Daily Appeal.

RIVER AND STEAMBOAT MATTERS.

STEAMERS LEAVING THIS DAY.

M. D. WHITING, Capt. Whiting, ... VICKSBURG.
ROSE DUTCHER, Capt. Mathews, ... GREENVILLE.
PLANTER VALLEY, Capt. Turbeville, ... ST. LOUIS.
SOUTH SIDE, Capt. Brasfield, ... CINCINNATI.

RIVER, WEATHER AND BUSINESS.—The river declined about a inches at this point yesterday. The Mississippi was stationary at St. Louis Tuesday, with 10 feet 6 inches in the channel at Cairo. All the tributaries on the upper Mississippi are falling, and it doesn't rain in the Illinois or Peoria, and five feet in the channel of the Missouri from Weston down. There was but 20 inches water in the Ohio at Pittsburg Tuesday, and the river falling. At the same time it was falling at the rate of 12 inches in twenty-four hours at Cincinnati. At Louisville Tuesday the Ohio fell 3 inches, leaving 4 feet 7 inches in the channel. The Cumberland river is very low, with about one foot water on the shoals. The Arkansas is still declining, and the citizens of that section, which arrived yesterday, report but 20 inches in the channel to Fort Smith. Tuesday was one of the warmest days of the season in this latitude, and business was stayed as a matter of course. The levee, too, was deserted.

ARRIVED AND DEPARTED.—The Fourth Boat, from Arkansas river, with the Lady Pike packet that arrived yesterday. She brought a number of passengers and no freight. Owing to the low water, she, too, has abandoned the Arkansas river trade, and will leave for Cincinnati today. The Atlanta, from Cincinnati, for New Orleans, and the John Bacon, from Louisville for New Orleans, 22 and 23 hours behind freighted and the Chillaw, from New Orleans for St. Louis, passed up with about 400 tons. The Lady Pike departed for Cincinnati, with a full passenger register and about 400 bales cotton. Mr. F. M. Gallet, of the Avalanche, was a passenger by the Lady Pike, en route for the east.

INCIDENTS.—The city shipment of cotton yesterday from Hickport was that of 450 bales by the Lady Pike for the Ohio river.....The John Bacon yesterday brought down the largest freight, cotton and other, for the ports of Messrs. J. D. Morton & Co. ever shipped. The new wharfboat, when completed will be a handsome worthy of her name, Eclipse, as she will surpass any wharf-boat on the river in point of capacity and convenience.....The Chanselor, from New Orleans for St. Louis, discharged several bales of merchandise for our merchants yesterday.....We learn from the Cincinnati Commercial that Capt. Winder's new Arkansas river boat, the A. E. Reeder, will be completed the present week, and that she will be followed immediately by Capt. Pritchard's new Chester Adsley, for the same trade.....

A meeting of merchants and steamboat men was called in Pittsburg Monday, for the purpose of taking into consideration the conduct of Capt. Miller of the Key City, in relation to the burning of the ill-fated steamer Ben Lewis at Cairo some time ago.....A barge of railroad iron designed for this city, in tow of the Paul Varian, was sent on the bar opposite Brownsville in a few days since.....The John D. Perry and C. E. Hillman left St. Louis together on Tuesday, and will be in port this morning.....The Memphis and St. Louis packet company will soon make their line daily, by the addition of the J. R. Lewis, Capt. W. C. Postlethwaite commanding, and another boat not yet known. The hull of the new Memphis has been towed round to St. Louis from Louisville.....The Lady Franklin arrived at Cincinnati from this port Monday.....The first bale of new Louisiana cotton will be received in New Orleans during the approaching week.....The John Bonaparte was to have left Louisville for this port Tuesday.

The sinking of the hull of the steamer Challenger, on the low stretches in the Upper Mississippi, on Thursday last, has caused no little inconvenience to boats passing down. The St. Louis News says the hull was loaded with grain, etc., and was in tow of the Clara Bloodgood. After they was sunk, a lighter which was alongside the sinking Challenger, was also sunk, and blocked up the channel. The Key City, bound for St. Paul, had been detained three twenty-four hours up to Monday morning. There were only 17 inches of water outside the obstruction.....The South Bend says but thirty-five bales of the Arkansas river cotton, of the crop of 1859, which she found but 20 inches water. On her return to Cincinnati, she will be thoroughly overhauled and repaired throughout.

Steamers Leaving This Day.

FOR ST. LOUIS.—The fine packet Florida Valley, Capt. C. Postlethwaite, will leave for all points below St. Louis at five o'clock this evening with the full complement of the U. S. Mail. Her officers, being all old and popular hands, and her accommodations being unexcelled by any other packet, she offers inducements to passengers and shippers. Mr. Edwin Ellis, Mr. Hayes, Purser, is on the boat, and will be pleased to see his friends.

FOR VICKSBURG.—The regular new packet H. D. Mason, Capt. Jno. Mason, will leave for the landing, will leave for Vicksburg at the usual hour this evening. Her accommodations are good, and she will be found a fast boat. Apply on board or to Jno. Mason, Jr., at the office.

FOR CINCINNATI.—The regular new steamer Rose Dutcher, Capt. Mathews, will leave for Cincinnati and intermediate points, this day at 5 o'clock. She is a staunch boat, and will be found a fast and well-managed boat. Apply on board or to Wm. H. Williams & Co., Agents.

FOR CINCINNATI.—The regular new steamer Rose Douglass, Capt. Mason, will leave for Cincinnati and intermediate points, this day at 5 o'clock. She is a staunch boat, and will be found a fast and well-managed boat. Apply on board or to Wm. H. Williams & Co., Agents.

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Regular Packets.

FOR CINCINNATI.

THE splendid passenger steamer NEW SOUTH SEND Brasfield, master, will leave as above THIS DAY, at 5 p. m.
jy19-tf HAMSTAD & BERRY.

FOR LOUISVILLE AND CINCINNATI.

THE splendid passenger steamer ROSE DOUGLASS Mason, master, will leave as above SATURDAY, at 5 p. m.
jy 5-tf HAMSTAD & BERRY.

Summer Arrangement.

Memphis and Cincinnati Old and Reliable Packet Line.

LEAVES EVERY WEDNESDAY.

LADY FRANKLIN,.....Capt. John Bugher.
L. DY JACKSON,.....Capt. A. H. Bugher.
LADY PIKE,.....Capt. John L. Bugher.

ONE of these fine Low-water Packets will leave Memphis every Wednesday afternoon, at 4 o'clock, carrying the United States Mail, for all intermediate points on the Ohio river. Returning, they leave Cincinnati every Saturday. This line will give through receipts for entire to the eastern cities.

For all information apply to
jy15-2p JOHN BAUGRACKEN, 20 Front Row.

INDEPENDENT LINE.

MEMPHIS AND NEW ORLEANS REGULAR PACKETS

ON FRIDAY, September 7, the elegant steamer ROYALTY, Capt. A. H. Irwin, will commence her twenty trips in the trade and New Orleans trade, and will leave for New Orleans, and for John Bacon, from Louisville for New Orleans, 22 and 23 hours behind freighted and the Chillaw, from New Orleans for St. Louis, passed up with about 400 tons. The Lady Pike departed for Cincinnati, with a full passenger register and about 400 bales cotton. Mr. F. M. Gallet, of the Avalanche, was a passenger by the Lady Pike, en route for the east.

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FOR CINCINNATI.—The splendid new steamer ROSE DOUGLASS, Capt. Mason, will leave for Cincinnati and intermediate points, this day at 5 o'clock. She is a staunch boat, and will be found a fast and well-managed boat. Apply on board or to Wm. H. Williams & Co., Agents.

NOTICE TO SHIPPERS

For New Orleans.

THE splendid new steamer IMPERIAL, C. B. Rogers, master, will leave as above on WEDNESDAY, the 8th day of September, and every Wednesday, as a permanent and regular packet every Wednesday during the season.

For all information apply to
sep5-tf WM. H. WILLIAMS & CO., Agents.

Memphis, White and Little Red River Summer Packet.

A. W. QUARRIER,

(Formerly Jas. Pike.)

HILEY JONES,.....MASTER.

Leaves Memphis Every Saturday,

AT 4 O'CLOCK, P. M.

J. D. MORTON & CO., and VINSON & TERSHAN, Agents.

The Mound City Packet

WILL run this date until altered, with punctuality, and leave Memphis every day at 4, p. m., JOHN M. BAILEY, Jr., Master, and Tom M. Lewis Mound City at 10 o'clock, A. M. The Mound City packet is now and well adapted to the passenger trade. GEO. W. CHENEY, Captain.
apr11-tf

Memphis and Arkansas River

UNITED STATES MAIL LINE,

composed of the following new and elegant steamers:

REDWING,.....W. REITZ, Master
CHARLEY BOWMAN,.....JAMES WAINES,
LADY WALTON,.....WM. B. NOWLAND,
A. H. BUCKNER,.....HENRY PRICHARD.

Will run regularly between Memphis and Little Rock, leaving each place every Saturday, with stages to Pocahontas, Van Buren and Fort Smith. For particulars apply to

EDWARD D. ADAMS, President, or LARNY HARWOOD, Agent, cor. Front Row and Madison streets.

MEMPHIS AND ST LOUIS

U. S. MAIL AND PASSENGER

TRI-WEEKLY PACKET LINE

BETWEEN

MEMPHIS AND ST. LOUIS.

J. H. DUKEY.....Jno. M. BERRIMAN, Master
LEAVES MEMPHIS every MONDAY, at 4 P. M.
Leaves St. Louis every FRIDAY, at 4 P. M.
CAPT. E. FALLON, Commander. C. POTTER, Master.
Leaves Memphis every THURSDAY, at 4, P. M.
Leaves St. Louis every SATURDAY, at 4 P. M.
GEN. LEWIS.....JAS. ALEE, Mast 1.
Leaves Memphis every SATURDAY, at 4 p. m.
Leaves St. Louis every WEDNESDAY, at 4 P. M.

THE above three splendid new Passenger Steamers, have been placed on the Memphis and St. Louis, St. Louis permanently, and will run during the entire season, and will be regular in connection at Cairo with the Illinois Central Railroad and Packets to Louisville and Nashville, and at St. Louis with all railroads East and West, and with all regular Packets for Missouri, Mississippi and Illinois, taking freights and passengers at lowest.

Through Tickets and Bills of Lading given to Eastern and Western Boats over all Railroads, Railroads, and Rates can be had by applying on board, or to

J. LAWRENCE, Agent, Front building, Jefferson street.

Notice.

WE, the undersigned, hereby give notice that the Ferryboat Nashville, will not receive any freight nor receipts for all freight for shipment over the Memphis and Little Rock Railroad, and will be responsible for no freight so received. The Ferry Boat Nashville, is therefore accidents excepted. We will also receipt to Memphis, Ark., and Little Rock, and Fort Smith, and road for Memphis, and will convey the same across the river, and be responsible for the delivery of freight and other charges. RICHARDSON & EVERETT.

N. B.—We have a large and commodious boat for the reception of freight.
apr5-tf

Transportation.

CHANGE OF TIME

ON

MEMPHIS

AND LITTLE ROCK

RAILROAD.

ON and after WEDNESDAY, July 18, the Regular Passenger and Freight Trains will leave Hopefield daily, (Sundays excepted), at 5 o'clock, P. M., arrive at Madison at 8 P. M., making close connections with Hooper, Bagley & Co.'s line of daily stages, for

Tucker's Creek,	Searcy,	Bedembaum,
Hooper's,	Bakersville,	Bum Cooper, Ark.,
Bentley's,	Powers,	Boston, Texas,
Clarendon,	Little Rock,	Mill Creek,
Helena,	Benton,	Clarksville, Texas,
Cole's,	Rockport,	Tulip,
Bonneville,	Hot Springs,	Princeton,
Lord's Station,	Arkadelphia,	Camden,
Atlanta,	Washington, Ark.,	Bardstown,
Little Rock,	Ozark,	Sorrentown.
Dardanelle,	Clarksville, Ark.,	

To hotels for all the above points, can be obtained of L. E. Knowlton, Gilded Eagle Office, at Madison House.

Also connecting with the Overland Mail Company's coaches for points of change for

Bellefonte,	Fort Smith,	Van Buren,
Clarendon,	Northern Texas,	Fort Tuma, Cal.,
Summerville,	El Paso,	San Antonio,
Little Rock,	Colorado City,	San Francisco,
Dardanelle,		

For which points tickets can be obtained of D. P. Kenny, office opposite Commercial Hotel, No. 14 Jefferson street.

Coming east, train leaves Madison at 6:30 A. M., arrives at Hopefield at 10 A. M.; make connections the same day with trains to Memphis and Ohio, Memphis and Charleston, and Mississippi and Tennessee Railroads, for all points north and east.

jy6 J. M. PERRY, Superintendent.

FREIGHTS TO FOLLOW

THE

"GREAT CENTRAL ROUTE."

THE merchants of Memphis are informed that the New York and Virginia Screw Steamship Company are now prepared to transport goods through from Boston and New York to Memphis, at as low rates and in quicker time than any other route offering.

THE freight follows the great southern United States mails, Adams express and passengers.

Special contracts for cotton and time guaranteed at all points of the road.

E. H. CROMWELL & CO., Agents, New York.
FOWLE & CO., Agents, Alexandria Virginia.

Decatur to Nashville

Via Tennessee and Alabama Railroad, and connections.

Commencing Monday, April 16, 1860.

ONLY FIFTEEN MILES STAGING!

BAGGAGE CHECKED THROUGH between Nashville and Decatur.

PASSENGERS FOR THE SOUTH take the 5 A. M. train of the Tennessee and Alabama Railroad, at Prospect; take Carter, Thomas & Roughly's line of stages to Tuscumbia—distance fifteen miles, connect at Tuscumbia with Memphis and Charleston Railroad train for Memphis, Grand Junction and all points South and West.

PASSENGERS GOING NORTH take the 5 A. M. train of the Tennessee and Alabama Central Railroad at Decatur, connecting at Prospect with the stage line to Pulaski, etc.

☞ Tickets make close connections both ways with the Memphis and Charleston Railroad trains at Decatur.
ap18-2m

MISSISSIPPI AND TENNESSEE

RAILROAD.

CHANGE OF TIME!

ON AND AFTER MONDAY, APRIL 30, 1860, trains run daily (Sundays excepted) as follows:

MAIL TRAIN.

LEAVE		LEAVE	
Holland	4:15 A M	Memphis	3:30 P M
Pope's	5:27 A M	New Lake	4:42 P M
Smith's	5:37 A M	Hernando	4:52 P M
Senatobia	6:16 A M	Coldwater	5:18 P M
Senatobia	6:35 A M	Senatobia	5:37 P M
Coldwater	6:55 A M	Olive	6:00 P M
Hernando	7:32 A M	Pope's	6:18 P M
New Lake	10:00 A M	Pope's	6:18 P M
ARRIVES AT		ARRIVES AT	
Memphis	10:25 A M	Holland	7:00 P M

FREIGHT AND ACCOMMODATION TRAIN

Will leave and arrive as follows:

On Mondays, Wednesdays and Fridays,

LEAVE		ARRIVE AT	
Memphis	5:30 A M	Holland	2:00 P M

On Tuesdays, Thursdays and Saturdays,

LEAVE		ARRIVE AT	
Holland	8:00 A M	Memphis	5:30 P M

Trains arrive at Memphis connect with the Memphis and Charleston and the Memphis and Ohio Railroads, for the North and East.

Trains arriving at Holland connect with a daily line of stages for Grenada and the Mississippi Central Railroad.

R. BOYDE,
General Superintendent.

1860. 1860

GREAT CENTRAL ROUTE

FROM THE

South to the East and North.

ILLINOIS CENTRAL

RAILROAD.

TWO DAILY EXPRESS TRAINS leave Cairo morning and evening, upon arrival of the trains from Memphis, Fulton, Hickman and Columbus, making close connections to Chicago without change of cars or baggage, and making direct connection with all the great eastern lines to all eastern points.

This line, with its connecting connections, forms the quickest and most comfortable route from Memphis to St. Louis, Washington, Montreal, Louisville, Philadelphia, Portland, Cincinnati, Chicago, Milwaukie, Indianapolis, Niagara Falls, Quebec, Pittsburg, Buffalo, Dubuque, Wheeling, Baltimore, New York, St. Paul, Boston.

And all important intermediate points.

There are less changes and quicker time by this route than any other.

Elegant Sleeping Cars attached to all night trains.

Baggage checked through to all important points.

Office, Corner Adams and Main streets.

For tickets, maps and information apply at the Ticket Office, A. G. Throw, Agent, at the Depot of the railroad depot.

W. R. ARBUTH,
Gen'l Supt. Illinois Central, Chicago.
A. P. JOHNSON,
G.M.T. Passenger Agent, Chicago.

1860. 1860.

LATE AND IMPORTANT

Railway and Steamboat Arrangement.

GRAND Trunk Railway of Canada, American Express and Royal Mail Lines of Steamers through the Great River St. Lawrence, forming a natural connection from Buffalo, Niagara Falls, Lewiston, Niagara and Toronto, to Cape Vincent, Ogdensburg, Brockville, Prescott, Montreal, Quebec, Portland, Boston, Worcester, Springfield, Hartford and New Haven.

SOUTH—Saratoga Springs, Troy, Albany, New York, Philadelphia, Baltimore and Washington.

WEST—Detroit, Cleveland, Cincinnati, Chicago, Milwaukie, Louisville, Cairo and St. Louis.

The steamers will exchange passengers at Lewiston and Cape Vincent, and will run during the season of navigation, leaving Lewiston every morning on the arrival of the cars from Buffalo, and Cape Vincent every morning on the arrival of the cars from Ogdensburg.

HAMILTON—Port Hope, Burlington, Hampton, W. R. Junction, Belleville Falls, Cobourg, Kingston, Worcester, Fitchburg, Rutland, Brattleboro, Hartford and New Haven.

SOUTH—Saratoga Springs, Troy, Albany, New York, Philadelphia, Baltimore and Washington.

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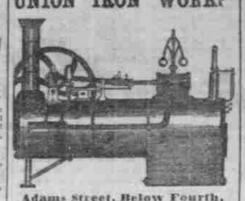
Gen'l Supt. Illinois Central, Chicago.
A. P. JOHNSON,
G.M.T. Passenger Agent, Chicago.

Miscellaneous.

UNION IRON WORKS



Adams Street, Below Fourth,

MEMPHIS, TENN.,

WATT C. BRADFORD, Proprietor.

MANUFACTURES PORTABLE AND STATIONARY STEAM ENGINES, Saw Mills, Gin and Mill Gearing, Cotton Gins, Castings, Window Cap, and Sheet, and all kinds of iron work for building purposes. Castings of every description. *Iron Fronts* (Moulded.) Repairs neatly and promptly attended to.
j-26-1y

French Burr Mill Stone

MANUFACTORY,

Adams Street, Below Fourth,

MEMPHIS, TENN.,

WATT C. BRADFORD, Proprietor.

MANUFACTURES BRADFORD'S PORTABLE FRENCH BURR MILLS, for wheat and corn; Mill Stones of all sizes; Bolt Mills, Anker brand; Bolting Cloths, etc. Also, for sale, Planter of Farmer Gins.
ap26-1m

BRADFORD'S

BOILER YARD,

(Successor to Powers,)

NAVY YARD,

MEMPHIS, TENN.,

WATT C. BRADFORD, Proprietor.

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ap26-1m

Steam Engines.

FROM the above long demand for steam Machinery, we are now enabled to keep constantly on hand a special depot for the trade of Southern and shall hereafter keep on hand

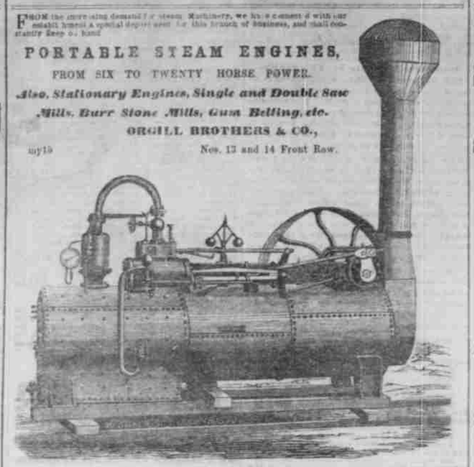
PORTABLE STEAM ENGINES,

FROM SIX TO TWENTY HORSE POWER.

Also, Stationary Engines, Single and Double Saw Mills, Burr Stone Mills, Gum Belting, etc.

ORGILL BROTHERS & CO.,

my19 Nos. 13 and 14 Front Row.



J. E. MERRIMAN & CO.,

253 MAIN STREET, OPPOSITE COURT SQUARE.

MEMPHIS, TENN.

Summer Resorts.

Catoosa Springs.

THE subscriber having again taken a lease of this well known watering place, feels assured in the

SARATOGA OF THE SOUTH,

and thankful for the patronage received last season, will spare no pains to render visitors to the mountains of Georgia as pleasant as possible, and hopes that patronage with increased has been so literally bestowed upon this inimitable summer resort.

I shall spare no all times to provide my table with all the attainable luxuries of the season, and have made arrangements to have on hand a decided supply of ice.

I shall also have the best cooks that can be procured in the South, and shall provide a sufficiency of faithful and attentive servants.

I have also enlarged the services of superior Musicians, and hope to make the "music of sweet sounds," will be abundantly gratified.

The medicinal virtues of these many and varied mineral springs, are now well known. I need not attempt a descriptive. In addition to the Red, White and Black Sulphur Springs, water of deep medicinal virtue and Magnesia, there is an inexhaustible well of the purest Freestone.

My accommodations are very extensive. I have a large pleasant cottage separate from the main hotel, where families can be quiet and retire at pleasure in their own homes.

J. J. HARMAN.

Catoosa Springs are in Catoosa County, Ga., and are a quarter miles from the Western and Atlantic Railroad. A fine carriage and good hacks will be at the platform to meet the cars at all trains. The parties have a direct railroad communication with Savannah, Charleston, Atlanta, Macon, Montgomery, Columbus, Augusta, Montgomery, Nashville and Chattanooga.

TERMS OF BOARD.

Two dollars per day, or $12 per week, and thirty-five dollars per single month. Persons who wish to remove board for the season with their families, will be charged at the thirty dollars per month, children and servants half price. Those who wish to engage board by the season, will do well to address me at the Springs.

J. J. H.
ap26-tf

Beersheba Springs Hotel.

TENNESSEE MOUNTAINS.

THIS DELIGHTFUL SUMMER RESORT and WATER-CURE PLACE, having been purchased by a company of gentlemen resolved to make it in all respects a first-rated summer hotel and, in fact, in order to carry a good, well ventilated, well kept hotel, we will be opened for the reception of visitors on the FIRST OF JUNE next.

FARE FROM MEMPHIS TO THE SPRINGS, $13.50.

The packet can reach the Springs, by the Jackson rail road, in twenty hours from Memphis, and the balance by the New Orleans and West, in twelve.

PRICE OF BOARD.

Per month.....$30
Per week.....12
Per day.....2
Children under ten and half price.
jy19-dawtf

Dunlap Springs,

HARDEMAN COUNTY, TENN.,

Will Reopen Monday, June 11, 1860.

FOR the accommodation of all who may favor this place with their presence, the proprietors have recently refitted with Proper Dispensers of Chemical Waters for Female Diseases this water cannot be beaten. The medical waters are unsurpassed for dyspepsia, and improvements have been made, the grounds laid off in lots and ready for the reception of tents, and the proprietors will spare no pains to render visitors comfortable.

Parties from Memphis, and two and a half from Bolivar, where hack and other conveyances can be had in readiness to convey passengers to the Springs.

For information address J. M. Shaw, or Sparks Seay, Memphis, or to the undersigned, on the premises.

ap26-1m J. C. RADLEMAN, Proprietor.

REAL ESTATE AGENCY!

L. J. BRADLEY..... TODD. PETERS.

Bradley & Peters,

AGENTS FOR THE SALE OF

Mississippi, Tennessee, Arkansas, Louisiana, etc.

OFFICE, UP STAIRS.

In the Methodist Book Depository Building, south side of Court Square,

Memphis, Tenn.

Notice.

I HAVE this day sold my entire stock of "HOOP SKIRTS," to Mesdames Kinney & Cook, who will continue the business as heretofore. In retiring from business, I take this opportunity of expressing my thanks to the lady of Memphis who have favored me with their patronage, and take this opportunity to recommend my successors to a share patronage, and correspondingly good business, now, and which for them the ensuing season, will be well merited.

CHARLES POTTER.

Memphis, April 2, 1860.

KENDIG & COOK,

[Successors to Chas. Potter,]

No 38 Front Row,

STILL continue the WHOLESALE GROCERY and BOAT STORE BUSINESS in the above place, and hope constantly on hand Flour, Sugar, Coffee, Tea, Salt, Bacon, N. O. Molasses, Rum, New York Ale, extra calcined Rosin, Rice, General Supplies etc., etc., to which we invite the attention of merchants, planters and steamboatmen. Our facilities are such that we can supply BOAT STORES on better terms than any house in the city. [ap26-tf] KENDIG & COOK.

The Great Vital Regenerator.

TRIESSMAR,

PROTECTED BY ENGLISH AND AMERICAN PATENT

OUR SEXUAL

And secured by the seals of the Royal de Pourrecle de Paris, and the Imperial College of Medicine, Vienna.

NO. 3 is invaluable for relaxation, spermatorrhoea and all forms of exhaustion, and is a tonic.

No. 2 imparts energy and vigor to the system, and is a tonic.

No. 1 quickly eradicates all traces of those diseases that have been hitherto treated by the numerous quacks and pretenders.

No. 2 has entirely supplanted the Balsamic use of copaiba, thereby obviating the nauseating effects and disgusting all the impurities and coating and the vessels of the urine.

TRIESSMAR No. 1, 2 and 3 are prepared in the form of a lozenge, devoid of taste and smell, and can be carried in the waistcoat pocket. Sold in the same, and divided into separate doses, as administered by Velpeau, Lallemand, Ricord, etc. Price $3 each, or four times in one for $9, which saves $3, and is $27 cure, whereby there is a saving of $9. To be had wholesale and retail of Dr. RAMON, No. 198 Broadway, New York. Trans-Atlantic on receiving a remittance, Dr. Ramon will forward the Triessmar to any part of the world, securely sealed, and addressed according to the instructions of the writer. 5 16 jy5-1y

STATEMENT

OF THE

CAPITAL, ASSETS AND LIABILITIES

OF THE INSURANCE COMPANY OF THE

Valley of Virginia.

JANUARY 1, 1860.

FIRST.—The name and locality of the company, "The Insurance Company of the Valley of Virginia," located at Winchester, Virginia.

2. The amount of capital stock..... $300,000 00
3. The amount of capital actually paid up..... $296,320
The remainder due by subscribers to stock notes of undoubted solvency..... 4,675 200,000 00

AMOUNT OF INVESTMENT.

Amount of cash on hand in the hands of agents and other parties..... 23,866 45
Bonds and mortgages on real estate..... 1,000 00
Stocks owned by the company viz.
Bonds, Bonds of Stockholders as above..... 4,878 00
Par value. Market value.
20 Missouri Co. coupon..... $20 000 10 000 00
11 Virginia coupon bonds..... 11,000 10,340 00
16 Tennessee coupon bonds..... 16 000 14,400 00
19 New Orleans coupon bonds..... 19,000 8,000 00
3 Allegheny coupon bonds..... 3,000 1,200 00
2 Lynchburg coupon bonds..... 1,000 1,310 00
8 Certificates of Virginia registered stock..... 1,800 1,504 00 52,854 00
Debts secured by mortgages to wit: on real estate worth—unlike the principal..... $10,920 00
Real estate of ample value..... 11,962 20 22,882 20
Debts otherwise secured by pledges of stock and personal security..... 116,898 00
Debts for premiums..... 1,183 00
Other securities as follows to wit:
Par value. Market value.
120 shares Farmers' Bank of Virginia stock..... $12,000 13,545 00
9 shares Middlesex and Mechanics Bank..... 900 800 00
25 shares Bank of Virginia stock..... 2,500 2,775 00
20 shares Fairmont Bank..... 1,000 1,000 00
5 shares Bank of Kentucky..... 500 530 00
15 shares Bank of Louisville..... 1,500 1,710 00
14 shares Bank of the Valley of Virginia..... 1,400 1,470 00
10 shares Bank of Winchester..... 500 450 00 23,675 00
10 Winchester gas company bonds..... 500 500 00 500 00
Land warrants..... 72 00 72 00
Office furniture, stationery, plates, etc..... 676 00
$458,441 25

Amount of liabilities for which the company is liable to the holders of policies..... $1,278 95
Loss adjusted and due and unpaid..... 0
Amount of contingent losses and credit-losses..... 2,727 94
Losses adjusted, not due..... 12,882 50
Losses unadjusted, not well to partial loss or total loss..... 8,000 00
Losses in suspense and waiting for the proofs and other evidence..... None.
Except what are included in the amount of losses, and not adjusted.
All other claims against the company, there is one question against upon which it is claimed there is a liability in favor of the claimant.

The greatest amount insured in any one risk, the record of which the company is not to exceed $5000 in any one risk.

The greatest amount of hazard to be insured to any one risk depends upon its extent and construction.

The act of its incorporation of the company, a copy is herewith subjoined.

J. D. CARSON, President.
W. L. BENT, Secretary.

STATE OF VIRGINIA, }
Frederick County, to wit: }

J. S. Carson, President, and W. L. Bent, Secretary, this day personally appeared before the subscriber, a Justice of the Peace, in and for said county, in the State aforesaid, and severally made oath that the statement in the above and foregoing sheet, and the accounts and vouchers therein referred to, are true to the best of their knowledge and belief.

Given under my hand, this 13th day of February, 1860.

J. P. HOWE, J. P.

STATE OF VIRGINIA, }
Frederick County, to wit: }

I, J. C. Reily, Clerk of the County Court of Frederick county, in the State aforesaid, do hereby certify that J. H. Howe, before whom the foregoing affidavit was taken, is a Justice of the Peace in and for said county, duly commissioned and sworn, and that to all his acts as such, full faith and credit are due and ought to be given as well in courts of justice as elsewhere.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of said court, this 20th day of February, 1860, and in the 84th year of the commonwealth.

J. C. REILY, C. F. C.

STATE OF TENNESSEE, }
CONTROLLER'S OFFICE, Nashville, April 22, 1860. }

This is to certify that the Insurance Company of the Valley of Virginia, located at Winchester, in the State of Virginia, has complied with all the requirements of an act passed by the general assembly of the State of Tennessee, in March, 1859, of the Code entitled "An act to amend the act of 1851, 52, 53, 54, 55, 56, 57, 58, 59, incorporated by the State of Tennessee," and that G. W. L. Crook is the legally authorized agent of said company in the city of Memphis, State of Tennessee.

J. E. BUSLAP, Comptroller.

Policies issued and renewed in the above and reliable and well tried Company.

GEO. W. L. CROOK, Agent,
24 Madison street.

Miscellaneous.

SOMETHING NEW!

THE GREATEST COOKING STOVE OF THE DAY!

The Economist!

WITH OR WITHOUT SAND OVEN,

MANUFACTURED BY

W. & J. Treadwell, Perry & Norton,

Of Albany, New York.

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