marked its history; yet, it is not to be denied that schisms and discord mar the usual tranquillity of our party. Why is this? Why is it that men who have so nobly fought on so many fields of Democratic victory, should now be the bitter and transient curses desert the glorious Democratic ranges, and indirectly give aid and comfort to our great common enemy in the North? Let the tomahawk of domestic rebellion be buried. Let the war-cry of "Lecompton" and "anti-Lecompton" be hushed. And let the unjust persecutions of distinguished Democrats be no longer persisted in, and like a band of brothers march to victory in spite of the exertions of northern fanatics and the puny will of southern Oppositionists. In order, therefore, to accomplish this end, patriots and patriotism would dictate that we should select men of national character and administrative qualities. Allow me then to nominate,

For President, Hon. S. A. Douglas, of Illinois.

For Vice President, Hon. Jacob Thompson, of Mississippi.

In these men are combined all the elements of true greatness, and should they receive the nomination at the Charleston Convention, one long, loud shout of patriotic joy will ring throughout the camps of Democracy. So mote it be. STEPHEN.

The Vote of Censure on Last Thursday Night against the Retiring Members of the Board.

EDITORS APPEAL: What seems to be intended as a vote of censure passed last Wednesday night, by a few (not many) of the City Council, may deserve a passing notice from one who was among the retiring members.

Within two or three days time, and was certainly a liberal draw made on the time and patience of the members of the Board. I intended to see what the special object of the meeting was, and finding it was called at the detention of the President of the Memphis and Charleston Railroad Company, to observe what I believed to be a most honest and pure purpose, I did not feel bound to remain for such subservency. I had business that called me away, and I went without asking permission of Mayor Sam, or those who were obeying his request; as also did some other gentlemen at the time, for reasons I suppose known to themselves. I considered the meeting for the purpose childish in the extreme, to say the least of it—nay, I will say more, it was oppressive and tyrannical to require councilmen to stay there for such an object.

We had discussed the question of extension a good part of three nights, on three several occasions, and I had opposed it, and had also opposed the troubling of the people with it, as they had showed no desire to vote upon it.

But the friends of the extension had carried their measure of submitting to the people that which they could not carry in Board, but so soon as the President of the road finds that the people are about to vote the extension down, he issues his *edict*, in the shape of a request to the Mayor, to call the Council together and have the vote postponed. I was opposed to the postponement, as the matter had been forced to go to the vote of the people, believing that they were ready to act for themselves. *According to all parliamentary usage the Board had no power to act upon that measure any further than they had, for the reason that after the act submitting it to the people had past, a reconsideration had been moved, and after an elaborate discussion it was decided that there should be no reconsideration*, but that the people should be called on to vote for or against the extension on the 15th day of September. So far as I was concerned, I had discussed the matter before the Board till I was tired of it, and I did not choose to stay all night, or even the half of it, to be enlightened by the emissions of the gentlemen's gas. And in leaving, I did that which has been common, from time immemorial to the Board, and their affected effort of censure is the first on record, for the offence, or the pretended offense.

But they had their reason for what they did. They evidently saw and knew that the people were about to vote down their pet measure and doubtless thought that the retiring members had exerted some influence against their measure, and therefore, as a little sweet morsel of revenge, they could vote a censure upon them. How their hearts must have swelled with emotion as they were having their votes recorded, censuring their co-representatives, for doing what is taken no notice of on any other occasion. Well they may enjoy their sweet morsel.

I have done my whole duty as I understood it, and will still do the same thing, *cost what it may*. I believe in the maxim that "resistance to tyrants is service to God" and my country, and I will follow it. I will do it even if the *immortal six* shall pass another vote of censure upon me for so doing.

WM. M. PERKINS.

A new fancy which has seized upon Parisian belles, says the *Court Journal*, is the crusade against bonnets, and which, it is said, the Empress is quite willing to join. Two ladies of the highest fashion are already to be seen daily driving in the Bois with no other coiffure than a lace veil of square form thrown over the hair, which is full-dressed, and ornamented with bows of ribbons.

Georgia is probably the lightest taxed State in the Union. Its State tax is only two-thirds of a mill on the dollar. A man owning $10,000 of property pays only $6 62 taxes. Georgia is one of the most flourishing States also, rapidly rising in manufactures as well as agriculture.

The telegraph operators on the Placerville and Honbolt Line, California, say that the lightning is constantly playing such tricks on the summit of Sierra Nevada, that a large portion of the time the electric current is unmanageable. This is especially the case when the weather is foggy in the mountains.

There is great preparation making at Portland, Maine, for the reception of the *Great Eastern*. The programme includes a public dinner, a grand ball, military display, with other manifestations of rejoicing.

A new kind of bread, known as aerated bread, is now made in London, in the manufacture of which no fermentation is used.

A NEW AERIAL SHIP.

Preparations for a Transatlantic Voyage—The Air-ship City of New York.

From the New York Times.

An experiment in scientific ballooning, greater than has yet been undertaken, is about to be tried in this city. The project of crossing the Atlantic ocean with an air-ship, long talked of, but never accomplished, has taken a shape so definite that the apparatus is already prepared, and the aeronaut ready to undertake its task. Whether successful or not, the enterprise merits mention from its magnitude, and the energy and fertility of resources displayed in its prosecution.

The work has been conducted quietly, in the immediate vicinity of New York, since the opening of spring. The new air-ship, which has been christened the City of New York, is so nearly completed that but few essentials of details are wanting to enable the projectors to bring it suddenly before the public.

The aeronaut in charge is Mr. T. S. C. Lowe a New Hampshire man, who has made thirty-six balloon ascensions. His last public exhibition was made at Washington, during the celebration of the Fourth of July. Since that time he has given his undivided attention to the perfection of the apparatus designed for his trans-Atlantic voyage, and has devised various improvements in its construction, by which he claims to have overcome the more serious impediments which have heretofore existed.

The dimensions of the City of New York so far exceed those of any balloon previously constructed, that the bare fact of its existence would excite curiosity. But its huge envelope is now undergoing the final process of oiling, is an open piece of green land, four or five miles from the center of the city. The products have not yet been admitted to the knowledge of the mystery which surrounds the mighty heap of cloth and cord, and the jealous eye of a Paddy, who has kept watch and ward at bay the inquisitive arranger. As remarkable events are prepared most carefully in the dark, so Mr. Lowe has reserved the surprise of this bigest of balloons until the last moment, when the immensity of its measurements can be palpably distinguished. Briefly, for so large a subject, the following are the dimensions:

Greatest diameter—feet	120
Transverse diameter—feet	104
Diam. from valve to bottom—feet	170
Width, with outlet—feet	34
Length, with outlet—feet	70
Capacity of gas envelope—cubic feet	725 000

The city of New York, therefore, is nearly five times larger than the largest balloon ever before built. Its form is that of the usual prependicular gas receiver, with basket and life-boat attached. The introduction of valuable improvements, however, leads to the conclusion that its general arrangement is greatly superior. Mechanical power is to be applied; the aeronautic party will keep the cold away from the interior by the use of a line stove; a new arrangement of revolving fans has been devised; and the material of which the envelope is composed is treated with a peculiar varnish, the invention of Mr. Lowe.

Six thousand yards of twilled cloth have been used in the construction of the envelope, which, in its actual measurement at will, this material is 54,000 feet—or nearly eleven miles. Seventeen of Wheeler & Wilson's sewing machines have been employed to connect the several pieces of the immense envelope, intended to receive the gas-valve, is of triple thickness, strengthened with heavy bows, and the bottom is left open. The seams are being greatest at this point, extraordinary power of resistance is requisite. It is asserted that one hundred women, sewing constantly for two years, would not have accomplished this work, which measures by miles. The material is stout, and the stitching shorter.

The vernish applied to this envelope is a secret, the secret of which rests with Mr. Lowe. Three or four coatings are applied, in order to prevent leakage of the gas. Mr. Lowe is confident of the personal superiorbrence of the process of manufacture. We found him yesterday hard at work in an open field, cautiously testing the progress of the varnish, which, when applied to the compound, which boiled furiously at a temperature of 600 degrees.

The netting which surrounds the envelope is a stout cord, manufactured from flax, expressly for the purpose. Its aggregate strength is equivalent to a cable of 500 tons; yet it is so delicate and transient that it will not add a single pound to the weight of the balloon, nor interfere with its buoyancy. The basket which is to be suspended immediately below the balloon is made of rattan, is twenty feet in circumference, and four feet deep. Its form is circular, and it is surrounded by canvas. This car will carry the aeronaut. It is warmed by a lime stove, an invention of Mr. O. A. Gager, by which it was presented to Mr. Lowe. A lime stove is a new feature in air-ships. It is claimed that it will furnish heat without fire, and is intended for a warming apparatus only. The stove is 11 feet high, and 2 feet square. Mr. Lowe states that he has no well convinced of the utility of this contrivance that he conceives it to be possible to ascend to a region where water will freeze, and yet keep himself from freezing. This is to be tested.

Dropping below the basket is a metallic life-boat, in which is placed an Ericsson engine. Capt. Ericsson's invention, however, is to be tried in mid-air. Its particular purpose is the control of a propeller, ringed upon the principle of the screw, by which it is proposed to obtain a regulating power. The application of the mechanical power is ingeniously devised. The propeller is fixed in the bow of the life-boat, pivoted at an angle of about forty-five degrees. From a wheel at the extremity, twenty fans radiate. Each of these fans is five feet in length, softening radially from the point of contact with the screw to the rim; twenty, where the width of each is eleven and a half feet.

Mr. Lowe claims that by the application of these mechanical contrivances, his air-ship can be readily raised or lowered, to seek different currents of air; that they will give him ample steerage, and that they will prevent the rotary motion of the machine. In applying the principle of regular process, the city is launched, and, of course, the aeronaut is not yet been admitted to the knowledge of the mystery which serves as