Richmond Dispatch.

TUESDAY MORNING.....SEPT. 4, 1860.

The James River and Kanawha Improvement.

In our remarks upon the new phaze in which this great scheme presents itself since the contract with the French Company, we observed that the Legislature still retained the power of prescribing the tolls, &c. To a certain extent this is true; but it is not true in the wide and general sense in which we wished it to be understood. The Legislature retains the power of prescribing the *maximum* and *minimum* rates of toll—it can say they shall not exceed a certain specified sum per ton, and shall not be brought down below a certain other specified sum. But between these limits the company is, and must be, left to its discretion. It is obvious that tolls must, in every work of the kind, especially in one surrounded by rivals as this will be, be left to settle themselves, and they will do it by a law as unerring as that which makes water seek its proper level. If they be put down too low, the company will do a losing business, and will, in the end, be compelled to abandon the improvement. If they be put up too high, the effect will be to drive off trade. A proper mean is the point upon which they will inevitably settle, as that which secures the largest amount of trade and the most certain remuneration. In the case under consideration, there can be little danger that the tolls will ever approach the figure at which they now stand upon the James River and Kanawha improvement. It is proposed to deepen the canal to seven feet of water—a depth amply sufficient to accommodate vessels of five or six hundred tons. There will also be a great reduction of cost in propelling, and a corresponding increase of speed. Now, here are three elements—increase of freight, increase of speed, and reduction of cost in propelling—that, when combined, necessarily render a reduction of toll possible, provided the company be disposed to make it. That they will be so in the present case, is certain.

In the first place, they enter the lists with four formidable competing lines: the Baltimore and Ohio Railroad, the Pennsylvania Railroad, the Erie Canal, and the Memphis line connecting the Southern seaboard with the Mississippi River. It is a main object with them, in the second place, for reasons hereafter to be explained, to develop the resources of the great West to the utmost extent of their power, even though the experiment should force them to reduce tolls so low as to make their dividends less than they would otherwise be. But of this they feel no apprehension whatever. They expect to render transportation so easy and so swift, and to increase the tonnage to such an extent, as to be able to reduce the tolls to four or five mills *per ton*, whereas, at present, it stands at four cents. That is to say, they expect to carry eight or ten tons for the same remuneration that the present company receive for transporting one ton, or, (to make our meaning so plain that everybody can see it at once,) the farmer on James River and its vicinity who pays ten dollars now for a certain amount of transportation, can have the same amount done under the new order of things for one dollar. This company intend to make money by the amount of business they do, not by the high prices they charge for doing it. That they will be enabled to do so, any man who will take into consideration the boundless and inexhaustible country to which a mighty canal will afford them access, will easily comprehend. The Erie Canal, which is frozen over half the year, lets into the city of New York, so we understand, 3,000,000 tons per annum. Why this improvement should be limited to such a figure, seeing that it will never be entirely closed to navigation a week in any one year, and that it is accessible to half the country which the Erie commands, and to five times as much more which lies greatly beyond the reach of that improvement, we confess we are not able to understand. But admit, for the sake of argument, that 3,000,000 is the limit. At four mills per ton per mile, this would give us twelve thousand dollars per mile. Supposing the improvement to be five hundred miles long, we should have for its total annual revenue, at this rate, $6,000,000!—the interest on $100,000,000 at the rate of six per cent. per annum! In the mean time, it is very certain that the work will not cost the fifth part of that sum. The estimate, we believe, does not embrace much more than a tenth of it. Admit, however, that it should cost $20,000,000, and that only one-fifth of the tonnage named above should pass along it. Still we have $1,200,000 as the interest on $20,000,000, the full legal rate of six per cent.

We know that our anticipations with regard to the amount of tonnage will be deemed extravagant. We do not regard them as at all so. Nevertheless, having advanced an opinion, we bow to the law which holds us bound to the proof. In the first place, then, there is the great Valley of the Kanawha, abounding in coal, of a quality so excellent that nothing approaching it has ever yet been extracted from the bowels of the earth—in iron of unapproachable excellence—of salt in quantities sufficient to supply the wants of half mankind—of wheat and corn, limited in quantity only by the industry of the farmer—of ranges for hogs, cattle, sheep, and every animal that is slaughtered for the sustenance of man, almost unlimited. Now, it is the possession of iron and coal in great abundance, with the skill and industry to use them to the utmost advantage, that has made Great Britain the wealthiest and one of the most powerful nations on the face of the earth. The iron manufactory is, of all other manufactories, the most important. Iron is, indeed, and has been in all ages, the great civilizer of mankind. The history of iron is, in fact, the history of human progress. Let any man reflect upon the subject, and he will find himself lost in its overwhelming magnitude. Iron enters into every employment and avocation of a man's life. It is the king metal. It digs up the gold with which the world is shaped; it moulds it into the form in which it rules the human race. It is as important in building a pyramid as in fashioning the tiny skiff of a little child. It is used alike in the hut and the palace. It fashions the cradle in which our infancy is rocked, and the coffin in which we are consigned to our last home upon earth. It composes alike the weapons of war and the implements of peace—the cannon that thundered at Solferino, and the instruments exhibited at the last Agricultural Fair. A man must use it, whether he wish to pare his own nails or to cut his neighbor's throat. To estimate its value, in its fullest extent, let us imagine for a moment that every bit of it was swept from the earth, by some unaccountable and unimaginable catastrophe. In what what sort of condition would the human race be? In the course of one generation, it would retrograde a thousand years. With her unlimited capacity to supply this all-powerful and all-necessary agent of human skill and human energy, it is not wonderful that England should make tributary all the nations of the earth. On the other hand, her mighty neighbor, France, is singularly wanting in these two great elements of national wealth, and national strength. Everything else she has in abundance; rich lands, corn, wine, oil, cattle, and, above all, men. But for iron and coal, she is dependent upon Great Britain.—Just reflect what a country France is. She has 35,000,000 of inhabitants. Under the inspiration of the great man who holds her destiny in the hollow of his hand, she is making gigantic improvements in every department of civil life. Her railroads are gradually spreading their arms over her whole surface—her manufactories are growing to be the first on the continent—her navy is rapidly increasing—her army numbers half a million of men—her fortresses and her dock-yards are the wonder of the world—the private enterprise of her citizens is stimulated to the highest point of emulation. Imagine the enormous masses of iron and coal it must require to supply all these manufactories, to sheathe all these vessels, to supply the guns, swords, muskets and pistols for all these armies, to arm all these fortresses—remember that these are Frenchmen who are engaged in this undertaking, that they own large bodies of the land which will be subjected to the influence of this Canal, that the Emperor NAPOLEON expresses great interest in their success, and then tell us from what quarter, in future, the chief demands of France for iron and coal will be supplied.—The answer opens a field of speculation so vast, that the mind almost staggers under the prospect. We shall have every hope of supplying from this country a cheaper and a better material—cheaper, because in England iron and coal are extracted from the bottom of pits of almost fabulous depth, while here they are dug out of the side of the mountain—because there they exist widely apart, and have to be brought together at vast expense—because the cost of living is cheap in this abundant country, whereas in England it is never under starvation prices. Better, because the natural qualities of the metal are superior in every respect, and are capable of being brought out at a less expense of time and labor. Now, we can form no conception of the amount of coal or iron which it is probable France will consume in future, but we have no hesitation in expressing the belief that her chief supply of both will reach her through the medium of the James River and Kanawha improvement, within five years after it shall have been completed. Nor is this all. Besides the immense capabilities of the country through which it will run in other respects, it abounds in oak timber. They want this timber in France, and are willing to pay high prices for it. They want it for wine casks.—France, it is not necessary to say, is the largest wine-growing country in the world. But its timber for casks is exhausted. Now, the timber from the southern part of the United States is too porous, that from Canada and the northern States is too close. The exact medium—neither too close nor too porous—is supplied by the boundless forests that grow on our mountains, even to their very tops. France, besides, wants oak for railroad sills, so, indeed, does all Europe. They can be supplied in any quantity from our mountains.

We think we have gone a long way towards making up our 3,000,000 tons for the James and Kanawha. But we have hitherto confined ourselves to the line of the improvement, and the valley of the Kanawha. We have not said a word of that mighty country, watered by the Ohio, and that which communicates with it by means of innumerable railroads. We have said nothing of the great State of Kentucky, which would doubtless be stimulated by the success of our enterprise, to run a canal from the Ohio, at the point where we touch it, to SHAKER'S Ferry on the Kentucky; from which point that great river has been made navigable by the largest steamboats, by a system of locks and dams, to its mouth. We have said nothing of the clear sweep it would give us at Illinois, Indiana, Missouri, and the great Northwest. We have said nothing of the chance it would give us to compete even with New Orleans in the cotton trade. All this must be passed over for consideration hereafter.

P. S.—France consumes, for all purposes, annually, 15,000,000 tons of coal. Of this, two-thirds, or 10,000,000, comes from England. She consumes 1,000,000 tons of iron, of which about 700,000 tons come from England. We are told the iron trade to France would consist in the article manufactured into steel. So much the better. It would give employment to the greater number of people here.

The Great Eastern and Hampton Roads.

A. DUDLEY MANN, Esq., states in a letter to the Richmond *Enquirer*, that he has received assurances upon which he can implicitly rely, that in less than two months the Great Eastern will re-enter Hampton Roads, if she can get such a cargo as he proceeds to specify.—She will come prepared, he says, if such be the wish of the Southern people, to convey to Milford Haven thirty thousand bales of cotton, or twelve thousand hogsheads of tobacco, or seventy-five thousand barrels of flour, or three hundred thousand bushels of wheat or corn. A mixed cargo, however, will be preferable for many reasons. She will also be in a condition to accommodate five hundred first-class passengers. She would remain at Hampton Roads about ten days.

Mr. MANN adds:

"The recent visit of the Great Eastern to the United States, has been attended with the best of results to those who desire the enlarged development of the Chesapeake. The two directors, by whom she was accompanied—as eminent men in their respective avocations as England contains, are, perhaps, quite well enough satisfied that it is the only water on this side of the Atlantic adapted, in all respects, to her capacity. A foreigner, of close observation, who had seen her in the Thames, at London, in the Bay of New York, and in Hampton Roads remarked, 'that her dimensions seemed out of all proportion for the two former harbors, but scarcely large enough for the latter.' And so sure as the fields of the South shall multiply and be faithfully tilled, and their proprietors animated by patriotic sentiment, so sure will the remark of the stranger be verified.—A generation will not pass away until that which is now regarded as a 'triton among the minnows,' will find by her side vessels three hundred feet longer than herself, and of thirty thousand tons measurement in Virginia ports. She is to the ocean what the first railroad was to the land, and will effect as great a revolution in carrying the first iron link in the mighty Atlantic bridge which is to unite the Old World and the New World through Milford Haven and Hampton Roads, in natural and mutually profitable trade intercourse."

Whatever may be thought of the practicability of obtaining such a cargo as Mr. MANN specifies, we are sure that no one can dispute a word that he says about the natural advantages of Virginia for commercial purposes.—It is very much the fashion in those quarters which have already appropriated the commerce of the country to ridicule every enterprise in the South having for its purpose commercial independence, but we very much mistake the character of those who thus sneer, if they would themselves be laughed out of any enterprise which had in view their own aggrandizement or emolument. Unless the people of Virginia are incapable of foresight and energy, unless they are stone blind to the incomparable and unbounded facilities for commerce with which they have been endowed by the hand of nature, they will steadily keep in view the duty, policy, and vital importance of becoming a great commercial community.—The remark made by the intelligent foreigner, that the vast dimensions of the Great Eastern seemed out of proportion in the waters of the Thames and of New York, but "*scarcely large enough for Hampton Roads,*" speaks of itself a volume. It is in itself an inland sea, on which the navies of all nations might ride with ease, whilst those deep and mighty rivers, the Elizabeth, the James, and the York, could accommodate all the shipping, of all descriptions, that floats upon all the oceans of the earth. And yet, when those who dwell upon the margin of such magnificent waters as these, in a State which is the geographical centre of the American Union, and the completion of whose works of improvement will present the shortest route to the seaboard that the productions of the great Western Valley can take, utter an aspiration for commercial enterprise and independence, we find those in whose business folds we are surrounded, and who are friendly enough as long as we lie perfectly still, elevating their crests, angrily, and with warning hisses, seeking to scare us from our purpose.

It is treason to Virginia, to its founders, to its posterity, to God, who gave us this rich inheritance, not to use it for the ends which He himself has stamped upon it in characters so plain that he who runs may read. We have no sympathy with the spirit which would alienate the people of one section from another, but still less with that which would alienate a people from itself. "*To thine own self be true; thou canst not then be false to any man;*" will apply to communities as well as individuals, and certainly truer words never fell from mortal lips. We respect beyond all expression the hardy daring and enterprising qualities of the Northern character, and for nothing do we respect them more than their cultivation of that spirit of commercial and manufacturing independence which we would most earnestly desire the people of the South to adopt, as their interest, their safeguard, and their duty. No matter how feeble may be the beginnings of their commercial enterprise, they cannot be more feeble than the first efforts of the North in the same line; no matter what ridicule be heaped upon the effort, by those who fear the ultimate result, let them struggle on, and persevere, and the end must crown their efforts with success. It is simply impossible that a country possessing in its own bosom such elements of greatness as the South, which produces the cotton, the rice, the only naval stores that are produced in all America, to say nothing of her other agricultural and mineral resources, and which has, besides, the largest harbors and rivers in the United States, and the most central outlet from the Valley of the Mississippi to the Atlantic Ocean, should ultimately fail in systematic and persevering efforts for commercial independence, and that waters in which even the Great Eastern seems too small for the harbor, should be only occupied by a few coasting schooners of two or three hundred tons burthen! Virginia has a better destiny than this; and if we do not work it out, men will arise who will. Already the sagacious capitalists of France are showing their appreciation of the capabilities of this glorious old State, and the flags of France and Virginia will once more wave side by side in an enterprise second only in its importance to the interests of our people to that in which they achieved victory together at Yorktown.

Texas.

The conflagrations, hangings and poisonings in Texas have not yet entirely ceased. The summary mode of punishment adopted towards offenders is demanded by the exigencies of the case. It is beginning to be seen that the mere banishment of incendiary agents from a State is about as wise a proceeding as to stop a leak by merely throwing the water overboad and leaving the fissure open by which it entered. "A short shrift and a long rope" is a sovereign panacea for all such ills.

The New York Reception Committee.

The committee of New York citizens appointed to make preparations for the reception of the Prince of Wales, are said to represent two hundred millions of dollars. They are one hundred in number, and their names have been duly printed in full for the admiration of the public. There are among them some of the "best" men, in the true sense of the word, of New York, and at their head the venerable General SCOTT, than whom none could more worthily perform the honors of the occasion.

Richmond and Manchester.

The proposed free bridge between Richmond and Manchester is an improvement demanded by the convenience and interest of the public. It is time that some steps should be taken to secure its establishment.

STEAM TONNAGE OF THE SEVERAL PRINCIPAL PORTS OF THE UNITED STATES.—The following statement of the enrollment of steam vessels belonging to the several ports of the United States in 1859, is taken from the "Report on Commerce and Navigation," recently issued by our Government:

PORTS.	TONS.	PORTS	TONS.
New York	120,498.09	Mobile	28 898 52
New Orleans	78,759.91	Philadelphia	24 238 50
St. Louis	54 515.54	Cleveland	21 730 78
Pittsburg	40 550 03	Baltimore	19,260 84
Buffalo	42,464 04	San Francisco	10,314.94
Detroit	33,105 12	Boston	9,998 52
Louisville	29,626.72	Chicago	7,651.45
Cincinnati	25,683 81		

The total steam tonnage of the whole United States for the year ending 30th of June, 1859, was 676,004.83-95 tons.

ORDERED OFF.—The N. O. Christian Advocate says that Rev. J. J. Early, of the Mississippi Conference, has been notified to leave the country, in consequence of the discovery of notes of his on slavery, preparatory to the publication of an abolition work. He is suspected of tampering with the negroes, and, it is said, has so conducted himself as to be unfit for the society and service to which he had been assigned.

FATAL AFFRAY.—An affray occurred near Roanoke, Ala., on the 6th inst., between two brothers, Wm. and Robt. Benefield, during which Dr. R. Benefield, another brother, interfered, when he was struck on the head with a four-pound weight by Jas. Benefield, son of William, from the effects of which he died a few days ones. Young Benefield escaped.

MURDER.—The skeleton of W. H. W. Wilkins was found on the 30th ult., near Branchville, Va., on the line of the Seaboard and Roanoke Railroad. The deceased was a resident of North Carolina, but had been in Portsmouth, Va., for some time before he disappeared. In the clothing of the skeleton was found a certificate of membership of the Sons of Malta.

THE KENTUCKY ELECTION.—The following is the official vote polled at the recent election in Kentucky, for Clerk of the Court of Appeals: Leslie Coombs, Union, 68,054; McClarty, regular Democrat, 45,076; Bolling, independent, 10,874; Hopkins, independent, 804.

DEATH OF A PRIEST.—The Chicago papers announce the death, at Mendota, of the Rev. James Meagher, pastor of the Catholic church in that place, and a distant relative of Thos. F. Meagher, Esq.

HARD TO KILL.—A man in Edgefield, S. C., who was shot some time since—three balls passing through his right lung and fifty-six small shot lodging in one of his shoulders—is recovering.

R. B. Sharrard, Chief Judge of the Court of Sessions of Sutter county, California, died at Winchester, Va., 26th ult.

The annual mass in memory of Lopez, was celebrated by the Cubans in New Orleans, Saturday.

James Faison was instantly killed in Wake co., N. C., on the 1st inst., by falling on a steam saw which he was tending.

Rev. Elijah Coffee, the first regular preacher ever stationed at Memphis, Tenn., died there on the 1st inst.

Prof. Anderson, the "wizard," was robbed in New York last week, of $500 worth of jewelry.

Levi A. Lloyd was killed in Jones county Ga., on the 21st ult., by John J. Maddox.

AT A MEETING OF THE BUILDING COMMITTEE OF THE SEAMEN'S BETHEL, on Saturday, it was determined to finish the basement story of the edifice, and if, by the 1st of October, subscribers have not paid up, and an additional amount secured necessary for the completion of the Bethel, the upper part of the building will be left in an unfinished condition.

The managers of the Society are forced to take this course to keep from entailing a debt on themselves, personally, in a matter in which they have no more interest than the citizens generally.

It is strange that the small pittance necessary to accomplish so noble a work cannot be obtained in Richmond. The Chaplain has worked hard in carrying forward the work to this point, and, we understand unless the amount is raised at the time above specified, he will resign his office, as nearly his whole time has been employed in attending to subscriptions.

We see by an exchange that Mr. GILBERT POTTER, of Wilmington, N. C., has built a fine and commodious Bethel at that place, at his own cost, and presented it to the Society there. Are there no liberal gentlemen in Richmond, who can so far appreciate this work as to secure the completion of this enterprise? Only $1,500 are necessary.—Hand in your subscriptions to the Chaplain, or to Rev. WM. F. TAYLOR, Treasurer of the Society, and let it never be said that Richmond refuses to build a Bethel for sailors.

DOUGLAS AND JOHNSON.—An adjourned meeting of the NATIONAL DEMOCRACY will be held at BOSHER'S HALL, corner of Main and 8th streets, THIS (TUESDAY) EVENING, at 8 o'clock.

It is earnestly requested that all who feel an interest in the cause will be present. The meeting is strictly a business one, to effect the organization for the coming campaign.

By order of the President,
WM. R. STURDIVANT.
JOHN K. MARTIN, Sec'y. se 4—1t

O. JENNINGS WISE, ESQ., will address the Democratic Association on WEDNESDAY evening, at 8 o'clock, at Metropolitan Hall. L. W. GLAZEBROOK, Pres't.
JAMES DOVE, } Sec's.
H. G. CANNON, } se 4—2t

A MEETING OF THE JOURNEYMEN IRON MOULDERS of Richmond will be held at CORINTHIAN HALL, Main street, THIS (TUESDAY) EVENING, at 8 o'clk.
se 4—1t* By order of the PRESIDENT.

SHOCKOE HILL GENERAL AGENCY.
G. W. H. TYLER,
Office on Marshall, between Sixth and Seventh Streets.
Continues to RENT OUT HOUSES, HIRE OUT NEGROES, SELL REAL ESTATE, SELL NEGROES, and act as a GENERAL AGENT. He returns his thanks for the liberal patronage bestowed upon him for three years past. se 3—6m

VA. CENT'L AGRICULTURAL SOCIETY.—The regular monthly meeting of the EXECUTIVE COMMITTEE of this Society will take place at the office of the President, on WEDNESDAY next, at 5 o'clock P. M.
se 3—2t C. DIMMOCK, Sec. V. C. A. S.

OFFICE OF BUTTER AND LARD INSPECTOR at J. W. NIPES', Main street, No. 30. WM. B. MILLER,
se 3—1w* Inspector.

POLITICAL GATHERING AT BUFFALO SPRINGS.—We are requested to state, that on the 5th of September, at BUFFALO SPRINGS, there will be a political meeting, to which all the friends of BELL, BRECKINRIDGE and DOUGLAS are invited. Hon. ROGER A. PRYOR, JOHN F. THORNTON, Esq., TIM RIVES, Esq., and other distinguished speakers are expected. Mr. Pryor has promised to be there, and the other gentlemen, though not heard from, are confidently expected. au 28—15ths

RICHMOND RAILWAY COMPANY.—Books of Subscription for the STOCK of the RICHMOND RAILWAY COMPANY not already subscribed for will, THIS DAY be opened at the office of the Company, over the store of Jas. Woodhouse & Co., and at the office of J. A. Lancaster & Son.
By order of the Board of Directors,
au 3—1t JOS. JACKSON, Jr., Pres't.

UNION PRAYER MEETING.—A Union Prayer Meeting of all denominations will be held every AFTERNOON this week, under the auspices of the Young Men's Christian Association, in the Lecture room of the SECOND BAPTIST CHURCH, from 5 to 5 o'clk. The citizens generally are invited to attend, as well as all strangers visiting the city. (au 30—1m

MARRIED,

On the 21st of August, by the Rev. Mr. Wheelright, Mr. JOSEPH R. MOORE, and Miss ANN VIRGINIA, daughter of A. W. and Eliza A. Minetree, all of this city.

☞ Warrenton News and Petersburg papers will please copy.

DIED,

In Manchester, on Monday, 3d inst., at 2 o'clock A. M., FRANCES BOWMAN, consort of D. C. Bowman, aged 50 years and 6 months.

The friends and acquaintances of the family are respectfully invited to attend her funeral, this (Tuesday) evening, at 3½ o'clock, from the Methodist Church, in Manchester.

At Farmville, Sunday morning, 2d inst., MARY LeGRAND, daughter of Robert A. and Mary E. Lancaster, age 3 years and 6 months.

MARINE INTELLIGENCE.

PORT OF RICHMOND, SEPTEMBER 3.

High Water this day (Tuesday) 6½ o'clock.

ARRIVED.

Steamship Yorktown, Parrish, N. Y., mdze. and passengers, Ludlam & Watson.

Steamer Belvidere, Keene, Baltimore, mdze. and passengers, D. & W. Currie.

Schr. E. R. Bennett, Irving, mdze., D. & W. Currie.

Schr. Ambiton, White, Baltimore, guano.

Schr. Jenny Lind, Travers, Eastern Shore, corn, A. Millspaugh.

Schr. DeHerbert, Myers, James river, lumber.

Schr. Mary and Virginia, Todd, James river, wheat.

SAILED.

Steamship Roanoke, Couch, New York, mdze. and passengers, Ludlam & Watson.

Bark Earnestine Giddings, Leland Leith, tobacco, Cask & Harrison.

Schr. Haxall, Winters, New York, mdze, D. & W. Currie.

Schr. G. B. Smith, Soper, down the river, light.

ROCKLAND, Aug 28.—Cleared, schr. Frederick Eugene, Richmond.

ALBANY, Aug. 29.—Cleared, schr. Entire, Richmond.

BALTIMORE, Sept. 2.—Cleared, schrs. Ben Vandiver, Ocean Bird, William and John and Mary Willis, Richmond; Ann Hamilton, Tappahannock.

NORFOLK, Sept. 1.—Cleared, schr. Lynnhaven, Richmond.

NEW YORK, Sept. 1.—Arrived, schr. Gallege, Richmond.

BOSTON, Aug. 31.—Cleared, schr. S. K. Allen Richmond.

CHARLESTON, Aug. 31.—Arrived, schr. Harriet, Stanson, Norfolk.

[BY TELEGRAPH.]

HAMPTON ROADS, Sept. 3.—Arrived, ship Mary Robinson, 33 days from Callao.

PASSENGERS PER STEAMSHIP YORKTOWN, PARRISH, master, from New York:

Andrew Johnston, Miss Johnston, Jno. Poe, Jr., George Whitfield, C. H. Hickie, E. Steere, F. A. Laird, M. Cairns, John Lown Mr. and Mrs. Perkinson, H. Owen, Miss Spicely, Wm Sullivan, P. P. Doane, James Carhart, S. Sheffer, W. H. Conckling, Mrs. Peters, Miss Newsom, J. W. Hayward, A. F. King, G. W. Elliott, Samuel Lane, Henry D. Yancey, J. L. Smith, A. Marrs, J. J. Sturgess, J. G. Seibley, J. H. Ewing, P. Strinetz, J. Midlett, Henry Leon, Mr. Lion, Miss Bonsal, Dr. Bagby, Mrs Cooper, Miss King, C. L. King and lady, M. Hirsh, Lieut. Thomas, U. S. A., R. Gordon, M. Roark, W. J. Doyle, Edward Lawter, G. T. Jones, T. A. Bulkley, E. C. Doran and lady, Miss Wirth, Miss E. Hunt, Mrs. and Miss Floyd T. A. Young, Mr. and Mrs. Grow, Mrs. Kay'or, J. M. McCulloch and lady, D. M. Fabin, J. B. French, J. M. Galloway, Mrs. Jacols and 2 children, Mrs. Currier, Mr and Miss Todd, Miss Redmond, A. B. Gwathmey, T. L. Baraud, A. M. Halleck, W. H. March, Miss Vernon, Mrs. G. W. Battey, Wm. Yandam and son Miss Yandam, S. J. Pierce, A. S. Benlow, Miss Reed, Miss Lazarus, Miss E. C. Reid, J. C. Young, A. L. Daniels, V. D. Morris, Col. N. A. Thompson, R. D. Smith, A. D. Jones, T. D. Johnson, J. C. Miles, Miss V. T. Youle, A. R. Dudley, Capt. J. Brouch, Thomas Wyatt, and 3 in steerage.

EDUCATIONAL.

[*For other "Educational" Notices, see 4th Page.*]

J. H. BINFORD'S ENGLISH AND CLASSICAL SCHOOL, ON EAST SIDE OF 7TH, BETWEEN CLAY AND MARSHALL STREETS.—The exercises of this school will be resumed on MONDAY, September 24th. In this school every facility is afforded for the thorough and systematic prosecution of every branch of study taught in schools of the highest grade, and the principal uses every effort to promote the advancement of his pupils.

A good and well selected CHEMICAL AND PHILOSOPHICAL APPARATUS has been purchased since the last session.

Prof. EMION has charge of the French Department, from 3 to 3½ P. M. each day. The name of this gentleman is a sufficient guarantee that the language will be thoroughly taught.

TERMS—As heretofore.

For further particulars, parents are requested to call at Messrs. BINFORD & PORTER'S Warerooms, corner 13th and Franklin streets, or address me through the Post-Office.
se 4—d1m J. H. BINFORD.

ROGER MARTIN will resume the duties of his SCHOOL on MONDAY, Oct. 1st, Clay st., between 9th and 10th.

TERMS—(payable semi-annually, in advance:)

Primary Department	$30.00
Usual English Branches	40.00
English, with Latin	50.00
English, with Latin and Greek	60.00

FRENCH is taught by Prof. C. BOULANGE.
se 4—1m

JEFFERSON CLASSICAL AND COMMERCIAL SCHOOL, on Main, between 19th and 20th streets, under the direction of W. J. G. WILLIAMS, A. M.

The exercises of this School were resumed on September 3rd, 1860. As there are vacant seats parents should apply immediately. For further particulars apply at my residence, above the schoolroom. se 4—2w

MUSICAL ACADEMY.—J. H. HEWITT, Professor of VOCAL and INSTRUMENTAL MUSIC, has opened his Academy at Room No. 33, MECHANICS' INSTITUTE. Young ladies who have finished his Vocal Class, and also those who contemplate joining, will meet at the room on SATURDAY, the 8th, at 4 o'clock, afternoon.

☞ Pupils attended at their residences.
se 4—4w*

FALL IMPORTATIONS, 1860.
WM. F. RUTHER & SON,
No. 19 Pearl st., Richmond, Va.,
Importers and Jobbers of CHINA, EARTHENWARE and GLASS, COAL OIL LAMPS, LOOKING-GLASSES, BRITANNIA WARE, PLATED GOODS, FANCY ARTICLES, &c., have just received their own importation from England, direct to this port, and from the American manufactories, a very large and varied assortment of
CHINA,
EARTHENWARE,
GLASSWARE,
FANCY GOODS, &c., &c.,
the whole comprising the most complete stock they have ever offered to the Southern trade.

Importing their own Goods direct, as they have done for years, they can confidently assure their friends that they will act to their interest. To the many friends and patrons of our late firm, I take occasion (in withdrawing from the business,) to tender my thanks and gratitude. FRANKLIN MATTHEWS.
se 4—2taw4w

FOR SALE PRIVATELY—At store-house corner of Franklin and 15th sts., a stock of GROCERIES, consisting of such articles as are usually kept in a family grocery, together with the STORE FIXTURES, an unexpired Lease on Store and Stable, which has about 18 months to run, and the GOOD WILL of the store.

The Store House is large and well ventilated, and is admirably situated for family and country trade. The Stable, attached to the store, consists of thirteen stalls, in perfect repair.

Also, the NEGRO PORTER to the store will be hired out for the remainder of the year.

Those wishing further particulars, will please apply to JNO. W. GILL, or
JESSE BARNES,
se 4—6t* Corner of Franklin and 15th sts.

TO ALL WHOM IT MAY CONCERN.—Take notice that I, CHAS. GEO. RIDGLEY, the lawfully appointed and qualified guardian of SARAH F. BORUM and THOMAS J. BORUM, infant children of EDMOND T. BORUM, in the State of Maryland, in which State said infants reside, shall petition the Circuit Court of Matthews county, on Tuesday, the 9th day of October next, to authorize me to sue for, recover and receive all money and personal property, including rents in arrear, and the proceeds of the sale of real estate, which may belong to my said wards, in like manner as if I were appointed a guardian of the said infants in the Commonwealth of Virginia, and remove the same to the State of Maryland, in which I was appointed and qualified.
CHAS. GEO. RIDGLEY,
se 4—1aw4w Per J. B. DONNAN, Attorney.

CITY SCAVENGER.—The undersigned respectfully informs the citizens of Richmond that he is prepared to CLEAN OUT rear houses, sinks, and other places of deposit, and thoroughly lime them, on the most reasonable terms, and in a manner not in the least offensive on the premises on which he may work. His wagon is so constructed as to be air and water tight.

Orders can be left with Chas. JOHNSTON, No. 37 Main street, or JAMES P. DUVAL, corner of 10th and Main. R. H. ALLEN, Agent.
se 4—dlm

WHITE PINE, HARD PINE, OAK, &c.
We offer for sale, at low prices—
Seasoned WHITE PINE, best quality, from ¾ to 4 inches thick, 12, 14 and 16 feet long.
—ALSO,—
HARD PINE, all kinds and sizes.
¾ SYCAMORE, very dry, good quality.
1 in. OAK, " " " "
ASH, 1 to 4 in. thick, at greatly reduced prices.
ISAAC J. MERCER & CO.,
au 4—3t Near Mayo's Bridge.

FOR SALE—A No. 1 HOGSHEAD SCREW, well framed, and suited exactly for farm use. Also, a well-arranged SMOKING TOBACCO FACTORY FIXTURES, comprising sufficient Fixtures to carry on the manufacturing business in a small way; and is an excellent opportunity for any one wishing to engage in such business. For further particulars, apply to W. B. RATCLIFFE, at A. E. Moore's store, on Cary street.
TERMS—Liberal. se 4—2w*

SPECIAL NOTICE—TO THE LADIES OF RICHMOND—RICINIO FOR THE HAIR—A new and elegant Cosmetic, expressly adapted for the Ladies' Toilet. RICINIO imparts a beautiful lustre to the hair, keeps it moist and smooth, and prevents it from combing out and splitting.—Ladies who use RICINIO find less trouble in dressing their hair than with any other preparation. To be obtained at W. PETERSON & CO.'S, Druggists, Main st., Richmond, Va. se 4—1m

ADMINISTRATOR'S NOTICE.—All persons having claims against the estate of Wm. ANDREWS, dec'd, will present them to the undersigned, properly authenticated; and those indebted will please make immediate payment, as longer indulgence cannot be granted.
JOHN O. TAYLOR,
se 4—2w Adm'r of Wm. Andrews, dec'd.

NOTICE.—I have this day appointed ROBT. F. BRADDUS my agent to keep a LIVERY and HIRING STABLE in the city of Richmond, and to deal in Horses anywhere he may think proper—to buy for cash only, and to sell on any terms he may like. T. G. BELL.
August 30th, 1860. se 4—1t*

CLAIBORNE'S BOLTED MEAL—Ground from the purest WHITE CORN to be obtained with EXCELSIOR MILL-STONES, and WELL BOLTED, making the choicest article in the market.

Orders solicited at wholesale only. Office No. 11 Pearl street. se 4—1w

SOMBRERO GUANO—For sale by
E. H. SKINKER & CO.

SPECIAL NOTICES.

☞ Special Notice.—Particular attention of the public is called to the sale advertised for THIS DAY by Thomas J. Evans, Trustee. The property is situated at the corner of Byrd and 2d streets, and consists of two new brick TENEMENTS, containing 6 rooms each, and three vacant LOTS, fronting each 30 feet by about 105 feet to an alley 20 feet.
au 4—1t GODDIN & APPERSON, Aucts.

☞ Semple's Infallible Baking Powder.—Some months since we commenced using these Powders in our "home department," and find they give such entire satisfaction, that they have become with us a regular "household institution." It is the best article ever offered to the housekeeper for use.—*Norfolk Day Book.*

☞ Rock's Good Samaritan—For Rheumatism, Pains, Bruises, &c.
JNO. W. GARLICK, Sole Agent,
Market Place, Franklin street.

☞ Fine Arts.—The undersigned have just received a large and beautiful assortment of COLORED and PLAIN ENGRAVINGS and LITHOGRAPHS, to which they would call the attention of amateurs and the public in general; also a well selected assortment of ARTISTS' MATERIALS, BRUSHES, STUDIES for GRECIAN, ORNAMENTAL and OIL PAINTINGS.

We are also better prepared than ever to fill orders for MIRROR, PORTRAIT and PICTURE FRAMES, PLAIN and ORNAMENTAL GILT MOULDINGS of our own manufacture, LOOKING-GLASSES, FRENCH and GERMAN LOOKING-GLASS PLATES. We would call special attention to our large stock of FRAMES FOR PORTRAITS, PHOTOGRAPHS and PICTURES, all of which we will sell, wholesale or retail, at very low prices.

N. B.—Old Frames re-gilded. Pictures Cleaned and Varnished. J. V. SUNDBERG & CO.,
se 1—2w* 209 Main street.

☞ To arrive, 500 cases pure Olive Oil, for sale low by JNO. W. GARLICK,
Apothecary, &c.

☞ Insurance.—Fire and Life Insurance (white persons and slaves) upon the most liberal and satisfactory terms. C. R. BRICKEN.
General Insurance Agent,
No. 4 Exchange Hotel Building,
se 1—3t Pearl street.

☞ Wire and Sieve Factory.—The undersigned having commenced the WIRE and SIEVE BUSINESS, on Pearl street below Cary, respectfully asks the attention of merchants and the public generally to his stock. He manufactures superior ROLLING SCREEN WIRE for merchants' mills; FAN and STANDING SCREEN WIRE. Also, RIDDLES and SIEVES of all kinds; BIRD CAGES; RAT and MOUSE TRAPS; PLAIN and FANCY WIRE WORK FOR BOOK-CASES, DOORS, WINDOWS, &c. Also, CORN, SAND, and GUANO SCREENS.

☞ Prompt attention given to orders.
G. W. JESSOP, Pearl st., below Cary,
au 23—1m* Richmond, Va.

☞ Mixed Spices, for Pickling—For sale by JNO. W. GARLICK, Apothecary, &c., Market Place, Franklin street.

☞ Southern Savings Bank,
OFFICE 173 MAIN STREET.
Certificates of Deposit and Checks issued by the Treasurer, P. B. PRICE.

DIRECTORS:

J. B. Watkins, Pres't,	R. C. Howe,
P. T. Moore,	Geo. I. Herring,
Wm. Ira Smith,	J. F. Regnault,
J. H. F. Mayo,	W. A. Jenkins, Sec'y.

P. B. Price, Treasurer.
au 18—1m

BOARDING.

BOARDING—By MRS. SAMUEL.—I can accommodate two small families and several young men with BOARD and LODGING, with fine, airy rooms, convenient to business, being in a central part of the town, on Bank street, between 9th and 10th streets. Having had considerable experience in keeping boarding houses, my patrons, I have no doubt, will be pleased, as I will leave nothing undone which can be to render my boarders pleasant and comfortable. Persons wishing board will please call at once. au 4—1w*

BOARDING.—Mrs. JOHNSON, Governor st., has for rent one floor, suitable for one large or two small families. The rooms are good, with large closets. au 4—3t*

BOARDING.—Two Gentlemen can be accommodated with a nice ROOM and BOARD, in a private family, by applying at the Dispach Office.
se 3—2t*

BOARD.—I have several vacant ROOMS, suitable for families or young gentlemen. Apply to Miss E. A. BIDGOOD,
se 3—2m Corner 7th and Main streets.

PARKER HOUSE,
BOSTON, MASS.
Gentlemen will find the best of accommodations, with every effort for the comfort of guests. LARDER not excelled in the United States.
H. D. PARKER,
mh 3