

TERMS OF SUBSCRIPTION. Two Dollars per year, if paid in advance...

fired from the second story window. The ball did no mischief, but passed near the constable...

The Advertiser.

ARTHUR SIMKINS, EDITOR. EDGEFIELD, S. C. WEDNESDAY, AUGUST 19, 1857.

HURRA FOR THE RAILROAD!

See the interesting proceedings of the Railroad meeting recently held at Dorn's Mine. They are well calculated to engender the attention of our readers.

RELIGIOUS NOTICE.

There will be a protracted meeting to commence with the Pleasant Grove Baptist Church on Saturday 29th inst. Ministers are solicited to attend.

TO "BARNWELL."

We regret that our notions of editorial courtesy do not permit us the satisfaction of publishing your excellent article, approving our course in some late passages with the Charleston Mercury...

OUR DISTRICT FAIR.

It is hoped that the citizens of the District will bear in mind that the Edgefield Agricultural Fair, No. 2, comes off at the Male Academy grounds in this place, in October. It is agreed, we understand, that the grounds shall be opened for entrance on Thursday of the second week of Court. Friday will be the Fair Day; and Saturday will be sales-day for all who may choose to offer articles on exhibition at auction.

A BEAUTIFUL ADDRESS.

We owe thanks to Mr. A. RAMSAY for a copy of one of the most beautiful addresses it has been our fortune to meet with lately. It is a Masonic Address delivered by Rev. B. JOHNSON, at Lowndesville, Abbeville District, on the 24th of June last.

DEATH OF TWO MEN IN AIKEN.

A gentleman residing in Aiken, says the Augusta Constitutionalist, sent that paper the following information.

EDITOR CONSTITUTIONALIST—Dear Sir: Our town was in a high state of excitement yesterday (Monday the 10th inst.) on account of the election for sheriff of this (Barnwell) District.

PICNICS SOCIALE.

There is glowing account of the Ridgeway picnic on another page. Having been one of the party, we can safely second all our correspondent says of it.

AUGUSTA MERCHANTS.

We would invite the special attention of our readers to the advertisements respectively of our Augusta friends to be found on another page.

FROM THE WASHINGTON UNION, Aug. 6.

AFRAY BETWEEN A SOUTHERNER AND A WEAVER AT NIAGARA FALLS.

An affray occurred at Niagara Falls yesterday morning, causing considerable excitement there. The particulars of the case are stated by two different parties substantially as follows: A gentleman from the South—Kentucky or Missouri—with his wife and daughter, were stopping at the International Hotel. On Tuesday they were on the Canada side, and took a ferry skiff to return.

THE SUMMER HEATS.

Until Wednesday last our Summer was but a long, sweet continuation of Spring. The days were genial and the nights balmy. Showers refreshed the plains, and covered the earth with green vestments as mountain countries only are wont to wear at this season.

MR. J. W. STOKES' article in reply to a Card of Mr. RICHARD CAMPBELL is not published because we have not yet received Mr. C's article.

CONFLICTING FACTS AND OPINIONS.

There seems yet to exist an almost provoking degree of uncertainty as regards the real condition of affairs in Kansas. Five or six weeks ago the opinion was held by many, that the Pro-slavery party would triumph in that territory.

OTHER COURT CASE.

The Anderson Gazette tells the following joke at the expense of friend MIKE WAGNER, formerly a resident of this District, but now a Conductor on the Anderson Branch of the Greenville & Columbia Railroad.

"In a crowded passenger car, we left Anderson, and were on our way to Greenville. The rain was beating upon us, and we were riding on at a rapid rate, when a woman on our way-side gave the signal, and our Conductor, Mr. Wagner, came to a sudden halt. He contortedly presented himself at the door of the car; when the old lady, declining any intention of becoming one of our number, thrust at him a basket of grapes which she desired him to carry to Belton and sell for her. The Conductor beat a retreat much to the amusement of all on board, ranging the ball, and we were soon under way again, leaving the old lady bareheaded in the midst of one of the heaviest rains of the season. You must not mention grapes to the Conductor, if you do not wish to get a light on your hands."

THE RIDGEWAY PICNIC—PINETREE AHEAD.

Mr. BURROUGHS—I imagine that if ever there was a period in the memory of man when you would receive contributions for your Advertiser with pleasure, the present time, whilst the thermometer ranges from 95 to 105°, and the weather is oppressive in the extreme, would be the most suitable. And, laboring under this impression, I will endeavor to furnish you a short article, in my plain and humble style, in attestation of that high degree of satisfaction and enjoyment I recently experienced at a Pic Nic given at Harmony Church, near Ridgeway Academy.

On Friday last, the 14th—should I not say the memorable 14th—in company with an overwhelming crowd, representing to a considerable extent all quarters of the District for ten miles round, I found myself at Harmony Church, near which was erected a large platform for the benefit of the young men of Ridgeway Academy and other purposes, which was well surrounded with seats, properly arranged, for the accommodation of the guests.

Speaking of the guests, what shall I say of them? Ah! I beseech you, let me not be understood as being merely complimentary; but let me say that they were liberally represented throughout that assembly; and the finest "old back" in the land, would, on a single glance at the many sweet and gentle countenances there beaming with their wonted love and cheerfulness, acknowledge the "error of his way."

At or near 11 o'clock, the young gentlemen of Ridgeway Academy, under the direction of their preceptor, Mr. B. F. LOVELESS, made their appearance on the platform, for the purpose of exhibiting what proficiency they had made in the elocutionary department. And it gives me much pleasure to say that their efforts were alike directed to themselves and to their teacher. Mr. L. is a young man with but little experience as a teacher, but his peculiar mode of instructing the "young idea how to shoot," is justly winning him laurels in that vicinity.

During the speaking, and at timely intervals, the Edgewise Brass Band made the occasion doubly interesting by their varied and enchanting airs—enlivening the audience and bracing the young speakers up to a more "speechifying" spirit. That Band is the glory and pride of old Edgefield. Where ever they go with their sweet and soul-inspiring strains of liquid music, sunshine and mirth dispel the gloom from all hearts, and cheerfulness reigns predominant. My notes never become discordant or less rich and harmonious than on Friday last, and may be the benignant smiles of heaven ever attend them.

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And it is pleasant to see our contemporary exchanging this attention upon the independence and honor of our Kansas friends, for the emphatic declaration of a "great faith in the fighting capacities of Southern men." We trust that the Mercury's letters from Kansas may all prove correct, and that "the pro-slavery party is resolute in its determination of making Kansas a Slave State." In the present mixed uncertainty of things, we can only say with Father Ritchie—"we shall see."

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"What upon earth is that?"—we involuntarily exclaimed. "It's de lank sir," said black George, who was just coming in from the woods. "It's been about here two or three weeks, sir; several people's seen it, what it crosses do road just dis side of de ole Cow Track—It's mighty bad lank too, sir; like-to skered ole uncle Brister Murrel into his fits."

"And what does it do to folks,?" we suggested. "Well, sir, it does a heap 'o things. Sometimes one thing, den another. When 'o you get ten feet off you begin to trow cold in de right leg. Den you see somethin' ranna all round you, an' round you, an' round you, till de whole you gets giddy and falls down, den de lank turns to a bear or somethin' other and rides you plumb down de road."

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ERSKINE COLLEGE.

The Annual Catalogue of the officers and students of this institution is before us. The total number of students for 1856-7 is 130. Not one of these appears to be from Edgefield.

THE RAILROAD MEETING AT DORN'S MINE.

Mr. BURROUGHS—On Thursday last, the 13th, there was an exceedingly large turn out of the Stockholders and of the friends, men and women, of the Savannah River Valley Railroad, to make one more grand effort to rally to the cause, a support sufficient to accomplish the enterprise.

The meeting was at Dorn's Mine, in Abbeville; and every preparation had been made for the convenience and entertainment of a large number of guests. There was nothing wanting towards the comfort of man, woman and child; and the occasion was honored not only by an immense assemblage of the people from Abbeville, Edgefield and Anderson, but there were four or five gentlemen present, who had been invited to address the citizens; and who, indeed, left nothing undone that could have been accomplished by argument, eloquence, and the most searching and convincing logic.

Mr. TALLMAN of Abbeville, was introduced to the audience by Dr. JOSEPH JENNINGS, and proceeded directly to the discussion of the question in debate. He said, that he had no gas to expend, being unaccustomed to public speaking, and had no purpose in his appearance but the building of the Railroad. He rapidly reviewed the chances for the success of the enterprise, informed the people of the amount of stock which had been taken, and which could yet be obtained, spoke of the many and favorable applications that had been made for contracts not only by those interested, but by those entirely disconnected with the road. He showed most conclusively, that this is one Railroad in which the stockholders run no risk of loss; and that the real estate of all who live on the route, is to be enhanced to an amount amply to compensate them for any delay in obtaining dividends, to which they may be subjected. The speaker called upon all good citizens, who were desirous of having a ready and cheap communication with their markets, and upon all who wished the greatest facilities of travel brought to their very doors, to be up and doing, and to join him in his most laudable undertaking. His views were happily and pleasantly enforced by a recitation of the fable of the old bird and her young, and of the Farmer and his boy on the eve of reaping their wheat. The zeal of the gentleman grew warm towards his conclusion, and the hearts of many beat responsive to his own emotions. He was once present at a meeting of the stockholders, when the gentleman from Edgefield (Mr. BURROUGHS) offered this Resolution—"The Savannah River Valley Railroad must be built." That is the most eloquent and pertinent of all resolutions that ever have been or can be offered on the subject. That is the resolution that should be written on the hearts of every friend to the achievement; and the one to which the bosoms of all in this assembly should respond "Amen."

COMMUNICATIONS.

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efforts to have a grand Pic Nic—a glorious assemblage of the people in free and social intercourse, have been attained—and, in a long and loud voice we exclaim, "Hurrah for the Ridgeway Pic Nic."

A VILLAGER.

For the Advertiser.

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Mr. SLOAN, the President of the Road, next appeared and offered the clearest exposition of the state of his favorite project, and of the encouragement and almost certain prospects of its completion. According to his estimate, the paying subscription amounted, without doubt, to four hundred and fifty thousand dollars, a large share of which would be paid in cash. Add to this, one hundred thousand dollars more, and he felt a positive conviction so strong that he was willing to pledge in its verification and realization, his time, his health, his property, and his all. From information he had derived from most reliable sources, about eight hundred or nine hundred thousand dollars, would grade the road for the whole distance. Take this as one fact or item. Then it has been ascertained to his satisfaction, that he can procure any number of contractors for any amounts required, applications for near four hundred thousand dollars of work having already been made or signified to him in Anderson and Abbeville, to finish the whole grading from Anderson to Hamburg. A gentleman of reliability and much experience, was then present with him, who came prepared to propose and take contracts from one hundred to three hundred thousand dollars, sustained and sanctioned by the largest capitalists in Anderson District and the upper Country. The terms upon which these gentlemen propose to do the labor are these: They offer to take a contract, for instance, for three hundred thousand dollars, and upon being paid one hundred thousand dollars, they agree to take one hundred thousand dollars of stock in the road, and one hundred thousand in bonds of the company. Thus it will be seen, that for one hundred thousand dollars of actual cash, three hundred thousand dollars worth of the building can be accomplished. Pursuing this plan,—Of the stock that has been subscribed, about two hundred and twenty-five thousand dollars will be paid in cash, and for this cash and an equal amount of stock, and a like amount of the company's bonds, other adventurers of undoubted means and responsibility, are prepared to execute and fulfil contracts for three times that sum in work. In the same way, the President promises, easily to cause portions of the road to be constructed of the value of three hundred thousand dollars.

From this statement of a gentleman of so much intelligence and practical knowledge of Rail Roads, no one can doubt his ability to "make his vaunting true." In further prosecution of his scheme, he has confidence that when he shall have his grading finished, the State will have no hesitation in endorsing the bonds of the company, so to enable them to purchase their iron, and perfect an enterprise so feasible, so sure to reward the stockholders, so necessary to the prosperity of the people of its locality, so necessary to the prosperity of the city of Charleston, and I may add, so necessary to the prosperity and honor of South Carolina.

Mr. SLOAN declared that he could see no obstacles in his way, but the difficulty of raising the single one hundred thousand dollars, and he firmly trusted that so slight a difficulty would soon be removed by the enterprise and patriotism of his hearers. The old stockholders were admonished, that they would be deprived of no advantages by the admission of strangers to contracts, without their permission, and without their first having the privilege even of building the whole road if they preferred it. In fine, the remarks of the energetic President, were replete with sound sense and practical wisdom, and tempered by a hopeful and resolute spirit.

Mr. THOMSON of Abbeville Court House, was then introduced, and warmly seconded the views of the preceding speakers. He entered into a clear and elaborate argument in support of the cause, that had brought us together. The Savannah River Valley Railroad, was a desideratum to the people of the Savannah side of the State, and it could not be a failure. The intelligence of the citizens forbade it, their interests forbade it, and their duty to themselves and their families forbade it. To induce subscriptions to rail roads, it was necessary to convince men of their utility, and above all to assure them against loss.

To this end, he reasoned with force and ability, showing how the real estate of all within the vicinity of our road would be increased in value—how products of minor importance, which are now wasted, merely because of the inconvenience of sending them to market, would repay the farmer for his subscription—how the whole interests of agriculture would be advanced, and how the wealth, the comfort, and the general prosperity of

the country would be promoted and sustained by the exhibition of only a small degree of public spirit at this important juncture.

He predicted the success of the road, from many just considerations, and among others, from the fact, that the South Carolina Rail Road was bound, in the end, to foster and encourage the under-lying with might and money. As might have been expected, Mr. THOMSON, although deeply interested in the Greenville Road, and although this one in contemplation will prove its powerful competitor, nevertheless advocated and enforced the necessity of its construction, with an earnestness and address, that selfishness itself would fall to inspire. Joseph ABNEY, Esq., next occupied the stand; a gentleman, who in addition to his other claims to be heard, was commended to the attention and the kind consideration of his audience, by the fact, that from the very beginning, he has been, in every way, identified with the Savannah River Valley Road. He was present several years ago, and spoke and presided, at the very conception of the project. And the cause then espoused by him, he has continued to urge and support, both in conversation and debate, and in the parlor and the newspapers, until he has seen the handling, whose birth was so unpretending, if not insipiduous, grown into form and consistency, and into comeliness and beauty, and receiving the warm caresses of all classes of the community—eliciting the sympathy of the virtuous, the approbation of the wise, and revealing in the genial smiles of female grace and beauty.

Mr. ABNEY said—he might well be excused from attempting anything whatever, after the thorough and most satisfactory discussion to which we had all listened with much delight. Is that vanity to be approved, that would "refine the gold of my friend Dorn, or paint the lily?" How can the Savannah Valley Road fall, after having enlisted such able and faithful champions and supporters as we have heard of to day? How can a cause languish, that commands such an array of manly strength and feminine loveliness? Every thing proclaims that this thing is to be done, and verily, the enterprise recommends itself in tones louder than the trumpet's note. The Rabun Gap Road, which of ours is to be a continuation, is certain to be built, and it will not only tap the Mississippi Valley itself, but it will have feeders throughout the whole West, South and North, and the amount of freight and travel which it will send through the mountains for the supply of ours and our sister road on the other side of the District, will be perfectly incalculable. Moreover, the location of this road through the best cotton and grain land, and the richest section in all South Carolina, will secure an ample support as long as the youngest inhabitant here shall breathe the air of Heaven. Then, our line terminating at Hamburg and Augusta, will afford such a choice of markets, in Hamburg, Augusta, Columbia, Charleston, Savannah, and ultimately in all the Southern cities of the Atlantic and Gulf, to the Western vendors of Bacon, Dressed Beef, Wheat, Figs, Horses, Hogs, Hemp, Flax, and of all the animals and products of the most prolific region of the earth; and our road will also afford such a high-way for all the inhabitants of that richer Valley than the Nile, in their business and pleasure communications with the East, that there is no Rail Road in existence, that will pay to the stock-holders an equal dividend with it, in eight years from the day that the whistle of the car is first heard upon its track. Setting aside these vast prospective, and to some, unceremonious profits; the man who lives near the line, even if he should subscribe to it, twenty-five per cent of his whole estate, will realize in a short period, from the enhanced value of his lands, his stock, the produce of his farm, &c., and from the opportunities extended to him of obtaining the highest market price of every thing he has to sell or barter, the largest remuneration for his present labor, and temporary deprivation of a few hundred dollars. It is often the case now with the cotton planter, that he hears of a rise of his favorite staple in England by one Steamer, and before he can load up his old plantation wagon, and get to town with his load of ten bales, he has lost the handsome sum of one hundred dollars. Such losses alone, to the planter are daily occurring, and in the course of a few years they amount to thousands of dollars, which might be entirely obviated and saved by the means of a Rail Road and Steam Car. For steam on land can compete with steam on sea, and when the market advances, every planter on this line can carry his produce to Charleston and dispose of it before there can be a possible decline in prices.

But I am instructed by many stock holders, and prompted by my own feelings, to declare, that, if the Road to Hamburg, which promises to be the most remunerative should prove abortive I still will not abate my efforts, but raise my voice and bend my untiring energies towards the building of the road over the cheaper, and according to the opinion of the engineer, the more practicable route of Edgefield Court House and Aiken. The road must be accomplished, the wants of society, and the interests of the community demand it. What sinister cause it, that diffuses such lethargy over the minds and hearts of our people? What evil genius possesses them? What dire and pestilent influence is it that has benumbed their faculties, and rendered them alike blind to their best interests, and deaf to the calls of duty and patriotism? Next to the Printing Press, the Rail Road and Steam Car, are the greatest civilizers and humanizers of mankind. Who ever knew a Rail Road once in operation, to be discontinued? It is an obligation we owe the country—owe posterity and our God, to avail ourselves of, and to spread abroad, all the improvements and inventions of the age; and if we are lagards in this business, we are traitors to ourselves, to the high trust the Almighty has reposed in us, and to the religion we adore. Southern men plume themselves on the greatness of their souls, their high spirit, and their devotion to honor, to patriotism and to true glory; and they reproach their Northern brethren with the tameness of their spirit, their lack of high-toned sentiment, and their heartless indifference to the graces, the amenities, and the charities of life. But I warn my fellow citizens, that if they intend to keep pace with the North in the improvement of their country, in the cultivation of the arts of peace, and in the strife for greatness and renown,—and if they are determined to preserve their liberties free from the assaults of Northern fanaticism, and to secure their fruitful fields, and thriving cities, from the hands of Northern Marauders and the brands of Northern incendiaries, they must be up and doing like great patriots and statesmen, and with their eyes, and slumber from their eye-lids. Every thing to my mind, betokens in the future (which God avert!) a terrible and direful struggle between North and South; and if the whole resources of our section are not fully developed and put in requisition for the day of trial, we shall be crushed by the overwhelming power and might of our oppressors. The watch cry of every Southern man should be—"Awake, arise, or be forever fallen!"

Mr. PETERSON, was next called upon, and addressed the old neighbors, and his admiring fellow citizens in one of his happiest moods. He was gratified, in the manifestations of zeal by his eloquent friend from Edgefield who had just spoken, and by the very large assemblage of the people, of every age, and of both sexes, who had come out to render their aid to a great and useful enterprise. It was a high source of pleasure to him, especially, to see so many of his country-women, whose peculiar offices it was, to attend the faculties of man to whatever is most becoming—and to lum him in the paths of duty, by gentle and persuasive arts. Though women act their parts in a sphere, separated from the hot contentions of men, yet they fulfill their stations nobly, when they are tempering the rude natures of the sterner sex, and are forever admonishing them of the numberless obligations they owe society.

Rail Roads have another purpose, in the world than mere money making, which has been so well alluded to by the gentleman from Edgefield. Of their great aims it is to spread abroad the intelligence and enlightenment of the age, to raise an elevated mankind, and to open all the doors of science, knowledge and humanity to their bidding. Viewed in this aspect, they are enterprises of patriotism, and the hand-maids of morality and religion. Yet their importance must be enforced upon the people, by eloquent harangues, and by all the resources of reason and logic. It is no reason that this undertaking is a bad one, or a hazardous one, because it is not espoused with ardor, and does not command the warmest sympathies, and elicit the largest and most cordial support of the citizens universally. The religion of Christ the most precious heritage ever left to man, was also in being received by him; and its advocates—some perished by the sword, some by the stake and some on the cross. This and many other considerations should teach us never to despair in a good cause, of well doing. With his whole heart he bade the people to go ahead, and work out their own success with fortitude, and with a persevering heroic spirit.

The speech, was every word, to the purpose, and in manner and style, was perfectly limittable. A FRIEND TO THE ROAD.

ADDITIONAL BY THE CANADA.

HALIFAX, Aug. 11.—The Royal mail steamer Canada, from Liverpool on the 1st inst., arrived here this afternoon. LIVERPOOL.—Cotton closed with an advancing tendency. Sales for the week 62,000 bales, of which speculators took 9,000, and exporters 4,600 bales. Orleans Fair, 8 1/4; Middling, 8 1/4; Uplands Fair, 8 1/4; middling, 8 1/4. Stock in port 400,000 bales, of which 40,500 are American. Flour closed steady. Western Canal, 30 1/2; Southern 30 1/2. Oil 22 1/2. Wheat had a declining tendency, and prices were easier, but not quotably changed. Corn was quiet. White, 46s.

The weather had been favorable for the crops. Provisions.—Beef closed buoyant. Pork was firm, with an advance of 2s. on firm qualities. The market was quiet. Lard closed buoyant at 66s. 6d., and 68s. for choice. Richardson & Brothers quote flour dull at a decline of 1s. 2s. The Brokers' Circular quotes sugar quiet. Coffee quiet. Rice dull. Tea, holders demand advanced. Rosin steady at 4s. 2d. for common. Spirits of turpentine steady and active at 40s. Wheat had a declining tendency. Sugar quiet. The market was quiet. American securities were nominal.

In the House of Commons the government was in a minority of sixty on a division for a second reading of the superannuation bill, a motion for a second reading having been carried. Lord Palmerston said the government would offer no further opposition. Fourteen horses ran for the Goodwood cup. The American horses were fifth and sixth. The first favorite and two other horses fell so heavily that the race can hardly be regarded as a criterion. The Emperor and Empress of France were expected at the Isle of Wight on the 5th. The government intends to send ten thousand additional troops to India.

The Bombay Times says the rebellion is universal. The British army and even the seventh native infantry, which had been publicly thanked three weeks before for loyalty, had been disarmed. The Madras army manifested the most perfect loyalty. A list had been given of fifty-eight regiments, or portions of regiments, which had manifested, while twenty were disarmed and one disbanded. The Bengal Army had ceased to exist.

DEATH OF HON. H. L. TURNER.—We are pained to hear, says the Nashville Union, of Tuesday, of the death, by the disease of the heart, of the Hon. H. L. Turner. He had started to walk from his office, in Winchester, to his residence near the town, and died before reaching it. Mr. Turner had been a member of both Houses of our State Legislature, he was many years a representative in Congress. His country represented the State in the United States Senate.

DEATH OF MRS. HARRINGTON.—The Newberry Sun says: "We are pained to announce the death of Mrs. Sarah Harrington, wife of Dr. Wm. H. Harrington, and daughter of the Hon. J. B. and Mrs. Helen O'Neal, and their last surviving child. This sad event has cast a gloom upon our society, and many hearts were in sorrow with the afflicted parent, husband and child."

FATAL RAILROAD ACCIDENT.—We regret to learn that a freight train on the Greenville Road broke through the upper span of the low of the Saluda bridge about 4 p. m., on Wednesday. The engine and a portion of the train was precipitated into the river, causing the death of the two firemen, whose names we have not learned. The engineer escaped. The bridge was considered the best of the old bridges on the road; and the Superintendent who passed over it 20 minutes before the accident, saw nothing wrong. The damage will be repaired as soon as possible. The loss cannot be less than \$5,000. [Columbia Times.]

REMOVED DEATH OF GEN. SANTA ANNA.—The Independence, a Spanish journal, published in New Orleans, states, in its issue of the 28th ult., that of the departure of the steamship Texas from Vera Cruz, rumors were in circulation there, that ex-President Santa Anna had died. The particulars are given, and the Independence adds, that the rumors were probably sprung from the same source with similar ones it had received a few days previously from Havana.

BRIGHAM YOUNG WILL SUBMIT.—The Washington correspondent of the Baltimore Sun, usually very correctly informed, writes: "The apprehension of difficulties with the Mormons has subsided. No opposition will be made by Brigham Young to the execution of the orders by the federal troops. Brigham Young has written a letter to the President, as was stated, but he sent him a Mormon newspaper, with an article, official of course, marked on the margin, in which Brigham's policy is set forth, as entirely peaceful, and subordinate to the United States laws."

Religious Notice.

The next 5th Sabbath Union Meeting of the 4th Division, Edgefield Association, will be held with the Bethel Church, commencing on Friday before the 5th Sunday in