

DAILY CLIPPER.

W. A. COOPER, PUBLISHER.

MONDAY, JULY 17, 1865.

TERMS OF SUBSCRIPTION

FOR THE

DAILY CLIPPER.

Twelve-and-a-half Cents per Week, payable to the Carrier.

Billed to Subscribers in the city at

\$6.00 PER YEAR.

FOR SIX MONTHS,

1.50 FOR THREE MONTHS,

1.00 FOR TWO MONTHS,

.50 FOR ONE MONTH,

LEVEL AND EASY.

The above are rates of our regular

will be paid for

1 Square Time.....\$1.25

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1 Square Time.....\$1.25

1 Square Time.....\$1.25

1 Year.....\$1.25

1 Year.....\$1.25

ONE SQUARE CONTAINS SIX LINES OF SPACE.

THE CLIPPER IN FREDERICK, MD.—Citizens of Frederick and vicinity wish the "Daily Clipper" will be promptly served by leaving their names at the news depot and variety store of David F. Smith, our only agent in Frederick.

JOHN C. PARKER, No. 370 F street, between 5th and 6th streets, is agent for the Clipper in Washington, to whom persons wishing to subscribe can leave their names.

OUR ADVERTISING AGENT.—Our advertising agent for the city is Captain William Gibson, who, as he finds opportunity, calls upon the old proprietors of the Clipper, and to whom any favors in the advertising line can be handed. Our patrons will find him entirely reliable.

A GREAT AND PROMISING EPOCH IN THE HISTORY OF BALTIMORE.

There is at last a symptom of an awakening for Baltimore, a movement that promises that change in its fortunes so interesting in welfare have occurred as much to see. The dream of the more enterprising and far sighted of its leading business men for years past is about to be realized, in seeing it take the stand it should long ago have taken for itself in regard to other cities, insomuch as measures are at last consummated for the establishment of a splendid line of steamers from here to Europe. It is an epoch in its history; the one event from which it may indeed begin to date progress; and to the gentlemen who have been foremost in this matter, it will be under obligations, such as can hardly be estimated. A movement so decided in one advance, so well supported by adequate capital and business tact, this is promises the very highest results, as it is phenomenal under taking, no timid experiment. The ships purchased and soon to be ready, are the very finest of their class; the city from which they are to sail has connections with the heart of the continent, and avails itself of every facility, and capacity of greater development. Distant as it may be analyzed for the time by the blow which has fallen upon its lines of communication as a consequence of the war, it has yet not suffered by siege or battle; its warehouses, stores and manufacturers are yet intact, and it fulfills itself at the close of the conflict, in a condition to take advantage fully of the splendid future that opens up to it.

And the redacting must consider that in the very nature of the case, this is to be no temporary movement, but a set of circumstances bearing upon the future of our city. A tremendous social revolution has taken place in this country, the result of which can to day hardly be estimated in its bearing upon the fortunes of what have been hitherto esteemed the west of commercial empire. The breaking up of old systems is removing the centre of trade near the centre of the country; nor than wonderfully fertile section which has hitherto furnished so much produce for foreign exchange and foreign traffic. More and more must it gravitate either, more certainly must it recognize the immense importance of that Mediterranean on this continent which penetrates it so far, and affords such admirable facilities for communication with the mighty West. The advent of the Great Eastern in its waters, will to demonstrate its capacity for the mightiest foreign commerce, will be remembered now in connection with this new phase in affairs; for the world abroad will take note of the abounding capacity of that island sea, which could thus float triumphantly, the very queen of the commercial marine.

But let us present more in detail, some of the substantial advantages appearing to this city as set forth before the war by the able President of the Baltimore and Ohio Railroad Company, in a statement "and proposition relative to the establishment of a line of steamships to Europe." He said:

"The disposition of the South, South East and West is to use Baltimore as the entrepot, and the Baltimore and Ohio Railroad as the main route for European commerce. The policy of the Company is such as to confirm this tendency making it a matter of clear economy and interest. What are the political influences presented? On the one hand, protection, cereals, tobacco, and all heavy products, the rates to Baltimore are two dollars per ton less than the rates to New York. On the other hand, the rates of freight from Europe, the rates of freight from Baltimore vary according to classification, from \$2 to \$2.50 per ton less than from New York."

Whilst, therefore, the superior navigation of the Chesapeake is presented, our grand bay indenting the continent to a point the nearest and most convenient outlet for the agricultural treasures and commercial interchange of the valleys of the Ohio and Mississippi, the demonstrated ability of the Baltimore and Ohio railroad to transport at comparatively favorable charges, will ensure to the route a large trade that would then prove more remunerative to steamship than the business of New York. The attractive and desirable character of the route would also secure emigrant and passenger traffic.

The fact that the bituminous coal of the Alleghany region has proved the most desirable for steamship use, is another advantageous feature. The Central, Galway and Pacific lines are supplied by coal from Baltimore, transported over the Baltimore and Ohio road. In this important element of expense, a Baltimore line would command, on all eastern voyages, an advantage of the average difference of the coastwise

fright and charges exceeding 25 per cent."

"Large importations are now made by Baltimore merchants through Boston and New York. This, with the business of the immediate South, would doubtless be promptly and cheerfully transferred to a reliable Baltimore line."

Now, apart from any mere speculations which may be dictated by the earnest and vivid hopes of all of us of a good future, the reasons given above for expecting satisfactory results are so substantial, as to well beseem the facts and figures, that all should come together without a single misgiving, to push the great enterprise so well encouraged by the purchase of the splendid steamer, to rapid results.— Glad is the opportunity our city has so long waited for, to become, the most attractive and depending should at last shake off every feeling of the kind, and make use with earnestness of the noble chance presented, till the city to its utmost bounds with that clanger of commerce which means advance on the road to greatness. Rich beyond all comparison in natural advantages, nearer the rich resources of the country than any other city whatever, let Baltimore be but true to herself, and she need fear no rivalry, she can attain that position in the rank of cities for which she has long waited, and which must be hers at last. We congratulate our people that this is so, and we look for an awakening here commensurate with the importance of the splendid promise afforded. Can any— even the most careless and indifferent— hold back when a future so grand is at length dawning upon our city?

SHEPHERDSTOWN REGISTER.—This weekly journal, one of the many newspapers in Virginia temporarily suspended by the war, has been revived and comes out under the management of its old proprietor, John H. Zittle, Esq., with evidences of new life and energy, and promises to be a valuable agent in restoring matters in that region to their old and loyal basis. We welcome it to our exchange list, and wish it every success. The last time we had an opportunity of looking at Shepherdstown, was when it was about the last place possible for a paper to be in.—Lee's rear guard, after the battle of Antietam, being in possession. We trust that the Register may have uninterrupted possession after this.

SALE OF A NEWSPAPER ESTABLISHED IN THE HISTORY OF BALTIMORE.

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