Daily Appeal.

MEMPHIS.

WEDNESDAY, : : : : JUNE 20, 1860.

Reading Matter on Every Page

Largest Circulation in the City

CIRCULATION BY CARRIER APPEAL.....2,224
CIRCULATION BY STEAMBOAT.....616
CIRCULATION BY WEEKLY APPEAL.....1,500
CIRCULATION BY SEMI-WEEKLY APPEAL.....3,640

SEE FIRST AND FOURTH PAGES.

THE NATIONAL DEMOCRATIC CONVENTION.

Our telegraphic dispatches from Baltimore announce that up to 12, M., yesterday, the convention was employed in considering the manner of filling the seats made vacant by the withdrawal of the seceding Charleston delegates. Later advices, however, state that the convention had decided to refer the credentials of all persons claiming the seats so vacated to the committee on credentials. A dispatch is at hand, dated at New York, which was doubtless forwarded to that city by some of the New York delegation, to the effect that present indications point to the Hon. HORATIO SEYMOUR, of New York, as the probable nominee.

GREELEY'S LETTER.

The famous letter from HORACE GREELEY to Wm. H. SEWARD, giving the epitome of their political relations up to November, 1854, in which Mr. GREELEY formally announces the dissolution of the political firm of SEWARD, WEED & GREELEY, for the same reasons, doubtless, that influenced him not to support Seward at Chicago, will be found on our first page this morning. It is doubtless good ground for protestation by a man who will descend to such business, after having done the dirty work for a party for a number of years, to be persistently looked over in the distribution of the spoils—and so thought Mr. GREELEY, as the reader will see by reading the letter.

WALKER ON ANOTHER FILLIBUSTERATION.

The "gray-eyed man of destiny" is again in search of a people who want delivery from their oppressors, and who are willing to employ him in the work of emancipation. An article from the New Orleans *Delta*, which we published on Friday, informs the public that he was on the eve of renewing his attempt to liberate Nicaragua. A considerable number of Americans had preceded him and more were to follow. In this instance, it is intimated by the *Delta*, General WALKER will avail himself of the discontent prevailing in the Bay Islands, making the feeling there a fulcrum on which to rest the lever of Nicaraguan independence. What this feeling is, and how far it is likely to further the schemes of the great filibuster, we propose to investigate.

The Bay islands are a group of six islands lying near the coast of Honduras—which State adjoins Nicaragua—the principal island is Ruatan, sometimes spelled Roatan; on that island WALKER intended to land and commence operations. The total population of the six islands may probably amount to two thousand persons, of which about a hundred and fifty are whites; the remainder are negroes, who emigrated from the Cayman islands, and who in 1852 were—at their own request—incorporated into the British dominions. They carry on considerable commerce with New Orleans, Kingston in Jamaica, and other places, in cocoa nuts, plantains, bananas, etc. Political considerations made it necessary for the British to cease their occupancy of this territory, and they ceded it to the adjoining State of Honduras a few weeks ago. This transfer has been made very much against the will of the Bay islanders, who were pleased with being a British colony while they have a strong dislike to the Honduras government, which has destroyed foreign trade in Honduras by the imposition of heavy tunnage and import and export duties. So strongly do the Bay islanders object to submission to Honduras, that it is believed they will oppose their taking possession by actual violence. They have, in effect, declared that in a certain contingency, to be presently mentioned, they will declare their independence and form the republic of the Bay islands.

In making the transfer, the English government offered to such as chose to avail themselves of the privilege, a free passage to any part of the World, lands and lands to settle on there. At a popular meeting of the Bay islanders resolutions were passed requesting the government of Honduras to guarantee the following: The ratification of all land titles; the right to acquire lands by purchase or otherwise; the form of grant and transfer to be mechanical; the price of lands to be changed only by an assembly chosen by the people; the right to choose representatives to make local laws; no tax to be levied on the islands, or any part, without the people's consent; the militia to be organized on the same footing as the regular troops; freedom from military service; the use of the English language in the courts and public records; no passports to be required; freedom of religious worship; laws and customs to be changed by the people only; the islands to be governed by resident officers of the world's own choosing; the right of holding public meetings. Men who drew up and signed such resolutions as these have evidently very fair idea of what constitutes the essentials of national liberty, personal and political.

But the inhabitants of these islands are mostly all negroes, that they are strongly attached to the English form of government, which they regard as equal to the full rights of British subjects, and that they have no ideas such as are expressed in the guarantees above mentioned, do not look very favorable to the success of WALKER. In his opposition to the government on the main land of the isthmus, they may agree with him; but can he give them the guarantees they demand from Honduras, concerning to them the right to hold landed property, and the rights of political equality and popular representation?

STREET IMPROVEMENTS.

The time has certainly arrived when every citizen who feels any regard for the respectability of our thriving city, any regard for his own comfort, health and interest, should assist in devising some practical plan for the improvement of our streets.

Thousands, we might say millions of dollars, have been spent in attempting to make our business highways passable. But, so far, all these attempts, though pursued doubtless with good intentions, have proved unsatisfactory failures. It is notorious that we get to the bottom of our streets and the city treasury every winter, and it seems to us that it is high time we should turn over a new leaf in the matter of street improvements. Our streets and sidewalks are a reproach to our city, and the subject of contemptuous remark by every stranger visiting our market. How long will our enterprising and leading citizens submit to this thing? We must wake up on this subject; we must pursue for the future an enlightened and liberal, yet at the same time economical policy in this matter. We must have good streets and thoroughfares, for, next to a good currency, it is the most important step to be taken to advance the prosperity of our city. Let the false economy which induces our city fathers to pick up the old tattered rags in the way of improvement which every other city has thrown off, give way to some practical and enlightened plan for permanent street improvement. Health, property and convenience require immediate and prompt action in the matter, and we sincerely hope the new board of mayor and aldermen, soon to be selected by the voters of this city, will give some attention to this subject.

We shall have more to say on this subject hereafter. An article in the New York Times, which we subjoin, called forth these remarks, which we hope will not fall unheeded on the public ear:

From the New York Times.]

THE BEST CITY PAVEMENTS.

Stone pavements are generally supposed to be much cheaper than tron, yet we are quite inclined to believe that the aggregate expense of keeping broadway well paved with stone for a hundred years would be a million dollars more than the cost of paving it with iron during the same period. If our city rulers can be induced to study the question with some care, in the light of engineering science and facts, they will probably come to the same conclusion; they cannot fail, at all events, to see that the cost of our pavements and the cost to those who use them may both be materially reduced.

The conditions of a good city pavement are these: it must be the general surface be level and smooth to afford easy rolling to wheels; it must embody a detailed, slight and regular resistance to give good foothold to horses; it must facilitate surface drainage, else it will collect and hold the filth of the streets; it must be durable, and it must be cheap, to be commercially possible. Omitting the great question of health for the present, let us briefly consider the other conditions as furnished by stone and iron. The wear of stone is partly irregular, and partly regular. The intersections of the stone grind out into grooves, or hammer into holes—witness the Russ and Belgian pavements respectively. Half the intersections are the wrong way to give horses hold and adhesion.

The stones each settle on their own account without support from the others. The Belgian pavement in front of the custom house, on that in Nassau street, having been laid some five months, are in a condition to require repairs. This class of failure greatly increases the tractive power required, the repairs of vehicles, and the strain upon horses, and the evil once commenced, increases in geometrical ratio. The solid large blocks—the Russ pavement—don't settle regularly like the Belgian—but they are well known to be impracticable in another way; the excessive smoothness of large blocks, however full of longitudinal gutters they may be at their intersections, renders it impossible for horses to secure a foothold, and strains them severely. The stones must be small to afford the peculiar and regular roughness required by horses, and this brings us back to the Belgian, with its impracticable features just mentioned—general unevenness, roughness, and undulations. These are the conditions of stone pavements under heavy city traffic. We have seen a plenty of small stone pavements in Belgium, which last well enough—the grass grows between them.

The regular wearing out of stone is excessive compared with that of iron. The engineer of streets, sewers, etc., in London, estimates the life of a first class stone tramway not to much used as our most frequented streets, and used mostly by wheels only, which do not approach horse-shoes in destructiveness, a tramway of Aberdeen, Herm and Guernsey, of granite, at the end of 12 years. In our climate the stone itself disintegrates by alternate and excessive heat and cold, and its wear is greatly augmented by its general roughness before mentioned.

The practical shape of iron pavement consists in this. The plates should not be much over a foot square, so as to prevent too much bearing weight in proportion to the plate. They should give regular roughness for horses foothold, and also a plain general surface for easy traction. They should be well joined together so that the weight on one shall be distributed to all, and so that the general lines shall be preserved. The advantages will be the reduction of tractive power to perhaps one-third what it averages now on the Belgian pavement; the best possible foothold to horses; a degree of cleanliness impossible to any stone pavement, and a durability, which can hardly be imagined without reference to the statistics already on hand.

The iron pavement in front of the postoffice illustrates the durability. It has lost only one-half per cent. after some seven years' use, and is, as to general level, the best pavement in New York, although it has been very bad. The wear of sewer plates in many of our streets has been less than two per cent. in over forty years. Iron plates in Cincinnati, after fifteen years' use, show no perceptible wear. The English engineer above quoted, says that there is perceptible rust or corrosion in case of iron pavement.

The cost of the Russ pavement is from six to seven dollars per square yard. Belgian pavement costs three dollars and thirty-five cents per square yard. The iron pavement, then, is cheaper than the Russ, installonger, and is practicable, while the Russ is impracticable. The statistics of the Belgian pavement in our city show that, at the end of 8 or four years, its original cost has to be expended on it in repairs. Its cost at the end of one hundred years, then, would have been at least forty-two dollars per yard. The cost of iron for the same time would have been five dollars and a half.

When the stone is worn out, it is worthless; when the iron pavement is worn out, if this ever should be the case, there is left at least one dollar and fifty cents worth of old iron, and thus the total cost of iron would have been four dollars, and of stone forty-two dollars—showing a balance in favor of iron of thirty-eight dollars per square yard. Apply these figures to miles, and the saving is beyond that mentioned in the first sentence of this article. Even supposing these data to be outrageously exaggerated, there is still a margin in favor of iron that should recommend it to the consideration of every city government.

But the cost of the pavement is only one item. The stone pavement is more or less out of order continually, immensely adding to traction, repairs of vehicles, and the killing strain upon horses. When we consider the endless procession of vehicles passing great thoroughfares through a hundred consecutive years, and seasons, and years, with half or three-quarters of the power required to draw them saved, this feature of the economy of smooth pavements rivals the other in importance.

THE RICHMOND CONVENTION.

EDITORS APPEAL: The Richmond *Enquirer* has an article on the Richmond convention, in which it says:

We regret, extremely, that the circumstances of their position have rendered necessary the extraordinary silence of their deliberations.

Here, is an honest judgment on the part of an organ which sustains the course of the secesiers, that the convention of the rebellious Democracy which assembled at Richmond on the 11th inst., was a national secret conclave. And this fire-eating, revolution-breathing faction, is mostly composed of the very men who denounced the late Know-Nothing party for its secrecy and dark-lantern meetings, yet they, themselves, now meet in secret council to plot treason to the Union. Who, under heaven, ever heard of such glaring inconsistency and willful hypocrisy? It is the most shameful action and manifest imbecility that any set of men could be guilty of. These men, who, a few years ago, exhausted the English vocabulary of the abusive epithets to hurl at Know-Nothingism, have, they say, that party exacted test-oaths of its members, have now changed their political tactics, formed themselves into a southern league, hold secret, dark-lantern conventions, and require of their members "extraordinary silence of their deliberations." With these test oaths have lost their horror, dark-lanterns have ceased to be odious, midnight meetings no longer have their terror, dark caves are no longer frightful, and it is now considered southern honor and southern equality to meet in secret conclave and plot treason to the Constitution and the Union! Having, in conclave, assembled, effected an oath-bound organization ("SOUTHERN LEAGUE"), devised a plan for the dissolution of the Union, and thrown the garb of secrecy around their deliberations, these black-hearted disunionists have the unparalleled impudence to ask admittance into the Baltimore convention! By asking to be admitted into the regular Democratic convention at Baltimore, they exhibit a total want of self-respect. How can they free their old associates, those with whom they co-operated in the work of the preservation of the Constitution and the integrity and perpetuity of the Union? A sense of shame of their dark, daring and revolutionary course would prevent them from going to Baltimore, or in sight of that city. They must be actuated by the most perverse and deep-conceived motives of disunion, must have the spirit of rebellion firmly seated in their hearts, and a desire to break up the Baltimore convention, by asking to participate in the deliberations of that body. They broke up one convention, and it is reasonable to suppose that their object in going to Baltimore is disorganization, and a firm resolution of endeavoring to draw off others to their dark and hellish schemes of disunion. Actuated by a deep-seated and bitter hostility to Douglas and the conservative Democrats, it is evident that the secesiers make their appearance at Baltimore, not to unite with the regular Democracy, but to throw fire-brands into that convention, and, if possible, prevent unity of action. These disorganizers and extremists having separated from the regular organization of the party, and gone off under the lead of that avowed disunionist, Wm. L. Yancey, have no right to be admitted into that convention, and if proper treatment is shown them, they will be excluded. They are hostile to conservative doctrines, and before they would see sound principles and nationality of action prevail, they would see the Union torn into fragments. No motives of patriotism, no love for a rational state of peace and harmony influence them. Nothing but morbid ambition, sectional jealousy, and local prejudice, actuate them in all their movements; and it does not require uncommon foresight to perceive this. B. L. B.

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MISSISSIPPI RIVER RAILWAY.

DYERSBURG, June 9th, 1860.

EDITORS APPEAL: Knowing that you take a lively interest in the success of the Mississippi River railway, I have concluded to inflict upon your readers a brief synopsis of the speech of Gen. Richardson, of your city, made at the court house in this town to-day, on this subject. Our people are wide awake to the importance of this road, and quite a large audience were present to hear Gen. R.

He commenced by saying that the advantages of railroads were so important, that it was scarcely necessary to make a argument to show them; but as the growth and development of railroads in this country, Europe and Australia had shown us some important facts, as to the effect of railways in the enhancement of the value of property, he would take the liberty of referring to a few prominent facts. In 1831 there were only 54 miles of railroad built in the United States; at this date (1860) there are 26,401 miles constructed, and many more projected and in process of construction. In the short space of thirty years the United States has constructed near 30,000 miles of railroad, at an outlay of $1,118,209,929. The number of miles opened during the last year was 1,547, at a cost of $137,873,865. In sixteen States of the Union the taxable value of property for 1850 was $1,844,794,015. The cost of railroads in these States is $540,208,501; with this investment the taxable values have increased, in nine years, to $3,851,448,035; the amount of increase being $2,006,652,501.

Let us narrow the field of investigation to our own State, and we shall find equally astonishing results. He would read from the last report of the controller of the State:

For a series of years, as will be seen by the tables, the taxable property of the State has been progressively increasing. Since 1846 the taxable property has almost tripled itself; then it was worth $129,510,043, now it is valued at $377,328,541. These are the relative values for 1846 and 1859.

The amount of increase for this period of ten years is $247,818,498. The average value of land in the State for 1846 was $3.06 per acre; in 1859, a period of ten years, it has increased to $8.19 per acre.

But it may be said that this increase is attributable to the increase of money consequent on the discovery of the Californian and Australian mines. He admitted that the yield of these mines has had some influence; but it has effected all other species of property equally. If this be so, the ratio of increased value of land should not be greater than the ratio of increased value of negroes' wages and personal property generally. The average value of negroes in this State in 1846 was $467.44 each; in 1859 the average value was $834.65 each. The ratio is not quite 100 per cent., or double. But the value of real estate has been near 275 per cent., or almost 2½ times as much as it was worth in 1846; making a ratio of 175 per cent. attributable to railroads. The first railroad was completed in this State in 1854, and the increase of the material wealth of the State, from that time, has been more than $150,000,000.

Tennessee has now projected about 1,500 miles of railroads; she had completed up to last year 1,062 miles, and the same in operation. The cost of this work has been about $27,948,141. Of this amount, the State has advanced her credits, to the sum of $12,700,000; leaving the sum of about $14,549,141, which has been supplied by individuals, counties and cities, as stockholders, and on the individual credits of the various companies. The sum of three per cent. on the cost of the road, accepting State aid, pays the interest on the State bonds, and creates a sinking fund sufficient to pay the principal at maturity; so that the State has lost nothing yet, nor is it hardly possible that she can lose one cent from the aids she has given to her railroads!

Here, then, is a most astonishing fact, that with an investment of about $14,549,141, on the part of stockholders, in Tennessee railroads, a profit has accrued to the people of the State, in ten years, of $247,698,508, less the increase attributable to the increase of money; which, if we put at 100 per cent., will leave $118,188,555, clearly attributable to railroads; equal to about eight hundred per cent. on the investment, other than that arising from the State aid. When we take up the tables, furnished by the controller, we find the average value of real estate to be high or low, just as the counties are near, or remote from railroads, other things being equal.

It is now proposed to build the Mississippi river railway as near as practicable, on an air line through the counties of Shelby, Tipton, Lauderdale, Dyer and Obion, in Tennessee, and Ballard, Hickman and Fulton, in Kentucky, so as to make the shortest practical connection, between Memphis and Cairo, or Mound City; making the road practically and relationally an extension of the Illinois Central railroad to Memphis. This road will pass centrally through five of the richest counties in the State, if we consider the soil; and four of them are but little benefitted by the present railroads of the State. We find the average value of lands in them about two dollars per acre less than the average for the whole State, and about three dollars and fifty cents per acre less than the counties lying adjoining and east of them. The fact is only to be accounted for in the absence of railroads in the western tier of counties in the State. The soil is much richer in these counties than in Fayette, Haywood and Gibson, yet the average value of lands in them is much greater than in Tipton, Lauderdale, Dyer and Obion. The General presented the importance of the road in a strong light, showing conclusively that it would be a good investment, and most important connecting link between the great northern system and the great southern system of railroads in the country. Our people entertain these opinions, and are taking stock rapidly in this enterprise. Dyer will raise $200,000 by private and county subscriptions.

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New Advertisements.

For Alderman.

WE are requested to announce the name of D. D. DUNN as a candidate for re-election as Alderman in the Fifth Ward. jel9-1t

Wanted,

A BOY, seventeen or eighteen years of age, to attend a Liquor Store. References required as to honesty and capability. Apply at the DOUGLAS HOUSE. jel20-1t* Opposite Charleston Depot.

Dissolution.

THE partnership heretofore existing under the name and style of Ford & Graves, in the tinsmith and bell hanging business, is this day dissolved by mutual consent. Jacob Graves will continue the business and settle the liabilities of the firm. Those indebted to the late firm will please make immediate payment.

W. H. FORD, JACOB GRAVES.

Memphis, June 19, 1860.—[jel20-1t*

Stray Mule.

STRAYED from my residence on Hot Wat. Sp. 15 miles, one dark MARE MULE, about 5 years old. Had scars of harness on her neck and rear on left hind leg, above the hock; is good-natured. The finder will be liberally rewarded on delivery to me.

jel20-dtawtw R. A. PARKER.

For Sale.

A BLOOD BAY HORSE, sixteen hands high, seven years old, is of the style and quality of a fast trotter, works double or single. Warranted to work any where, from a cotton to a wagon. Is suitable for a family carriage. Also, one small Pony, only 13 hands high. Suitable for a youth or a gentleman to ride. They can be seen for a few days at Mr. R. Richards' stable on Adams street. jel20-3*

Pleasure Excursion to Plum Island,

THIRTY MILES ABOVE MEMPHIS!

ON THURSDAY, June 21st, the MAID OF CHOICE will leave for landing at 6 o'clock, a. m., and run to Plum Island, where there is any quantity of plums and wild game. Send will return at 5 o'clock in the evening. Fare $1 for the round trip. G. W. CHEEK, Captain.

N. B.—The Marshall will make the regular Trips of the Mary E. Cheek to Mound City. jel20-1t*

Regimental Orders No. 14.

Headquarters 1 14th Regiment Tennessee Volunteers, June 19, 1860.

ATTENTION, REGIMENT!

THE officers of said regiment, both commissioned and non-commissioned, are hereby commanded to assemble at the Exchange Building, on WEDNESDAY, at 7 o'clock, p. M., for the purpose of a battalion drill. All appointees are notified.

By order of the Lieutenant-Colonel Commandant.

JOHN W. HAMBLETON, Adj.

VALENTINE EXPRESS.

FREIGHT FROM NEW YORK TO MEMPHIS IN EIGHT AND TEN DAYS, by express and passenger trains, at exceedingly reduced rates: First class, $1.75; second class, $1.50; third class, $1.15; fourth class, 85 cents per 100 pounds.

Office, New York, 114 Broadway.
Office, Boston, 15 State street.

E. R. DILL & CO., Agents,
jel20-1y No. 3 Howards Row, Memphis.

TO THE TRADE!

Crockery, Stoneware, Etc.,

BY

A. S. Levy & Co.,

NO. 10 MADISON STREET.

WE WILL SELL THIS MORNING, at our rooms a large lot of Crockery, Stoneware, China, Earthenware, Glass, Ware, Furniture, Mattresses, Groceries, Liquors, Cigars, Tobacco, etc.

Sale positive, with one day's notice or limit.

A. S. LEVY, Auctioneer.

SPALDING'S

PREPARED GLUE!

ECONOMY---DISPATCH.

Save the Pieces!

A SUPERIOR ARTICLE FOR MENDING, CHINA, GLASS AND WOODEN WARE.

For sale by

CHAS. N. ERICH,

jel20 325 Main street.

Beersheba Springs Hotel.

TENNESSEE MOUNTAINS.

THIS DELIGHTFUL SUMMER RESORT and Watering Place, having been purchased by a company of southern gentlemen, who have had it thoroughly renovated, refurnished and put in fine order in every respect, with additional cottages for families, will be opened for the reception of visitors on the FIRST OF JUNE next.

FARE FROM MEMPHIS TO THE SPRINGS, $12.50.

The public can reach the Springs by the Jackson railroad to Manchester, thence by New Orleans, and also by the New Orleans and Memphis packets.

PRICE OF BOARD:

Per month.....$40
Per week.....12
Per day.....2
Children and servants half price. jel9-dawtw

Good Chance to Invest.

THE UNDERSIGNED desire to commutate a business in business, desire to dispose of their entire stock of

GROCERIES AND PRODUCE,

Together with their Business Stand.

Their Stock is fresh and well selected. Their trade is very large, having been engaged in the business for over fifteen years without intermission.

The stand is conceded to be without an equal, in facilities, trade and convenience, for a wholesale and retail business.

A DESIRABLE AND RESPONSIBLE parties wishing to invest will meet with a favorable opportunity if early application be made. Name reason for selling.

jel20 GAYNE, WOOD & McKNIGHT.

Dissolution.

THE partnership heretofore existing between T. J. Foster and C. H. Haile, under the name of Foster & Haile, was dissolved on the 1st June, by limitation. C. H. Haile has purchased the entire interest in T. J. Foster and J. M. Alexander, who will collect all debts due the late firm of Foster & Haile, and pay the liabilities of the same.

T. J. FOSTER,
C. H. HAILE.

In retiring from the firm of Foster & Haile, I do most cheerfully recommend my successor, J. M. Alexander, who are in every way worthy of the confidence and patronage of my friends and the public generally.

C. H. HAILE.

Having associated ourselves together, and purchased the interest of C. H. Haile, in the late firm of Foster & Haile, we will continue the business at the old stand, No. 321 Main street, under firm style of Foster & Alexander, we respectfully solicit a share of the patronage of our friends and the public generally.

N. B.—We have just received direct from manufacturers, gotten up under our own supervision expressly for this market, and will be sold at low prices, a very large and choice assortment of Boots and Shoes.

FOSTER & ALEXANDER,
jel20-dawtw 321 Main street.

Trustee's Sale of Arkansas Lands.

IN pursuance of the terms of a deed of trust made to me by Richard Lowry and M. Looney, his wife, and G. R. Menzenrat and S. P. Lowry, on the 16th day of December, 1857, and by virtue of the powers therein contained, I will on SATURDAY, the 28th day of July, 1860, on the river bank, immediately opposite the Jefferson Landing, in the town of Napoleon, Desha county, Arkansas, proceed to sell at public auction, to the highest bidder, for cash, at 12 o'clock, A. M., certain tracts of land, situate, lying and being in the county of Mississippi and State of Arkansas, as follows, to-wit: The north ½ of the south ½ of section 29; the northeast ¼ of the northeast ¼ of section 29; the west ½ of the north-east ¼ of section 29; the south ½ of the north-east ¼ of section 29; the south ½ of the north-west ¼ of section 26; the east ½ of the south-west ¼ of section 26; the north-west ¼ of the south-east ¼ of section 26; the north-east ¼ of the south-east ¼ of section 21; all of section 16, (fractionally the north-east ¼ of section 20); the north-west fractional ¼ of section 21, and the east ½ of the south ½ of the north-west ¼ of section 16—all in township 12, range 4 east; containing, by estimation, 2227 acres. Also, the south ½ of section 32, township 12, range 3 east—320 acres.

The south half of said lands, in the parcels as above described, as shall be of value sufficient to pay off and discharge the balance due on a note of $2,752.72 made by M. F. Looney and David Looney, dated said 16th day of December, 1857, payable one year after date, together with interest thereon and the costs of executing this trust.

JOHN G. PENNIE,
jel20-td Trustee.

Alderman--Seventh Ward.

WE are authorized to announce the name of T. HOWARD as a candidate for Alderman in the Seventh ward. jel19-1t*

Iron Ties:

BUTLER'S improved Cotton Tie, patented Nov. 19, 1860. The undersigned are agents for the sale of these superior ties. Specimens can be seen at our office. Orders solicited.

MORGAN & CRISP,
jel19-dawtw 27 Front Row.

Wanted.

BY a steady, industrious, young German, a situation as Gardener or Ostler. Can take charge of a country, or will take charge of a public hack in the city. Apply to JULIUS BEER,

North side first street,
jel19-1w* West of second bridge.

Wanted.

A GOOD DAIRYMAN, to take charge of about one hundred milch cows, on Island No. 37, forty-five miles above Memphis. Apply to me, at the office of H. A. Jones & Co., No. 80 Front Row. A German preferred.

jel17-dtf NORMAN G. JONES.

Cheering News to the Afflicted.

GOODLETT'S *Improved Houck's Panacea*, is acknowledged by all who have given it a trial, to be one of the best medicines ever used for the cure of all diseases arising from a disordered stomach, or an impure state of the blood. The many astonishing cures performed by the "Panacea" in the city of Memphis and vicinity, and in every section of the country where it has been introduced, is a sufficient guarantee of its efficacy.

The Rev. J. C. Bowdon, of McMinnville, Tenn., speaks thus:

DR. A. G. GOODLETT—Dear Sir: It may be gratifying to you to hear that Houck's Panacea, proves equal to all you claim, in doing its good work in the relief of your fellow man. Having my attention called to your medicine in Middle Tennessee, I have often met those who have used it. The universal testimony is, "It is the best remedy I have ever used." It has been very useful to me in cases of hoarseness, brought on by preaching in the open air and laboring in revivals. Please make an agent in this place. Very respectfully,

J. C. BOWDON.

G. W. JONES & CO., 229 Main street, 4
GOODLETT & CO., 56 Front Row.
Memphis, Tenn.
DR. R. GOODLETT & CO.,
Nashville, Tenn.

Old Newspapers.

SEVERAL HUNDRED OLD NEWSPAPERS for sale at the APPEAL Counting Room. jel4

300 BAGS Bran and Shipstuff, in store and for sale LINDSEY & BELLAIR,
mr30 No. 5 Howards Row.

$10 Reward.

STOLEN or strayed from my premises, on Sunday, the 10th inst., two BAY MARE MULES, one of which has been stripped and branded on the shoulder. I will pay the above reward for the recovery of the mules and their delivery to me, or the return of Bolivia and Union, stolen.

jel16-twem* T. CONWAY.

VALUABLE PROPERTY

NEAR

Overton Hotel.

WILL BE SOLD AT PUBLIC SALE, ON WEDNESDAY, 20th inst., on the premises, one hundred and ten feet of ground, embracing my two frames, on the south side of Poplar street, between Main street and Front Row.

TERMS—One-fourth cash; balance in equal payments, at six, twelve and eighteen months, with interest.

jel15-td JOHN TRIGG.

800,000 LATHS

JUST received; also an hand 300,000 Shingles, and a general assortment of Flint, Poplar and Cypress Lumber.

F. E. COCHRAN,
jel20-1m foot of Poplar and Washington streets.

New Advertisements.

FRANCISCO & CO.,

A. J. FRANCISCO.....N. J. WEBBER.

FR