

DAILY CLIPPER.

W. M. HANCOCK, Publisher.



FRIDAY, AUG. 26, 1865.

TERMS OF SUBSCRIPTION
FOR THE
DAILY CLIPPER.

Two-and-a-half Cents per week, payable to the *Clipper*.
Mailed to Subscribers of the city at
\$100 FOR ONE YEAR,
200 FOR ONE MONTH,
150 FOR ONE QUARTER,
100 FOR ONE TWENTY-FIVE,
60 FOR ONE TEN.
ACTUALLY IN ADVANCE.

"ADVERTISEMENTS."

The following exhibit of our regular rates will be of service:
Advertisers..... \$ 25
Illustrations..... 75
Letters..... 150
Poetry..... 100
Musical Notes..... 100
Society..... 100
Sports..... 100
Letters..... 100
1 Year..... 100
ONE SQUARE CONTAINS SIX LINES
OF SPACE.

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

THE CLIPPER IN FREDERICK, MD.—Citizens of Frederick and vicinity wishing to "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.

WHAT OUR NEIGHBORS ARE DOING—OUR OWN SPLENDID OPPORTUNITIES.

Our merchants, as well as all interested generally in the welfare and advance of this community, have been congratulating themselves at its brightening prospects in the revival of trade, on its extended and extending business facilities, and especially on the near approach of the time when the line of steamships from this port to Europe will furnish a living demonstration that there are some men in Baltimore, capable public spirited citizens, who are determined that a commercial metropolis possessed already of such splendid facilities for trade shall no longer lag behind its competitors in the struggle for advancement. But whilst this is so, our people suppose that they will be permitted to carry off the prizes for commercial pre-eminence without rivalry, with out competition! Do they know, on reflection, that the mere fact that Baltimore has taken this one great step in advance, is calculated to awaken others to the need of doing something to keep up with or surpass her; and that the main condition of success, *reversed effort*, is more determined to omit nothing which can contribute to the desired end? And if any are incredulous as to this matter, we would invite their special attention to the following exhibit of what is doing at a point close by, the city of Norfolk, which has the conceded advantage of having one of the finest harbors on the Atlantic coast, with certain other advantages which we need not stop to name:

(From the *Norfolk Day Book*, 22d)

EXPORTS FROM DIRECT TRADE——A highly respectable and dignified meeting of the merchants of this city, was held in the Council Chamber yesterday afternoon, to take some steps in relation to the establishment of direct trade with Europe. Mr. John W. Whitehead presided and Mr. Henry Ghislain acted as secretary. Mr. Whitehead briefly but pertinently explained the object of the meeting, followed by Captain W. T. Carter, lately from Europe, who stated that certain parties now in Europe who owned the ships, were willing to put a line of steamships on the route between this city and Liverpool, provided them with its support, to the exclusion of all other lines, so long as they did the work "at the same rates offered by other lines."

At the conclusion of the remarks of Captain Carter, on motion, the Chair appointed Messrs. Robinson, Tabb, Tuck, and Mahone, a committee to draft resolutions expressive of the sense of the meeting. The committee, in response, reported a series of resolutions, "locking to the establishment of the proposed line, and pledging the support of the merchants of Norfolk, so as to the managers charge reasonable rates. The resolutions were read separately, and, after some discussion, were adopted.

"The highly respectable character of the merchants who composed this meet-

ing, together with the unanimity and enthusiasm which prevailed, and the evident determination exhibited and expressed, warrants the belief that at no distant day the booming gong of the first ship will be heard in our port."

Now, in contrast to this "enthusiastic" meeting of the "merchants of Norfolk," it is not well to remind our citizens that the Baltimore line, as proposed, is not the result of any general inspiration, but is rather the work of a very few seeing and public spirited capitalists, who without any "enthusiastic" demonstration to move or sustain them, have nobly stepped forward and pledged their means and their energies for its success. Not waiting for foreign aid, not coming under obligations like those whose proceedings we have noted, to owners of ships abroad, the movement here has the more merit; and it is surprising now, that our business men who are to be benefited by the undertaking, have not been more demonstrative, have not by some such mode come forward to applaud and sustain those who have taken the initiative in a movement of such surpassing importance, and which so highly honors our city.

In this connection, let it not be forgotten that the line from this port will be the only one that carries the Americans far to the shores of the old world; that even New York, colossus of the old world, has her enterprises, is yet without a line of all, all being foreign. And we had hoped that even our neighbor, Norfolk, would have moved by something like fraternal sympathy and pride in our undertaking as an American enterprise, to give it their patronage, instead of calling in foreigners to rival the movement. Of course, we must expect them to do the opposite, and we must be patient!

fairly established, that it alone will insure our future prosperity. But let me now describe themselves. These are stirring times—no time for laggards to prosper; and we already see rivals aplenty, such as must call into requisition our best efforts in order to insure success. We want lines of steamers in every direction in which such enterprise will pay; and we would respectfully suggest that to do justice to Baltimore, to its surprising advantages—a great mart for Southern and Western trade, all the spare capital and all the business tact and energy of her best men should be laid under contribution. That is the requisite talent, the far-reaching sagacity, the ability to take advantage of circumstances is here, we have the evidence, inasmuch as no sooner was the war at an end, than steps were taken to inaugurate this line abroad. But then the bairns ought not to rest, upon a few, however willing they may seem to be heir to it. But in imitation of the merchants of Norfolk, our own merchants should get together, should take counsel in relation to all the chances of advancing the interests of the city, whether by lines of steamers, additional railroad facilities, manufacturers orught even that may go to help its advancement. These—we repeat—are stirring times—times when great lines of traffic are being made; and unless we are wise enough, energetic enough to keep in advance, we may have to regret it when trade that should be ours, legitimately, may be fixed in groves or routes from which thereafter it will be impossible to divert it. Let us make use of the golden opportunity now afforded, unless we are to be stung with unavailing regrets throughout the future.

OUR WEEKLY CLIPPER.

Our weekly will be issued this morning, and will be found as usual an interesting and complete compilation of all the news current since our last issue. It can be had at the counter on the regular terms in wrappers, ready for mailing or without. It will be found an excellent number to send to friends at the watering places, or elsewhere out of the city.

AMUSEMENTS TO-NIGHT.

MURRAY'S THEATRE.—The Ice Witch, or The Knight of the Frozen Hand.

Go to the Box.

FOR A THOROUGH PRACTICAL EDUCATION—**EDUCATIONAL INSTITUTE**—**BALTIMORE HIGH SCHOOL AND THEATRICAL INSTITUTE.** For Circumstances and College Paper, address autograph.

BALTIMORE & CO.

WITTMANN & CO.——On the 1st of July, by Rev. F. G. Wittmann, Benjamin Wittmann to Miss Jane McElroy, both of Baltimore.

WILLIAMS & CO.——On Calvert Street, at the Epiphany Church, on the 1st of July, by Rev. D. Williams to Miss Emma J. Stillman, both of this city.

WILLIAMS & HULETT.——On the 1st of July, 1865, by Rev. A. S. Morris, James T. Plowman of Baltimore, to Miss Caroline Williams, daughter of Dr. and Mrs. Williams.

WILSON & CO.——On the 1st of July, by Rev. J. H. Potter, Joseph Potter, of Caroline Street, to Miss Mary E. Wilson, daughter of Dr. and Mrs. Wilson.

WHITEHORN & CO.——On the 1st of July, by Rev. J. N. Nichols, Aquilla A. Yearce, to Miss Sarah J. Bowe, both of this city.

DIED.

TOPLEY.——On the 22d instant, at 11 A. M., George Topley, aged 16 months, son of George and Anna Topley, aged 16 months and 22 days.

WILSON.——On the 22d instant, Mary Lillie, aged 2 weeks, infant daughter of Captain and Mrs. Wilson.

WILSON.——On the 23d instant, Anna Therese, aged 4 months and 10 days, infant daughter of James T. and Anna S. Harrison, of Anna Street.

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WHITEHORN & CO.——On the 1st of July, by Rev. J. H. Potter, Joseph Potter, of Caroline Street, to Miss Kate Brown, of Westminster, Md.

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