THE MEMPHIS DAILY APPEAL.

BY M'CLANAHAN, TROUSDALE & DILL. MEMPHIS, THURSDAY, JANUARY 26, 1860. VOLUME XI.—NUMBER 21.

Daily Appeal.

DIRECT TRADE WITH BELGIUM.

EMPEROR ALEXAR: His Honor, Mayor Baugh, some months ago, appointed a committee to act as one of correspondence, in connection with one established in Belgium. This committee, as yet, have failed to meet and determine any concert of direction, to the contemplated scheme of direct trade. But upon the receipt of an answer to a letter, written by one of said committee, under authority of Col. Bas'h, an effort will be made to organize and adopt such procedure as the merits of the proposed enterprise demands.

It is palpably plain that a direct trade with Europe, as well as Belgium, is a question that all admit is one only of time, and that time, sooner or later, depends entirely upon the movements of our business men!

We have attempted to present in as tangible a manner as possible, all the points that relate to the trade and its favorable bearing upon Memphis. We have done so—by detail—elsewhere, in a plain way to the South we have deemed it expedient to press the matter, and in our future presentations will endeavor to be as succinct and concise, as in justice to the great importance of the subject we can be, consistently.

The genius of the communication received from Belgium, by our worthy mayor is simply this: They desire a complete list of goods, with the prices realized, of German, i. e. Belgium manufactures. The quantity likely to find sale in our market with a schedule of prices in the different sections of the South. This letter has been answered, and a reply is daily expected.

These facts exhibited and made plain, the Belgium authorities will take steps to establish in Memphis a grand distributing depot, for the Mississippi Valley, of German manufactures. This inaugurated, Memphis will be the feeder of their other agencies in the west, embracing the cities of Nashville, Louisville, Cincinnati, St. Louis, and many other cities of our great west. With us they will find that German cloths, hosiery, damasks, delaines, with an endless variety of cotton and woolen fabrics, can be selected from the agent at this point at much less rates than from the jobbers in the North.

Having accomplished these initi tory steps to the formation of a mammoth direct trade upon a permanent basis, then the cotton bank will rise up with its large capital, founded upon real collaterals, and as we have repeatedly stated, will offer accommodations that will starts this two and a-half per cent. generation.

Here is the procedure. A planter, for instance, can raise 500 bales of cotton; he has woods susceptible of clearing, open grounds, yet no force to plant or plow. Suppose you say to Rayner, or Pope, or Tom Allen, or any other of those liberal planters contiguous to our city: we can you upon your crop, i. e., growing crop and place, twenty thousand dollars, at three and a-half per cent., then advance you to purchase twenty mules, ploughs, &c., and put you once more to the hand, and in a few years your riches will increase fourfold. If your crops fail, "which is the exception," your place and force is ample security, and we will guarantee you a renewal. We can estimate the potency of the revolution of such a financial, we may say humane, system of commercial legislation? what astounding developments would be felt and seen in the present unsettled banking? Why capital would pour into the country, our plantations would be opened, and, as Thad. Stevens declared, would soon raise one thousand bales. Lands now neglected would be reclaimed, through a system of manuring, and by healthful cultivation would enhance beyond our most sanguine calculations. Lands hitherto not dreamed of as marketable would command the attention of seekers for locations in the neighborhood of the rapidly growing city of the West. The bringing together of the consumer and the producer—the father of the immense capital of our country—coupled with our active commercial operations, will soon place us in a position to realize these incalculable blessings to us and our glorious future.

Many have not studied, and will not give this subject the attention its importance demands. Memphis—why, it is impossible to give to our readers her vast resources, her magnificent position. In the center of an area embracing the rich bottoms and the fertile plains of this great valley, geographically considered, most highly favored, above the misnamified influences of the tornado, and below the chilling blasts of the North, her temperate clime is capriciously sought by the one extreme in the summer, the other in the winter, the converging point of a net work of rail that extends its arms and taps the rich interests of the North, South, East and West, that transports the traveler in a few hours, time from one extreme of the great country, to the other. Lines of noble packets that daily penetrate the fastnesses of the western wilds, and return laden with goodly ventures; a great free school system, an intelligent population, a generous men of means, of legal attainments, selected by some of the ablest men in the country, for a retreat in their declining years; with these, and other facts, that all tend toward placing our city prominently before this country and the world, as the destined capital of the mighty West, how can we fail to place the proper estimate upon her claims, and refuse to assist in enlarging the field of her influence?

But fortunately for us our position has attracted the attention of Europe, as the great cotton shipping point upon our great "inland sea," shipping, as we do, one-tenth of the cotton crop of the country—this with our remarkable rapid growth in a few years, our stupendous efforts to establish railroads, to build princely houses, the reputation abroad of our business men, our Howards, Hunts, Grahams in the cotton, Townsend, Williamson and Parker in the wholesale grocries, with the princes of dry goods men, like Miller, Speed, Williams, and others in these different departments, that space will not allow us to enumerate—all these have presented Memphis to the country as the place to get rich—the modern Ophir. Let all come; our destiny is a magnificent one.

LETTER FROM MISSOURI.

JEFFERSON CITY, JAN 18, 1860.

EDITORS APPEAL: Thinking that probably you would like to hear something from Tom Bentonis land, I concluded to tell you, after the most approved style, that this morning I took the cars at St. Louis on the Pacific railroad, and after a six hours ride along the banks of the Merrimac, across the Osage, and up the Missouri, whose solid current was on one side, and bottling cliffs of rock, sometimes one hundred and fifty feet high, on the other, with just room enough for the cars to pass—I reached the capital of this State. The city contains about four thousand inhabitants, and every house stands upon its own rock hill, the whole city representing a huge cluster of high crowned, broad-brimmed brown hats.

I had the pleasure of meeting Governor Steward at the executive mansion—a small one and a half story house, made out of white rocks. But this meeting was not at the governor's suggestion, but my own, as I had a little business with him. This he dispatched rapidly and courteously, and what is more, satisfactorily. Did you ever see him? Then you have not forgotten his cordial manner, his head, large mouth, broad forehead and large beaming eyes. He is not handsome, but like Tennessee's worthy Old, he has goodness of heart and beaming intellect stamped on every feature.

I visited the penitentiary, where they have four hundred and sixty convicts. Not one woman. Hurrah for Missouri! but stop—not so fast—the governor pardons every woman!—on the ground, perhaps, that the S ate needs working men. The heads of the convicts are not shaven, and their dress is different from the convicts of Tennessee, the stripes running around the limbs, instead of up and down. At present the penitentiary is in debt, and the men have nothing to do. One hundred and seventy-five of them are kept locked up day and night, for want of work. They will have a called session of the State legislature in February next to take measures to remedy this, and I am informed that Governor Stewart says if the called session does not give them (the convicts) plenty of work and food, that he will turn every mother's son of them out. Some of the leading politicians are in favor of erecting a branch of the penitentiary in St. Louis, but the citizens of that city are opposed to it generally.

I find a universal feeling here among the people in reference to the Iron Mountain railroad. They all favor the extension direct to Memphis. I have seen three members of the legislature, all of whom occupy the same position.

I have visited the capitol. It is made of white lime stone, is situated on an eminence, and commands a fine view for miles up and down the river, and of the city.

The river is at present frozen over, so that pedestrians cross over in safety. The ice is covered with crowds of boys of all ages, engaged in skating. Yesterday a man by the name of John Enis, while under the influence of whisky, determined to cross on horseback. He was mounted on a fine looking blackhorse, of the attempt, he said that if there was any danger his horse would not let him be hurt. He had not proceeded, however, more than a quarter of a mile from the shore, when the horse refused to go farther and turned round and started back. Enis in attempting to make the horse go forward applied the whip, causing him to make a sudden leap, when down went horse and rider. A large crowd immediately collected, and with ropes, etc., after great exertion, both were drawn from the water. The horse was save' and is doing well, but the rider was so far gone that all efforts to restore him were fruitless.

SOLUS.

WRECK OF THE FLORA TEMPLE.

PROBABLY LOSS OF LIFE—NEARLY A THOUSAND HUMAN BEINGS CAST AWAY.

We find a graphic report of the wreck of the American clipper ship Flora Temple, of Baltimore, in the China sea, on the 14th of October, with the loss of eight hundred and fifty coolies and eighteen Europeans, in the New York *Herald*. It was written by Dr. A. P. Cable, who was a passenger on board. We give the account pretty much at length:

The Flora Temple, as fine a merchant ship perhaps as ever entered the China sea, left Macao for Havana on Saturday morning, the 8th of October, 1859, having on board a crew of fifty, all told, and eight hundred and fifty coolies. On the following Friday, the 14th of October, at 7:30 p. m., she struck upon one of the numerous reefs not marked upon the charts, which render the navigation of the China sea so uncertain and dangerous. For two days previous a gale of wind had been blowing. At 7:30 p. m., on the 14th, we heard the cry of "hard up" from the lookout. The helm was instantly put hard up, and the spanker lowered. No sooner was this done than "hard down" was heard from the officer, who by this time had come off again to the gangway.

In fact the ship was within a very short distance of the breakers, which could now be distinctly seen and heard from the after part of the poop, where we were standing, and which extended in a curved line from shore four points on our starboard bow to about three points on our port bow; they were close aboard; it seemed impossible a long ship like the Flora Temple should escape them, and although the yards were braced round and the ship here shock, she struck, first slightly, and then, very soon afterwards, several times with a tremendous crash, the breakers coming heavily alongside. Such was the position, from which it was found impossible to extricate her. Pieces of the timbers and planking floated up on the port side, and after some more very heavy thumps she at last remained almost immovable. Having a list aport, the water had rapidly increased from two and a half feet till it had reached the between decks, where the coolies were. There was no longer a shadow of ground for hope that the vessel could be saved. While this were going on—indeed, almost immediately after the ship first struck—a fear that the coolies would rise and murder all on board seemed to find an entire possession of the minds of the crew, and to such a hight did this rise, that the captain (having at the time, however, no intention of abandoning the ship) had the two quarter boats lowered, and placed an officer and five men in each, with orders to remain near the ship, so that refuge might be at hand, if by some chance they should become needful.

The crew were thoroughly unmanned; their only anxiety seemed to be to leave the ship, no matter how and let the coolies take their chance, his indestructable brother and one or two others on board, the boats would have left the ship absolutely uncrowded with a moral assurance of life—for men could be cut to do nothing. The boats were lowered about ten o'clock. About twelve the other small boats were got safely, and there now remained only the longboat, which the panic-stricken men had declared it impossible to get out. Fifteen, with the captain, remained on board. The labor and difficulty of getting this boat out was immense. The captain had to climb the mainsty to hook on the tackle; but at last it was got safely down, and the men, with its crew passed safely over the breakers. Immediately before leaving the ship the lead was hove, and four fathoms were found under her bows and stern and three fathoms amidships; just through the breakers there was no bottom at fourteen fathoms. The earliest light of morning were now showing themselves in the east, and soon after the day broke the coolies were all called aft on the upper decks.

The ship then appeared to remain almost without motion; all her masts were standing; she had a strong list aport; her back was broken, and the main and gunkey rails and waterways were also broken amidships, the main deck, e. c. had broken over her about quarter. Having passed round the northern extremity of the breakers, the captain in the longboat joined the quarter-boat, with the another boat in company, the port quarter-boat, with the second mate in charge, having deserted or during the night, alarmed probably by the cries of the crew, which, to their terrified ears, seemed to denote another outbreak of the coolies. The captain had all transferred from the steerage to the long-boat, and quarter-boat, and about noon, a fine breeze came up the westward. In a very short time the wind increased till it became a severe gale from W. S. W., accompanied by a tremendous sea and swell. The boats parted company, and henceforth I can only speak of the one in which, by the providence of God, after fourteen days night of exposure, we arrived at a felyat Touran, in Cochin China.

During Saturday, (the 15th,) Sunday, Monday, Tuesday, Wednesday, Thursday, and Friday, the gale continued with great violence, and we remained here to under a close reefed mainsail, with a bucket weend out to twenty fathoms. The boat was upon open sea, and were drenched with the seas that broke over us and with the rain, which night and daytime poured without intermission, as it seemed to us. Our clothes, never dry, and our bodies, our feet were terribly swollen and painful; we had saved nothing but what we stood in, and had no change; we had biscuit and half a pint of water a day; we all so dared to venture on; sleep was almost impossible; the men sat moody, wrecked and disheartened. How an open boat so small, so far out to sea, had could live in such a sea is a mystery. Some were never disheartened, but when the cheerless day declined into a more cheerless night, in an open boat, with a heavy sea and such a tremendous sea, an angry sky, with lightning and thunder of the most startling kind, none of us could have been no should as not feel what it were to watch "as those who wait for morning." We, however, after being in the boat fourteen days and nights, finally reached Tourane, and were kindly received on board the French steamer Gironde. We were thirty-one in number, including Captain Johnson and his brother. The starboard quarter boat contained the mate, Mr. Marshall, a boy and two boys. The port quarter boat contained the second mate (Mr. Walton) and five men. Serious apprehensions were felt for the safety of these boats. The gale we experienced was most severe, and was accompanied by a terrible sea, in which it is feared the boats must have perished.

Immediately on our arrival at Tourane, Capt. Jenness sent off the French admiral, M. Page, and begged him to send in search of the missing boats, as well as to the rescue of the coolies. With the greatest readiness this request was at once complied with, and the steamer Gironde was dispatched with orders to proceed to the scene of the disaster. On this vessel we were transferred to another vessel bound out to Hong Kong; Capt. Johnson, his brother and myself proceeding in the Gironde. On the 24 of November we were again in sight of the ship, and, to our great surprise, she had left aspared, until on proceeding closer in a boat, the port side, from the main chains forward, could be seen floating, attached to the remaining half of the wreck by the rigging, together with the bowsprit and jibboom and the top of what seemed to be the main skyscail yard. Other portions were scattered. Close to the reef, within a short distance of the wreck, on the southeast side, the boat sounded and found no bottom at twenty-seven fathoms, and within a mile, to the northward, we found no bottom at seventy fathoms. The breakers on the reef extended about one-third of a mile, in a curved line from northeast to southwest. The seas were surprisingly over 100 yards in width.

The position, according to the calculation on board the Gironde, was 16 deg. 19 min. N., 113 deg. 30 min. E., which Capt. Johnson made it 10 deg. 15 min. N., 113 deg. 20 min. E. Nothing remained to be done. The unhappy coolies had doubtless perished long ago, and we turned our course for Manilla, where we arrived on the 9th of November.

The loss of this splendid ship cannot fail to excite a great sensation abroad, when it is remembered that in all probability 850 human beings (not to speak of the eighteen Europeans) in the middle passage, have perished with her.

It was impossible for us to make any attempt to save these coolies. Moreover, we were than Capt. Johnson and his brother, Mr. J. T. Johnson, do not exist; but the crew were so terrified on that disastrous night, that it was only by exertions almost beyond belief, on the part of the captain, his brother and a few officers, that the safety of the crew was secured. They would have hurried from the ship without provisions, and would infallibly have perished. What could be done with such a crew in the way of providing for the removal and feeding 850 coolies? and moreover what confidence could be placed in the forbearance of the latter that they would not rush upon the remaining boats, swamp them, and thus destroy the only chance by which any of us could hope to be saved? In the end, for the serious reasons for distrusting the coolies at this crisis. As I have said, we left Macao on Saturday, October 8. On the following Monday they were settled in their places, and the coolies appeared comfortable and settled to their places, etc. I can affirm that no immediate passengers were more Europeans (who in an English transport, receive better treatment on board ship I am did these coolies on board the Flora Temple.

Three days after we had left Macao, the watch on deck being scattered about the ship, and the guard at the port gate—which had been erected between the coolies and the crew, who slept aft—some seven from the Europeans, who had collected on deck in large numbers, suddenly fell upon the guard at the starboard gate, struck him on the head with an iron belaying pin, drove the guard off, and, him with it frightfully and dispatched him with the carpenter's hatchet; they then made a rush to the cabins for the arms. While this was going on aft, the coolies forward were calling out, "fire," "fire," to induce the watch forward to go below.

Fortunately the captain had come on the poop just in time to see the rush aft. He immediately ran into his stateroom, seized his revolver, and called on any his brother armed himself, and half a dozen shots from them put the mutineers to rout, but not before one of the crew had been hacked to pieces and killed, and several others wounded. The coolies were armed with the cook's axes, chain hooks, iron belaying pins, iron bolts, knives, handspikes, marlinegrikes, and everything they could lay their hands upon. Some of the more adventurous had penetrated to the staterooms, and but for the sudden panic produced by the shots, it is impossible to see what could have saved us. All must have been lost.

A strict inquiry I sought to fight a deep laid and widely extended scheme for killing us all and taking possession of the ship—all these we had agreed to join in it giving up their contract papers as a kind of pledge of guarantee to the ringleaders, from whom they were to receive $50 a month. We could find no limit to the number of those who, directly or indirectly, were implicated in this plot.

XXXVI CONGRESS—FIRST SESSION.

FIRST SESSION OPENS MONDAY, DECEMBER 5, 1859.

SENATE—68 MEMBERS.

J. C. BRECKINRIDGE, of Ky., Pres't. ex-officio.

[Republicans (marked 1); 24; Democrats (in Roman.) 36; Americans (in SMALL CAPITALS, 2. Vacancies, 4. Total 66. The figures before each Senator's name denote the year when his term expires.]

ALABAMA		MISSISSIPPI.	
1866—Benj. Fitzpatrick.		1863 Jefferson Davis.	
1865 Clement C. Clay, Jr.		1862 James M. Phelps.	
ARKANSAS.		MISSOURI.	
1861 Robert W. Johnson.		1861 James S. Green.	
1865 Wm. K. Sebastian.		1863 Trusten Polk.	
CALIFORNIA.		NEW HAMPSHIRE.	
1861 Wm. M. Gwin.		1861 Hiram Clark.	
1863 Vacancy.		1859 John P. Hale.	
CONNECTICUT.		NEW YORK.	
1861 Lafayette S. Foster.		1861 Wm. H. Seward.	
1863 Jas. Dixon.		1863 Preston King.	
DELAWARE.		NEW JERSEY.	
1865 Jas. A. Bayard.		1859 John R. Thompson.	
1861 *Willard Saulsbury.		1863 J. C. Ten Eyck.	
FLORIDA.		NORTH CAROLINA.	
1861 David L. Yulee.		1861 Thos. L. Clingman.	
1861 Stephen R. Mallory.		1863 *Thos. Bragg.	
GEORGIA.		OHIO.	
1861 Alfred Iverson.		1861 George E. Pugh.	
1861 Robert Toombs.		1861 *Benj. F. Wade.	
ILLINOIS.		OREGON.	
1861 Stephen T. Douglas.		1861 Joseph Lane.	
1861 Graham N. Fitch.		1861 *Vacancy.	
INDIANA.		PENNSYLVANIA.	
1863 Jesse D. Bright.		1861 William Bigler.	
IOWA.		1863 *James Cameron.	
1861 James W. Grimes.		RHODE ISLAND.	
1859 *Jas. W. Grimes.		1863 Jas. F. Simmons.	
KENTUCKY.		1865 *Henry S. Anthony.	
1861 Jno. J. Crittenden.		SOUTH CAROLINA.	
1863 *Andrew P. Butler.		1861 Jas. H. Hammond.	
LOUISIANA.		1865 *Vacancy.	
1861 John Slidell.		TENNESSEE.	
1861 Judah P. Benjamin.		1863 Andrew Johnson.	
MAINE.		1861 *A. O. P. Nicholson.	
1863 *Wm. Pitt Fessenden.		TEXAS.	
1861 Hannibal Hamlin.		1864 *Thos. J. Rusk.	
MASSACHUSETTS.		1865 *J. Pinckney Henderson.	
1861 Charles Sumner.		VERMONT.	
1861 Henry Wilson.		1861 Lyman Trumbull.	
MARYLAND.		1861 *Jacob Collamer.	
1861 Johns A. Pearce.		VIRGINIA.	
1863 Anthony Kennedy.		1861 James M. Mason.	
MICHIGAN.		1863 Jas. M. T. Hunter.	
1863 Kinsley S. Bingham.		WISCONSIN.	
1861 Jacob M. Howard.		1861 Jas. R. Doolittle.	
MINNESOTA.		1863 Jas. R. Doolittle.	
1863 Henry M. Rice.			
1865 Vacancy.			

*Members of the XXXVII Congress.

HOUSE OF REPRESENTATIVES—237 MEMBERS.

Nominations (Roman); 116; Administration Democrats (1); 31; Anti-Lecompton Democrats (italics) (8); Anti-Administration (SMALL CAPITALS) 21.

ALABAMA.		NEW YORK.	
1 *Jas. A. Stallworth.		11 William Kelly.	
2 James L. Pugh.		12 Charles L. Scale.	
3 David Clopton.		13 Abraham P. Ogden.	
4 *Sydenham Moore.		14 John H. Reynolds.	
5 Geo. S. Houston.		15 James H. McCann.	
6 *W. R. W. Cobb.		16 George Briggs.	
7 *Jas. L. M. Curry.		17 *Francis E. Spinner.	
ARKANSAS.		18 *Chas. B. Sherman.	
1 C. Hindman.		19 James H. Graham.	
2 Albert Rust.		20 Reuben Chapman.	
CALIFORNIA.		21 E. Holland Dunn.	
1 Charles L. Scott.		22 M. Lindley Lee.	
2 John C. Burch.		23 *Charles P. Ruger.	
CONNECTICUT.		24 Charles B. Sedgwick.	
1 Chauncey Cleveland.		25 Martin Butterfield.	
2 John Woodruff.		26 *Henry B. Stoke.	
3 Alfred A. Burnham.		27 Alfred E. Ely.	
4 Orris S. Ferry.		28 William Irvine.	
DELAWARE.		29 Alfred Ely.	
1 *Wm. G. Whiteley.		30 Augustus Frank.	
FLORIDA.		31 *Jas. M. Ashmanthe.	
1 *Jas. E. Slaughter.		32 *Wm. Wheeler Lansing.	
GEORGIA.		33 *Reuben E. Fenton.	
1 *Julian Hartridge.		NORTH CAROLINA.	
2 *Martin J. Crawford.		1 W. N. H. SMITH.	
3 Thos. Hardeman, Jr.		2 Lawrence O. Branch.	
4 Thomas J. Warlick.		3 *Warren Winslow.	
5 John W. Underwood.		4 *Charles C. Bryan.	
6 *James Jackson.		5 *Jonas A. Gillespie.	
7 Martin Crawford.		6 James M. Leach.	
8 Thos. J. Jenkins.		7 *Thomas Ruffin.	
ILLINOIS.		8 *Zebulon B. Vance.	
1 *John B. Washburne.		OHIO.	
2 *John F. Farnsworth.		1 *Geo. H. Pendleton.	
3 *Owen Lovejoy.		2 John A. Gurley.	
4 *Wm. Kellogg.		3 *C. L. Vallandigham.	
5 *John C. Harris.		4 William Allen.	
6 *Jonathan Merriman.		5 Lewis D. Campbell.	
7 James C. Robinson.		6 William Howard.	
8 *Philip B. Fouke.		7 *Wm. H. Gunn.	
9 John A. Logan.		8 *Benjamin Stanton.	
INDIANA.		9 John Carey.	
1 *Wm. H. Wilmack.		10 Cary A. Trimble.	
2 *William H. English.		11 Charles D. Martin.	
3 *Jas. H. Rogers.		12 *Wm. Sherman.	
4 William S. Holman.		13 *John Sherman.	
5 *Wm. Cumpacker.		14 Harrison G. Blake.	
6 Albert G. Porter.		15 William Helmick.	
7 Schuyler Colfax.		16 *Oliver H. Dickinson.	
8 *Cyrus L. Dunham.		17 *Thomas N. Tweadale.	
9 *Jno. U. Pettit.		18 Sidney Sherman.	
IOWA.		19 *Edward Wade.	
1 *Samuel R. Curtis.		20 John Hutchins.	
2 Wm. Vandever.		21 *Jas. M. Graham.	
KENTUCKY.		OREGON.	
1 *Henry C. Burnett.		1 *Lansing Mann.	
2 *Wm. H. Wilson.		PENNSYLVANIA.	
3 *Francis M. Bristow.		1 *Hon. H. Thomson.	
4 *Thos. Y. Flournoy.		2 John P. Verree.	
5 John S. Phelps.		3 William Millward.	
6 *Benjamin C. Grover.		4 John Wood.	
7 *Wm. H. Wood.		5 *Thos. B. Florence.	
8 *Henry C. Ewing.		6 *Henry C. Longnecker.	
9 *Jno. Mallory.		7 *John Schwartz.	
10 *Thos. Paxton.		8 *Thaddeus Stevens.	
11 *Wm. Preston.		9 John W. Killinger.	
12 *Jno. C. Breckinridge.		10 *Chas. Ingersoll.	
LOUISIANA.		11 *Joseph Hopkins.	
1 *Wm. Smith.		12 George W. Scranton.	
2 *Miles Taylor.		13 *Thos. H. Polk.	
3 *Jas. H. Hopkins.		14 *Galusha A. Grow.	
4 *Jno. M. Sandidge.		15 James T. Hale.	
5 *Jno. Bell.		16 Benjamin F. Junkin.	
MAINE.		17 Edward McPherson.	
1 *Jno. N. Goodwin.		18 Samuel S. Blair.	
2 *Jno. Z. Ferris.		19 *John Covode.	
3 Rufus K. Porter.		20 *Jas. Lawrence.	
4 *Freeman H. Morse.		21 *Wm. Montgomery.	
5 *Samuel Wakeman, jr.		22 Jessie C. Moorhead.	
6 *Reuben E. Foster.		23 Robert McKnight.	
MARYLAND.		24 *Jas. Pollock.	
1 *Charles A. Shriver.		25 Chilton Hall.	
2 *Henry Winter Davis.		RHODE ISLAND.	
3 *J. Hon. Hawkins.		1 *Thomas Davis.	
4 *Henry Stockbridge.		2 *William D. Sheffield.	
5 *Jno. W. Crisfield.		SOUTH CAROLINA.	
6 George W. Hacker.		1 *John McQueen.	
MASSACHUSETTS.		2 *Wm. Porcher Miles.	
1 Thomas D. Eliot.		3 *Lawrence M. Keitt.	
2 Charles Allen.		4 *Milledge L. Bonham.	
3 Charles F. Adams.		5 *Jas. L. Orr.	
4 *Alex. Rice.		6 *William W. Boyce.	
5 *Amos Hutchinson.		TENNESSEE.	
6 John B. Alley.		1 THOMAS A. R. NELSON.	
7 *Daniel W. Gooch.		2 *HORACE MAYNARD.	
8 Charles R. Train.		3 Roberson Topkins.	
9 *Wm. Appleton.		4 *Emerson Etheridge.	
10 Charles Delano.		5 WILLIAM B. STOKES.	
11 *Alex. H. Rice.		6 ROBERT McKINNEY.	
MICHIGAN.		7 James H. Thomas.	
1 *Thomas W. Cooper.		8 *John V. Wright.	
2 *Henry Waldron.		9 JAMES H. QUARLES.	
3 Francis W. Kellogg.		10 *Jno. D. Ashe.	
4 *Jno. Wheeler.		11 *Jno. V. Allen.	
MINNESOTA.		TEXAS.	
1 Owen Aldrich.		1 *Jno. H. Reagan.	
2 William Windom.		2 A. J. Hamilton.	
MISSISSIPPI.		3 *Volney E. Howard.	
1 *Reuben S. C. Lamar.		VIRGINIA.	
2 *Reuben Davis.		1 *Henry A. M. Garnett.	
3 *Jno. Gillespie Battelle.		2 *John S. Millson.	
4 *Wilson Cook.		3 *Thos. Bocock.	
MISSOURI.		4 *Alex. H. H. Stuart.	
1 *J. Richard Barrett.		5 *Thos. S. Bocock.	
2 *Thomas L. Anderson.		6 *Roger A. Pryor.	
3 *John S. Clark.		7 *Thomas S. Bocock.	
4 *Samuel H. Woodson.		8 *Alex. R. Boteler.	
5 *Jno. J. Gurley.		9 *Jno. S. Carlile.	
6 *Jno. W. Reid.		10 *William Smith.	
7 *Jno. S. Phelps.		11 *Alex. D. Boyd.	
8 *Jno. Hyatt Kelly.		12 *Albert G. Jenkins.	
9 *Thos. P. Akers.		13 *Thos. A. Harris.	
10 *Thos. L. Anderson.		14 *Albert G. Marshall.	
11 *Albert S. Marks.		WISCONSIN.	
NEW JERSEY.		1 *Charles H. Larrabee.	
1 *Wm. A. Newell.		2 *Jas. Rankin.	
2 *Jno. T. Nixon.		3 *Jas. A. Bingham.	
3 *Jno. Linn.		4 *Jas. A. Kerr.	
4 *Jno. Wm. Wall.		5 *Jas. B. Dodge.	
5 *Jno. Hickman.		6 *Jas. B. Dodge.	
6 *Jno. Thos. Nixon.		7 *Jas. B. Dodge.	
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