

DAILY \$3. TRI-WEEKLY \$8. WEEKLY \$3. W. H. SMITH, JOHN F. MORRAN, J. H. CALLENDER, ANTHONY S. CAMP, SMITH, MORGAN & CO., PRINTERS.

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News Briefs.

In consequence of the scarcity and high price of fuel at Louisville, the Louisville and Frankfort Railroad Company have purchased and carried to the city one thousand cords of wood, which they are selling at \$3.50 a cord, that being the amount of the cost and carriage of it. In order to distribute it as widely as possible, it was determined to sell no greater quantity than two cords to any one person. This will be a great relief to the poor of that city, for whose benefit it is especially intended.

Our Iowa exchanges say that the winter has been unprecedentedly severe in that State. The snow is so deep that travelling is almost impossible, and many persons have been frozen to death.

The Savannah (Ga.) Journal of the 9th says: "We regret to learn that a serious, if not fatal accident occurred this forenoon on the Bay. As Mr. E. Hayward, son of Alfred Hayward, was driving in a buggy, the horse became unmanageable and started at a fearful speed, throwing Mr. H. out. At half past 1 o'clock, he was in a dying condition—Dr. Arnold, Reed and others are in attendance on him.

We learn from the Abbeville (S. C.) Independent Press, that the negroes on the estate of the late Hon. Geo. McDuffie, numbering about 210, have been sold to a wealthy Western planter for \$140,000, being an average of near \$700 each. It was stipulated in the sale that they should not be separated. It is said the heirs of this estate is hereby to be led to the altar of Hymen by John Van Buren.

A bridge is now being built across the Upper Mississippi, at St. Paul, Minnesota. It is to be 1300 feet in length, resting upon nine piers the highest of which are seventy feet above high water mark, so as to allow the largest boats to pass under without difficulty. The greatest span will be two hundred and twenty feet, sufficiently wide to allow the largest rafts to pass without coming in contact with the abutments. The whole cost of the work will be near \$120,000.

A tailor's hair dresser, in New York, informs his patrons, that owing to his present style of dressing ladies' hair, the charge will be two dollars each time during the season. Brides, in the fashion of Louis XIV, XV, &c., as heretofore, five dollars.

The next session of the State Council of the American party of Kentucky, we see it stated, is to be held in Louisville, on Wednesday, the 21st of January.

One of the largest gas-holders in the world has just been completed at Philadelphia. It is 160 feet in diameter, weighing 625,000 lbs, and will contain 1,800,000 cubic feet of gas, which accumulates on moonlight nights when the lamps are not lit. Such a reservoir in Washington would be filled very easily during the session of Congress.

The Panama (Panama) Star says: "We learn from a letter from Mr. Johnson, that on the 1st day of January, 1857, Col. F. M. White, President of the Mississippi and Tennessee Railroad Company, received \$60,000 more from the State Treasury for our road."

The following are the salaries of the State officers of Mississippi, prescribed in the code bill regulating the same, which has passed the Senate: Governor, \$4,000; Judges of the High Court, \$2,500; each of the Vice Chancellors of the Northern and Southern Districts, \$2,000; Vice Chancellor of the Middle District, \$1,000; each Circuit Judge, \$2,500; Attorney General, \$2,000; each District Attorney, \$1,500; Secretary of State, \$2,000; State Auditor, \$2,000; State Treasurer, \$2,000.

A telegraph cable intended to be laid across the river at Cairo, was recently lost. The Memphis Appeal gives the following particulars respecting the accident: "In conversation with Mr. Montgomery, last evening, we learned that the cable lost at Cairo cost about \$1,400, and was part of that lost in laying to New Foundland. Everything was in readiness to lay it, and the steamer Golden Gate engaged at the rate of \$25 per hour to do it; she took a fast boat in two place it upon, and in rolling from the wharfboat thereon, she made need short plank instead of a stage plank, as suggested by Mr. M., and used as a preventive to its rolling too fast, a rope called parabolic, on one end of the reel—agreeing to place a rope on the other end. Having but one rope attached, it turned the cable around, and it was precipitated into the river where the water is thirty feet deep. Endeavors were made to ascertain its whereabouts, but without success. The loss is attributed to the carelessness of the mate and his crew. It is the intention of Mr. Montgomery to commence a prosecution against the boat if the cable is not recovered within ten days. The cable weighs 6,000 pounds and is one mile long."

A woman named Jane Garbut, died Dec. 10th, at Wellburg, county of York, England, at the age of 103 years. She was an inveterate smoker, and a visitor asked her how long she had smoked, to which she replied, "Very high a hundred years."

The Lawrence (Mass.) Courier states that the Pacific Mills of that city have just made up their half-yearly accounts, which show a clear net profit of a little over \$120,000 beyond interest and expense. This is equal to 10 per cent. on the entire capital for six months.

There are living in Paramo, Bergen Co., New Jersey, a venerable couple, whose united ages amount to one hundred and seventy-six years. The husband is ninety, and the wife eighty-six. They have lived together seventy years, and are as well as can be expected under their great age, their minds retaining all their vigor. He is the last of three brothers who have long since been gathered to their fathers.

The exports from the United States last year, to Russia and her possessions, amounted to \$680,405, against only \$152,445 in 1855. Our imports from Russia proper on the Baltic and North Seas last year, reached \$330,581, against \$295,113 in 1855.

The N. O. Delta of the 7th, notices the sale of that city the day previous, of fifty bales of "Dent" cotton at 17c per pound.

The N. O. Pineapple says: "We have been looking with some curiosity to see if there really was any part of Britain where Mr. Thackeray could make up his mind to pronounce that terrible scurrilous letter of his on George the Fourth, which was, by all odds, the best of his series of Georgian efforts. Here, it now seems that on the 5th of December, he delivered the George the Third eulogy in the Mechanics Institute, Bradford, in the West Riding of Yorkshire. An evening or two thereafter, he was to have given the George the Fourth eulogy; but during the evening, it seems, he was suddenly attacked by 'indisposition'—and the delivery of the lecture was postponed."

The probability almost amounts to certainty, that a new British expedition is to be sent in search of the remains of Franklin's party. There is no hope of finding the unfortunate explorers, it is true, but it is highly probable that papers and memoranda remain, which may yet be recovered, or at least some trace of personal records. The latest accumulation of knowledge gathered on the spot, which would decay and be scattered in time, may now be found; and this possibility has stimulated the spirit of enterprise to another effort.

It is said that Mr. Marcy will remain in Washington a while with his friends after the expiration of his term of office, and that Mr. Cushing intends making that city his permanent residence.

NASHVILLE: WEDNESDAY, JAN. 14, 1857.

From Washington.

Special correspondence of the Patriot.

Eight of January—Speech of H. W. Davis— Iowa Contested Senator Case—Fred. Stanton—Hush-money Jobbers—Dallas Treaty—Democratic In and Out.

WASHINGTON, JAN. 8, 1857. Congress availing itself of the anniversary of the battle of New Orleans, has adjourned over Christmas, now year's end, and the members and Senators ample opportunity to gratify all their passions for pleasure, and it is to be hoped that both houses will now go to work in earnest and transact the important public business before them.

The debate on the President's message is still kept up with much zeal. On Monday, Hon. A. S. Stephens and Henry Winter Davis made speeches—the latter is universally acknowledged to be the most brilliant effort made in Congress for many years. His scathing exposure of the inconsistencies and incongruities of the sag night party should be read by every man in the land. On conclusion, he was congratulated by the prominent members of all parties—even by the Hon. Preston S. Brooks, who complimented him highly on the originality of his speech.

The Senate is engaged in the discussion of the Iowa Senator case—the Judiciary committee having reported against Mr. Harlan. This case is interesting in one particular view, that is, in showing the intensity of party feeling. Formerly, the right of a member to a seat was discussed as a question of law and right; now it is discussed as a question of party ascendancy. As yet, the debate has been partisan, that is, the political friends for and the political opponents against Harlan. Such a spectacle is full of danger. When men come to view such a question as one of constitutional law, it is impossible to anticipate to what extremely partisan feeling will drive a man or a party. Politicians are becoming demagogues.

Hon. Frederick Stanton, of your State, is publishing very earnestly his claims for a seat in the Cabinet. What will Gov. Andrew and Ex-Gov. Aaron and other smaller lights think of Stanton's pretensions? I feel some curiosity to know what place George W. is in search of. He would like to handle the money, I think.

Another class of "jobbers" has been brought to my knowledge, they are denominated "hush money jobbers," men who represent themselves to be the "big lick" jobbers, as men of great influence, and controlling the votes of particular Congressmen, and demand for their services large fees. If their proffered services are rejected, they threaten exposure, committees of investigation, newspaper paragraphs, &c. Prominent among this class are S. of the New York Times, and sundry other writers of sundry other papers, not excepting the Washington press. The silence of these sheets is very clearly purchased, very frequently.

The Dallas treaty is much talked of in political circles. The democracy touch it very lightly—they are a little alarmed and are afraid, as yet, to march up to the rubric or back down. Pierce and Marcy are evidently striving to embarrass the incoming administration. Marcy would like so to complicate the Central American question as to force Mr. Buchanan to retain him in the Cabinet.—The Walker men are all decidedly and positively opposed to the ratification of the treaty. They denounce it broadly and without stint.

The democratic in and out here are wrangling terribly over "the leaves and false." The latter swear by all the Gods that rotation will be a cardinal principle of the incoming administration—the former console themselves with the self complacent declaration that old Buck is above small matters. The empty honor of riding in front of the inaugurating procession, with a piece of worsted silk tied around the body has excited the ambition of some half-dozen pot house politicians, and the separate factions have several times already come to blows—hard blows and black eyes.

The miserable class of spoliators, pimps and party hacks, which make up for the most part the democracy of this city, imagine that all the offices are to be distributed to them. They are indignant at the idea that any clerkship or minor office in this city is to be given to any resident of the State. What will the rank and file of the party, who do the work and voting, say to this?

JABEZ CANDOR.

A REPUBLICAN AND A MONARCHY—A CONTRAST.—The New York Times, in the course of a carefully prepared article, makes a contrast between the condition of Great Britain and the United States. It is highly flattering to the latter. The treasury returns for 1856 show that the outstanding public debt of the federal government amounted to \$30,727,000; while the public debt of the various States amounted to \$190,718,000—forming together only \$221,000,000.

The public debt of Great Britain before the late war was \$797,000,000, to which the \$21,000,000 new loans were added during the war—together \$818,000,000 sterling or about forty hundred and ninety millions dollars. The indirect taxation paid by the people of the United States for the support of the federal government in the shape of import duties amounts to fifty-four millions dollars. The direct and indirect taxation paid by the people of Great Britain for the support of the crown, in the way of customs and excise duties, stamps, income tax, and property tax, amounts to sixty-four millions sterling, or about five hundred and thirty millions dollars, which is the burden of the people of the United States.

The expenses of the British Government are, in our currency, for a single year, \$320,000,000, or about one hundred millions more than the whole principal of the public debt of the Federal and State Governments. The treasury returns also show that our system of railway, which embrace about 23,243 miles, stands in capital and funded debt seven hundred and thirty-six millions dollars, though costing by the aid of State and city loans, about \$529,740,000, or 700 per cent. while the system of Great Britain, embracing only 3,354 miles, stands in capital and funded debts, sixteen hundred and seventeen millions dollars, or 194,125 per cent. And it further appears that the whole railway debt of the country, in the shape of mortgages and debentures, is \$484,286,000, while the same incumbrances upon the English system reach nearly this sum in debentures alone, say \$370,200,000, including what is known as preference shares the sum total is \$639,986,000.

PREACHING POLITICS.—It is related of Dr. Mather Byles, the famous minister in Boston, during the Revolution, that on being asked why he did not preach politics, he replied: "I have done that, and I was punished, which I have intrenched myself; neither of which can be forced. In the first place, I do not understand politics; in the second place, you all do—every man and mother's son of you; in the third place, you have politics all the week—every day of your lives; and in the fourth place, you are all engaged in a work of infinitely greater importance. Give me any subject to preach upon of more consequence than the truths I bring to you, and I will preach it on the next Sabbath."

A POISONOUS SNAKE.—A traveler in the interior of Africa, Charles L. Zeyher, gives an account in Hooker's Journal of Botany, of a serpent which spits poison, known by the natives as *spitting snake*, or *spitting snake*. This serpent is not rare, he says, in the southwest districts of Africa. It defends itself by throwing out a very caustic acid, having the odor of fuming acid, which is sure to blind a person if it touches the eyes. He gives an instance of one of his dogs which was poisoned by one of these snakes and which recovered after having been forced to swallow a great amount of new milk.

From the Louisville Journal.

The advantages pressing necessarily for a rail-road communication between the Atlantic and Pacific oceans, will entirely justify the line between States and Territory of the United States, have long occupied the public mind. Various routes across the vast western plains and the rugged gorges of the Rocky Mountains have been examined, and numerous projects have been suggested to the people and to Congress in reference to the route to be adopted for this great line of railway.

One difficulty hitherto presented has been the contest between the route by the northern route, and the route by the southern route, but engineers who have reconnoitered the proposed northern route have been unable to agree upon its practicability. Some of the most intelligent and experienced of those who have surveyed the route have been authorized to positively assert that no railroad can be built in that direction. Enough has been ascertained to prove that, even were a railway constructed through the inhospitable region, where Col. Fremont and his party, following Col. Benton's favorite idea of tracing the buffalo-tracks, were nearly destroyed in snow-drifts, it would be rendered almost entirely useless by the winter weather, and the accumulation of snow. Public opinion is fast settling down in favor of a southern route, and in the course of events, whose shadows are already seen, probably by the time this gigantic enterprise can be completed, the Pacific railroad, which will form our Eastern and Western boundaries, are daily increasing, and unscrupulous speculators have sought to obtain sufficient influence to press upon Congress the adoption of a gigantic omnibus bill providing for the construction of a line of three great lines; and involving the appropriation of millions of acres of public land and the expenditure of many millions of public treasure. This gigantic scheme would be a fabulous fortune to the people cannot carry it out, for it is a ridiculously corrupt and too glaringly a swindle to receive the approbation of the representatives of the people.

It is the mean time the people have themselves taken the matter in hand and the Pacific Railroad has actually been begun, and its speedy construction for over half of the distance from the Mississippi river to the Pacific Ocean, has already been amply provided for by the State of Texas, and the States of Texas, the Atlantic cities will soon be connected by various lines of railroad with the Mississippi river, and ere the completion of the Southern Pacific Railroad, will be the direct connection of the Pacific States, Louisiana, Mississippi, New Orleans, and Galveston. Thus the main difficulty hitherto presented in regard to the selection of a route for the main trunk will be effectually obviated.

This road will give us a railroad to El Paso, and pass through some of the richest country in the Union. As far as El Paso, its construction is amply provided for by the State loans and grants of land made by the State of Texas, and it will, at a very low price, realize to the Company double the amount of the cost of the whole road. It will be gratifying to the stockholders in this Company to know that the construction is presented in the report given by the Board of Directors, ample means have been provided to finish the first and even the second section of twenty-five miles each, so that the State loans and lands may now be considered as having been applied for, and the work of construction requiring the payment of more than five per cent. upon the stock.

This is a legitimate enterprise from which the stockholders will realize immense profits. It passes entirely over the richest portion of the State of Texas, and the country is infinitely improved by its route, will soon after its completion, furnish trade enough to make it a very profitable road, even if it were not for the fact that it is a sale of lands, and if the stockholders were required to pay the full amount of their subscriptions instead of the five per cent. to which only the stock will be assessed. The Northern part of Texas is the best country for the construction of a railroad, and superior quality ripens there so early in the year that it can be sent to our markets six weeks earlier than that produced in our middle States. Cotton also of the very finest quality can be abundantly produced in the counties south of the line of the road. When the road is built, this cotton can compete successfully in the Savannah market with that grown in Georgia. At present this produce is wagoned for two or three weeks to the Gulf of Mexico, and other means of transportation to market, and its value is more than half consumed in the cost of transportation. The wheat, flour, and cotton of Texas will themselves furnish ample and profitable business for the construction of a railroad.

It is not probable that the road will terminate at El Paso. It will most certainly be extended to the Pacific. To El Paso, a distance of 1,100 miles from Washington, the road will be constructed entirely by individual enterprise and State aid. From El Paso to San Diego on the Pacific is but 700 miles, and if Government aid is to be extended to any Pacific railroad, it should be devoted to the completion of the road to San Diego, the Territory of Arizona, the Gadsden purchase. The length of the road through this Territory will be four or five hundred miles, and, as it is public territory, the question of the propriety of extending Government aid to its construction is presented in the least objectionable form. The small portion of the road through California to the Pacific ocean can be easily built, if that portion through the middle States, from Washington to El Paso, can be completed. This project is now attracting public attention everywhere. It is practicable, and indeed already many of the greatest difficulties to be encountered have been removed by the enterprise of the State of Texas, and the State of California.

THE CASE OF SENATOR HARLAN. The Senate has now under consideration the right of Mr. Harlan, of Iowa, to a seat in the Senate. Conflicting reports have been made on it by Messrs. Butler and Toombs.

The correspondent of the Charleston Standard writes: "The case presents some nice points for the decision of the Senate. The facts are simply these: The two Houses of the Iowa Legislature have agreed to go into joint session for the purpose of electing a Senator, and the joint session was held, and there being no election, it was adjourned over to a certain day. On that day the Senate happened not to be in session, but many Senators, perhaps a majority of them, being present with the House of Representatives, and the joint session was held, which resulted in the choice of Mr. Harlan. When the Senate went again into session, a protest was entered against the election of Mr. H., in the absence of the Senate as a body, and it was on this protest the Judiciary Committee yesterday made their report, containing, first, that a day having been fixed for the election by joint ballot, the two Houses in joint session could not adjourn to another day, secondly, that the election could only have been by the joint vote of the two Houses, as to separate bodies in joint session, and not by the individual members of the two Houses meeting together and balloting. This case not only created great excitement in Iowa at the time, but the argument will be highly interesting in the Senate."

A CHINESE STREET ARMY.—A man seated on the pavement holds in his hand a white porcelain tile, about a foot square. This he overreaches with a long blue hair, and a long pipe, and a thin pipe of indigo, and asks us to name a flower. I suggested the lotus. He extends his forefinger—remarkable forefinger, crooked, flexible as an elephant's trunk, and as sharp as if the end had been whittled with a razor. He extends his finger across the tile, and in ten seconds or less, lo! there is the flower, exquisitely drawn and shaded, its snowy cap hanging in the midst of its long waving leaves. Three more strokes, and a white bird, with spread wings, is before me, and a dog and a dog stand beside it. The rapidity and precision of that forefinger are almost miraculous. He covers the tile with new layers of color, and flower after flower he draws out of the blue ground.—Ray and Taylor's Magazine.

THE HERO OF THE EYE.—In the new number of the Quarterly Review is a curious paper on ophthalmology. We give the writer's interpretation of the color of the eye. "Dark blue eyes are most common in persons of delicate, refined, or effeminate nature; light blue, and much more, grey eyes, in the hardy and active. Greenish eyes have generally the same meaning as the grey. Hazel eyes are the more usual indications of a mixed masculine, vigorous, and profound." As a commentary on the reviewer's text, we may add that Shakespeare had hazel eyes, Swift blue eyes, (as are the heavens.) Milton, Scott and Byron grey eyes.

WHISKY TRAIL IN BOSTON.—There is a considerable excitement in the whisky trade here at this time. We hear of sales of copper distilled at 75 to 80c. to be made this season, steam copper stills, and a great many more. There is a larger amount of whisky than has been distilled for some time. J. A. Miller has erected a large distillery in east Paris, calculated to turn out thirty-five barrels per day. There are eighteen in active operation in that county.—Paris (Ky) Reg. 55.

New Orleans Races—Metric Course.

The winter campaign on the Metric Course was opened on the 3d inst. We copy the following details of the day's sport from the New Orleans Crescent:

At the post Mr. Kenner's *Whale*, Col. Binghamman's *Beaver*, out of *Betty*, and *Whale*, out of *Beaver*, were the favorites. The track was very heavy and muddy, and the attendances not over large.

At the top of the drum a false start was made. *Whale* running two miles before he could be taken up. After a delay of twenty minutes, the race was started for the first heat, which was won by *Whale* *Moose* second. Time, 4:19.

At the outcome of the second heat *Whale* appeared in the lead, the colt out of *Betty* *Whale* second. Time, 4:15.

The judge decided *Whale* distanced for fouling, and gave the heat to Col. Binghamman's colt; from which decision Mr. Kenner appealed to the club. As the decision of the judges was binding for the time being, the *Betty* *Whale* colt and *Moose* were called up for another heat.

Moose appeared with a new jockey, who was ten pounds over weight. The heat was won by the *Betty* *Whale* colt in 4:15.

In consequence of Mr. Kenner's appeal to the club, the purse and bet were left in abeyance until the decision of the club should be made. At the meeting last night, the club reversed the decision of the judges, and awarded the race and purse to *Whale*.

We append a summary in accordance with that decision:

METRIC COURSE, SATURDAY, JANUARY 3, 1857. Sweepstakes for 3 year olds—Subscription, \$300.—Forst, \$100.—Two Mile heats, Hon. D. F. Kenner's *b. c.* *Whale*, by Voucher, out of *Dolphin* 1 1 Col. A. B. Binghamman's *b. c.* *Beaver*, out of *Betty* *Whale*, by Sovereign, out of *Beaver* 2 2 Gen. J. Wells's *b. c.* *Moose*, by Capt. E. Lee, dam by Ruby 2 3 Hon. D. F. Kenner's *b. c.* *Whale*, by Sovereign, dam by Imp. Trustee. pd. ft Time: 4:19—4:15—4:15.

SECOND DAY—Tuesday, Jan. 6, 1857. Jockey Club Race \$300; three mile heats. D. F. Kenner's *b. c.* *Whale*, by Voucher, out of *Dolphin*—4 y. o. 1 1 T. S. Moore's (S. M. Hill) *b. c.* *Lily*, by Wagner, dam by *Beaver*—4 y. o. 2 2 Col. A. B. Binghamman's (G. P. Boudier) *b. c.* *Whale*, by imp. Priam—4 y. o. dr. Time: 6:04—6:04—6:04.

THIRD DAY—Wednesday, Jan. 7, 1857.—Jockey Club Race \$300; two mile heats. S. W. Westmore's (A. Leconte) *b. c.* *Prudhomme*, by Gallatin, out of Eliza Prudhomme, by Leviathan—4 y. o. 1 1 D. F. Kenner's *b. c.* *Whale*, by imp. Margrave, dam Fanny King—5 y. o. 2 2 First heat: 2:06—2:02—4:08. Second heat: 1:59—2:04—4:04.

(From the N. Y. Tribune.) THE MONSTER STEAM BATTERY FOR THE DEFENSE OF N. Y. HARBOR. The great iron war steamer, which is now in construction at Hoboken for the Government, being an object of much interest, we are enabled to give you the following reliable information in regard to her, principally through the medium of our Washington correspondents; and as it differs very materially from the statements recently made in various quarters, we give it to our readers.

A thousand feet in length, and 100 feet broad, the steamer is to be propelled by a single battery of harbor defense by means of steam batteries of iron, which should be shot and shell proof, and in 1843 Congress, by a special act, directed that the Navy Department should construct, with arms of the sea near Boston, was so prepared in 1850, but it has now decayed to a considerable extent. It was young pine, second growth, and contained a great quantity of sap. On the other hand, the timber prepared for the Lowell Bleach Works has been perfectly successful. F. P. Appleton, Esq., the agent of the steamer, has been in Boston, and has prepared a plan of a plank road of Burnetts timber, 200 feet long, was laid down in 1850, and alongside of it, a portion of the same lot of timber, not so treated, was also laid down. The latter is now wholly decayed, while the prepared timber is as sound as the day on which it was obtained. The ground walks around the Works with spruce plank unprepared, did not last over two years, but Burnetts spruce, used for the same purpose, has stood six years, and is still sound. The shingles, clapboards, and other timber used in these Works, have all been Burnetts, and the advantages have been obtained. The ground walks around the Works, were accordingly made with him by Mr. Mason, then Secretary of the Navy, until Mr. Stevens commenced collecting materials and constructing the dock in which the vessel is now building.

Mr. Stevens had himself by this contract to construct a war steamer suitable for use in the waters of New York, from Sandy Hook upward.—It was stipulated that she should be built of iron, that she should be shot and shell proof against ordnance then in use on ships of war; that she should have four engines, and be propelled by a single enlarged propeller, which should have great speed.

Her dimensions were to be not less than two hundred and fifty feet in length and forty feet beam, and her cost complete, including armament of not less than six heavy guns, was not to exceed five hundred and eighty-seven thousand dollars.

For the further fulfillment of this contract, the Government required and received from Mr. Stevens ample security, as it was further stipulated that payments should be made to him as he proceeded with the construction, up to \$500,000. The vessel was to be completed should be paid when the ship was completed and received.

Mr. Stevens encountered many difficulties in making his preliminary arrangements, and it was not until July, 1854, that the actual construction of the vessel was commenced. He had decided, after more fully studying the vessel to increase the dimensions of the vessel very much. Instead of four engines and one propeller, she has eight engines and two propellers. Her boilers are ten in number, of large capacity, and her engines, but how much we are not able to state. The payments by the Government cannot exceed \$500,000 unless Congress make further appropriations.

Since the construction was commenced, the vessel has been under the supervision of the Navy Department, and it is stated that his brother, E. A. Stevens, Esq., is determined to complete the vessel—that a good force is now at work, under the same general supervision which has been employed from the commencement. Mr. S. is prosecuting his work from his own residence, and he holds in the highest confidence that the ship will in all respects meet public expectation, and that Congress will not suffer him to sustain any loss.

Mrs. MACALISTER and HER PAGE.—A writer at St. Louis, in Clapp's *Western Evening Gazette*, thus speaks of the widow and son of the late Mr. Macalister, whose exhibitions here last season were so deservedly popular: "While walking in the outskirts of the city proper, I was attracted by a woman, who wore a neat little cottage, which I was told was known as the 'Magic Cottage.' From the fact that it was tenanted by Mrs. Macalister, the widow of Macalister, the Magician. I knocked at the door, and found Madame at home, and she, with her honest, but how much we are not able to state. The payments by the Government cannot exceed \$500,000 unless Congress make further appropriations.

THE EXCITEMENT NOT ABATED AT NICHOLSON'S. NO. 27 PUBLIC SQUARE. WE have on hand some of the most beautiful DRESS GOODS. And being desirous of clearing out our stock before we get our SPRING GOODS, we will offer to our customers a large quantity of our best goods at a great discount. We have a great amount of ENCHOIDERIES, Wrapping and Staple Goods, All of which we will sell very cheap. Our customers will not miss our obligations to our customers if we do not sell up all our stock, as we are unable to do so. L. C. NICHOLSON & CO. \$204,000!!! TO BE DISBURSED IN Swann & Co's Lottery. To be drawn at Atlanta, Jan. 20, 1857. In which are embraced the following: BRILLIANT CAPITALS! 1 prize of \$25,000!!! 1 prize of \$10,000!!! 1 prize of \$5,000!!! 1 prize of \$2,500!!! 1 prize of \$1,000!!! 1 prize of \$500!!! 1 prize of \$250!!! 1 prize of \$100!!! 1 prize of \$50!!! 1 prize of \$25!!! 1 prize of \$10!!! 1 prize of \$5!!! 1 prize of \$2!!! 1 prize of \$1!!! 1 prize of 50 cents!!! 1 prize of 25 cents!!! 1 prize of 10 cents!!! 1 prize of 5 cents!!! 1 prize of 2 cents!!! 1 prize of 1 cent!!! 1 prize of 1/2 cent!!! 1 prize of 1/4 cent!!! 1 prize of 1/8 cent!!! 1 prize of 1/16 cent!!! 1 prize of 1/32 cent!!! 1 prize of 1/64 cent!!! 1 prize of 1/128 cent!!! 1 prize of 1/256 cent!!! 1 prize of 1/512 cent!!! 1 prize of 1/1024 cent!!! 1 prize of 1/2048 cent!!! 1 prize of 1/4096 cent!!! 1 prize of 1/8192 cent!!! 1 prize of 1/16384 cent!!! 1 prize of 1/32768 cent!!! 1 prize of 1/65536 cent!!! 1 prize of 1/131072 cent!!! 1 prize of 1/262144 cent!!! 1 prize of 1/524288 cent!!! 1 prize of 1/1048576 cent!!! 1 prize of 1/2097152 cent!!! 1 prize of 1/4194304 cent!!! 1 prize of 1/8388608 cent!!! 1 prize of 1/16777216 cent!!! 1 prize of 1/33554432 cent!!! 1 prize of 1/67108864 cent!!! 1 prize of 1/134217728 cent!!! 1 prize of 1/268435456 cent!!! 1 prize of 1/536870912 cent!!! 1 prize of 1/1073741824 cent!!! 1 prize of 1/2147483648 cent!!! 1 prize of 1/4294967296 cent!!! 1 prize of 1/8589934592 cent!!! 1 prize of 1/17179869184 cent!!! 1 prize of 1/34359738368 cent!!! 1 prize of 1/68719476736 cent!!! 1 prize of 1/137438953472 cent!!! 1 prize of 1/274877906944 cent!!! 1 prize of 1/549755813888 cent!!! 1 prize of 1/1099511627776 cent!!! 1 prize of 1/2199023255552 cent!!! 1 prize of 1/4398046511104 cent!!! 1 prize of 1/8796093022208 cent!!! 1 prize of 1/17592186044416 cent!!! 1 prize of 1/35184372088832 cent!!! 1 prize of 1/70368744177664 cent!!! 1 prize of 1/140737488355328 cent!!! 1 prize of 1/281474976710656 cent!!! 1 prize of 1/562949953421312 cent!!! 1 prize of 1/1125899906842624 cent!!! 1 prize of 1/2251799813685248 cent!!! 1 prize of 1/4503599627370496 cent!!! 1 prize of 1/9007199254740992 cent!!! 1 prize of 1/18014398509481984 cent!!! 1 prize of 1/36028797018963968 cent!!! 1 prize of 1/72057594037927936 cent!!! 1 prize of 1/144115188075855872 cent!!! 1 prize of 1/288230376151711744 cent!!! 1 prize of 1/576460752303423488 cent!!! 1 prize of 1/1152921504606846976 cent!!! 1 prize of 1/2305843009213693952 cent!!! 1 prize of 1/4611686018427387904 cent!!! 1 prize of 1/9223372036854775808 cent!!! 1 prize of 1/18446744073709551616 cent!!! 1 prize of 1/36893488147419103232 cent!!! 1 prize of 1/73786976294838206464 cent!!! 1 prize of 1/147573952589676412928 cent!!! 1 prize of 1/295147905179352825856 cent!!! 1 prize of 1/590295810358705651712 cent!!! 1 prize of 1/1180591620717411303424 cent!!! 1 prize of 1/2361183241434822606848 cent!!! 1 prize of 1/4722366482869645213696 cent!!! 1 prize of 1/9444732965739290427392 cent!!! 1 prize of 1/18889465931478580854784 cent!!! 1 prize of 1/37778931862957161709568 cent!!! 1 prize of 1/75557863725914323419136 cent!!! 1 prize of 1/151115727451828646838272 cent!!! 1 prize of 1/302231454903657293676544 cent!!! 1 prize of 1/604462909807314587353088 cent!!! 1 prize of 1/1208925819614629174706176 cent!!! 1 prize of 1/2417851639229258349412352 cent!!! 1 prize of 1/4835703278458516698824704 cent!!! 1 prize of 1/9671406556917033397649408 cent!!! 1 prize of 1/19342813113834066795298816 cent!!! 1 prize of