From the Richmond Enquirer.

THE VICTORY IN VIRGINIA.

It has now been nearly two weeks since the election. We have furnished our readers regularly with the returns as they have reached us; and now that they have been received from almost all the counties in the State, assuring us of an undivided democratic delegation in Congress, and, as usual, an overpowering majority in the legislature, it may be neither ill-timed nor inappropriate to revert briefly to the campaign and its consequences.

There is nothing novel in a victory of the Virginia democracy. But it is always an important and instructive event.

The dangers inherent in our system of government, like all other alloy inseparable from human institutions, are to be apprehended as the results rather of excess in the exercise of the enjoyments and prerogatives which republican institutions confer than in abuses of the authority confided to the representatives of the people. This fact has been attested by the whole history of our country, from its origin as an independent power to the present time; and it is still illustrated more forcibly than ever in the daily recurrence of such acts and scenes as seriously threaten overthrow to the constitution and the Union through the agency of unprincipled demagogues and an infuriated populace. And it is the peculiar province of Virginia to exert an influence in favor of the repression of this spirit of license in the guise of liberty which, with impunity from any imputation of invidiousness, we may say can be exercised by no other State in the Union to the same extent. The historic associations of the Old-Dominion, hallowed in the heart of every patriotic American, North and South, and East and West, her early settlement, her colonial recollections, her participation in the revolution from its inception to its end, the conservative character of her citizens, her liberal donations to the country of territory, patriots, statesmen, and soldiers, her unwavering adherence to constitutional principles—all combine to invest Virginia with an extraordinary influence in the affairs of this nation, which her geographical position enables her to exert, with the additional advantage of an almost centric situation in the confederacy. It is for this reason that the elections in this State are attended with an importance far higher than that of the vote of Virginia in the Congress of the United States or in the electoral college.

The moral weight of the decisions of our people in all matters pertaining to the politics of the country is essentially effective upon other States. Had know-nothingism proved successful here, who can doubt that the whole South would have yielded to its sway? Had the dangerous doctrine of distribution produced a division among the democracy of Virginia, and enabled the opposition to break into our ranks, with what confidence could we now anticipate the results of the elections in Tennessee, North Carolina, Arkansas, Alabama, Kentucky, and Texas? Had the voice of Virginia been heard on the 28th May in condemnation instead of the approval of the administration, and the principles to which it is pledged, what hope would we have for a united South in the next presidential contest? Had the principal pillar of the Union trembled on its base, with what certainty would the lovers of liberty look to it for support when the country is convulsed again with a terrible test of strength between patriots and traitors? But it is not so. The consistent and conservative people of this old and unyielding citadel of democracy have declared again their devotion to the Union and uncompromising adhesion to the constitution, and our sister States of the South will doubtless be encouraged to emulate the example.

Before the commencement of the spring campaign it was difficult to determine exactly the character of the enemy we should encounter, or upon what ground and with what weapons we should be met. The adventurous Sam, it was well known, had disappeared almost as suddenly, if not quite so mysteriously, as he came; and the few of his former followers who still straggled through the State were without a leader, without an object, and without a hope. The old whig party had been honored with eulogistic epitaphs throughout the country; and the presidential election had left the democracy in Virginia, to all practical purpose, sole occupants of the arena. But the war-cry was raised in due time, and *distribution* resounded in the cars of the people, followed, or rather accompanied, by a deafening flourish of trumpets over our "onerous taxes," and the deplorable condition of our internal improvements. The new States were pointed to as the recipients of the public lands, battening upon the bounty of the federal government; and old Virginia was taunted, derided, wept over, and importuned, on account of her refusal to lay claim to and accept a portion of the public lands. But it was all "love's labor lost" upon the patriotism and inflexible principles of her people. The day of election came, the marshalled troops deployed, the battle was fought, and a splendid victory won again by the unadulterated and indomitable democracy of the Old Dominion. The effect will be felt in the elections in Arkansas, Texas, Tennessee, North Carolina, Kentucky, and Alabama in August, and seen again when the cohorts of black republicanism charge upon the constitution and the South in 1860.

From the London Times.

AN ENGLISH OPINION OF THE UNITED STATES STEAM FRIGATE NIAGARA.

Half-a-mile or so below Gravesend, just about where the river tourist might expect to recover from having seen the Great Eastern at Millwall, another monster of the deep stands in full view. She is vast as an ark, with a peculiar defiant air, and an expression which tells you at once that she was made for other than the peaceful purposes of commerce, though nothing in the way of armament, or even in the trim of the yards, denotes the man-of-war. This ship, along whose decks a crowd of fashionable visitors daily and hourly stream, and all round which lie a fleet of shore boats, "masters of the situation," and making as much of it as if the President himself was on view, is the far-famed frigate Niagara. She is, we believe, the first States frigate that has ever anchored off Gravesend.

Let our readers, therefore, or at least such of them as love to gaze upon noble specimens of naval architecture, avail themselves of the unusual opportunity. Such a one will not soon again present itself; for in size, form, speed, and intended weight of armament, the Niagara is beyond doubt the first man-of-war of her class in the whole world. As the visitor approaches her lofty sides he is struck with the easy, graceful manner in which she "sits" the water, with her bows well up, slowly rising, and showing off her beautiful lines and clear run to fine advantage. But beyond this feature the general effect of her exterior is not very pleasing. The dark black hull, unrelieved by a single streak of white, gives a heavy appearance quite foreign to her shape. She is also very hollow in the waist, which imparts that wall-sided aspect so characteristic of the American liners, but which their fine frigates, except in this instance, have managed to avoid, or at least mitigate.

She is ship-rigged, with tall and somewhat heavy spars—a novel feature in an American screw, as their builders have justly prided themselves on avoiding our practice of overmasting our steamers. But, heavy as the Niagara seems aloft, she has not a rope or spar too much. On the contrary, the marvel is that they can do the work ascribed to them; for, under sail alone, she can run, it is said, from 16 to 17 knots an hour!

This is speed which even our river steamboats would count as excellent. From the spar deck the Niagara looks by no means imposing. The bulwarks are of such unusual loftiness and so curved in as apparently to diminish her real size. In fact, many of our frigates less than half her size, and not to be compared to her in any warlike or sea-going quality, seem larger on the deck. Not till the visitor has walked forward and perched himself somewhere near the bowsprit can he fully appreciate her immense size and beautiful form, and feel that he is looking down on such a war-steamer as the world has not yet seen the equal of, and by the side of which the English navy can show nothing to compete.

The Niagara is one of six steam frigates which, a short time since, Congress ordered to be built, by way of a counterbalance to the enormous increase of the English and French marine. The construction of the Niagara was intrusted by acclamation to Mr. Steers, the builder of the celebrated clipper yacht America. In building her he had four conflicting purposes to reconcile—to make her a gun-boat, good sea-boat, good sailer, and good steamer. The result is the Niagara—in design a kind of compromise, and which leaves her the fastest sailer in the world, one of the fastest steamers, a fine sea-boat, and a very good man-of-war.

[Then follows an elaborate and eulogistic notice of the various portions of the vessel. The article concludes as follows:]

During the voyage across the Atlantic no attempt was made to effect a quick passage; on the contrary, the engines were mostly worked at half power. All the rigging had been put up during the depth of an American winter, and as the ship reached the moist and warmer latitudes it slackened to an extent that made it more than probable the "sticks" would come out of her altogether, especially during some days of tremendously heavy weather. She was therefore hove to for four days while all was made taut again. With full power she attained a speed of 13 knots, and under sail above 16. With a stiff breeze on her quarter she can count 14 knots. Her present draught is 22 feet; but when armed, with all stores and coals on board, she will draw 25 feet. Each 100 tons brings her down three inches in the water.

From the Chicago Times.

MINNESOTA RAILROADS.

The last Congress made a liberal grant of lands to the Territory of Minnesota to aid in the construction of certain railroads in that region. Gov. Medary recently convened an extra session of the legislature, and an act was passed accepting the grant and incorporating several railroad companies, to which, as the several roads are constructed, the lands will be granted. We propose to state, as nearly as we can, the several routes laid down for these roads, and the particular localities to be penetrated and traversed by each.

The first section of the territorial act incorporates the "Minnesota and Pacific Railroad Company" with power to construct, &c., a railroad from Stillwater, on the St. Croix river, to St. Paul and St. Anthony, on the Mississippi, by the way of Minneapolis, to the town of Breckinridge, on the Sioux Wood river, near the head of the St. Peter's river, and near the western boundary line of the proposed State of Minnesota.

This route, after it leaves the Mississippi river, is on the grand line of the projected northwestern route to the Pacific.

The same company is also authorized to construct, &c., a railroad from St. Anthony, by the way of Anoka, St. Cloud, and Crow Wing, to St. Vincent, near the mouth of the Pembina river. This road, if it is ever constructed—and we have strong doubts whether there will be any use for the northern two-thirds of it during the next ten years—will run to Pembina, a settlement on the boundary-line between the United States and Great Britain, and at the northwestern extremity of the State. These two roads, therefore, one leading almost due north, the other west-northwest, have the Mississippi at St. Paul's as their common terminus, and strike the western boundary of the State; the one at the confluence of the Pembina and Red River of the North, the other at the proposed junction of the great Pacific route.

The capital stock of the company is fixed at five millions, but may be increased to twenty; and the following persons are named as the first board of directors: F. R. Delano, William Willim, Alex. Ramsey, Edmund Rice, R. R. Nelson, W. L. Ames, Richard Chute, H. T. Wells, A. M. Fridley, D. Woodbury, F. Steele, S. B. Lowry, J. D. Crittenden, C. H. Oakes, and Daniel Bassett.

The same company is also authorized to construct a railroad from Winona, up the valley of the Mississippi river, to St. Paul, and to extend its line of railroad from its western terminus, between the foot of Big Stone lake and the mouth of the Sioux Wood river, to any point on the Missouri river north of the 45th parallel of north latitude. For these latter roads no land is granted. The Winona and St. Paul's road, however, will doubtless be rapidly completed.

The Transit Railroad Company is authorized to construct a railroad from Winona, by the way of St. Peter, to the Big Sioux river, south of the forty-fifth parallel of north latitude. This road runs nearly due west on the Mississippi river to the western boundary of the proposed State.

The Root River Valley and Southern Minnesota Railroad Company are authorized to construct, &c., a railroad from La Crescent, Mississippi, (opposite La Crosse, Wisconsin,) by the way of Target Lake, up the valley of the Root river, to a point of junction, at Rochester, with the Winona, St. Peter, and Big Sioux River road. We have no map indicating the precise position of Rochester, and therefore cannot state where its western terminus will be.

The same company is also authorized to construct a railroad from St. Paul and St. Anthony, by the way of Minneapolis, to a point of junction at Shakopee city, in Scott county; thence by Belle Plaine, Clarksville, Leseuer, Traverse de Sioux, St. Peter, Kasota, Mankato, and South Bend to the southern boundary of Minnesota, in the direction of the Bix Sioux river. This road will extend from the Mississippi river, at St. Paul, to the southwest boundary of the State, intersecting and crossing the Winona and St. Peter, and the La Crescent and Rochester roads.

The same company is required within three years to construct a railroad from a point on the La Crescent road, near Hokah, to the village of Brownsville, in Houston county. This road is short, and no land is granted in its aid.

The Minneapolis and Cedar Valley Railroad Company is authorized to construct a railroad from Minneapolis, in the direction of Faribault, to a point on the hereinbefore-described road, running from St. Paul to the southern boundary of Minnesota, within six miles from Mendota, in Dakota county; thence from said junction to the south line of Minnesota, west of range sixteen.

To the most careless observer of the rapid progress of the Northwest a mere glance at the map of Minnesota will be sufficient to indicate the incalculable results to flow from the construction of these roads. Minnesota will enter the Union with her lines of railroad not only laid out, but so substantially supported that their construction is secured beyond all doubt. The grant of land secures beyond all doubt the construction of the roads, and the construction of the road secures to the people of the new State a market at their doors. The new State will come into the Union with her thousands of miles of railroads under contract. She will enter the Union, not with the feebleness of infancy, but under circumstances of such progressive development as have never been equalled. She can point to the hardy settlers felling her forests, planting her valleys, reaping upon her plains. She can point to the laborers extending the iron roads from her central point on the Mississippi up through the almost unknown regions to the British line; to another body of them smoothing the pathway far off to the West, on that great line which is to connect the lakes and the Pacific; then, to the numerous bands of workmen building her various roads from the Mississippi due west, and also north and south. The future State has well planned her roads—they point north, northwest, west, southwest, south—with numerous intersections, crossings, &c. Minnesota is covered with a net-work of roads, and in their construction will grow up a mighty empire.

ILLNESS OF GEN. WALBACH.—The veteran General Walbach, colonel 4th artillery, now lies dangerously ill, with no hope of recovery. Thus, probably, will pass away, in a few hours, one of the brightest ornaments of the army. Pity it is that we have so few such men left. Gen. Walbach is in his ninety-first year, and has seen service, in Europe and America, extending over three-quarters of a century. He served under Louis XVI, and often had the Dauphin on his knee.

[*Baltimore Patriot of yesterday afternoon.*

A good action is never thrown away. Perhaps this is why we find so few of them.

GENERAL SUMMARY.

RECOVERING CANARY BIRDS.—Many of our ladies in the course of the summer may have to lament the escape of their birds. The following from the Hartford Times indicates a possible way of recovering them:

"About a month since, a lady who resides on the Windsor road was hanging her cage, containing a pair of canaries, upon the outside of her house, when the bottom of the cage fell off, and the birds flew away to a neighboring orchard. Great pains were taken to secure them, without avail, when a lady in the vicinity gave the information that by wetting them they could be easily caught. A syringe and a bucket of water were taken to the orchard, and the little fellows were soon so wet that they did not attempt to fly, and were easily taken. This plan may be of use to those whose birds may hereafter escape."

Christopher Noble clung on to the rear portion of a car on the Great Western railroad last Tuesday in such a manner as to be concealed from sight, and, while the train was going at full speed, let go his hold and got off, intending to proceed to his house close by. The consequences may be anticipated. He fell on his head; the momentum of the train then threw him up seven feet in the air, and on reaching the ground he was thrown up a second time; the body was then hurled a distance of no less than forty-one feet from the spot where he first fell, and he was picked up dead.—*Cincinnati Gazette.*

Night spectacles, to see in the dark, are suggested by a correspondent in the Scientific American. "They would be very desirable," he thinks, "in some situations, to see clearly when quite dark, when acting as pilot, for example, on the river steamboats. The idea is practicable. That which avails an owl to see in the dark will enable a man to see in the night. Herschel could see with the aid of an optical instrument which he constructed the dial on a steeple clock a mile distant, when it was so dark that he could see but a few feet with the naked eye."

The yacht Charter Oak, twenty-three tons, built, owned, and sailed by Mr. Charles R. Webb, of Stamford, Connecticut, is fitting out to start from this port about the 15th instant for a voyage to Liverpool. The crew will consist of five persons, and a store of provisions for ninety days will be shipped. The little craft is only 43 feet long, with 13½ feet beam, but can spread nine hundred yards of canvas; and Mr. Webb thinks that he can make better time across than did the famous yacht America.

FREAKS OF LIGHTNING.—A house belonging to Mr. Rosborough, in Stamford, Connecticut, was struck by lightning on Sunday night, and strange freaks were done therein by the electric fluid. The Stamford Advocate says that one room was locked by the lightning, (the key being left in the door,) and it was necessary to break the door open to extricate a young lady who was buried in plaster thrown from the ceiling. No one was much injured.

Artificial limbs are now made of willow, covered with parchment, painted a flesh color, and beautifully enamelled. The knee joint, being a successful invention of the ball and socket, avoids the deformity that the ordinary tendon and morticed-joint exposes upon bending the limb. The ankle and toe joints are also imitated, and cords, operated by springs, cams, and eccentrics, give great certainty to the movements of the contrivance.

One of the women carried off by the hostile Indians, in their late attack upon the border settlements of Iowa and Minnesota, has been restored. She gives a cruel story of the sufferings of herself and associates, one of whom was killed, while two others remain in captivity.

There is a block of granite on Boon island about 14 feet in extreme length, 10 feet wide, and from 5 to 6 feet in height, which was lifted from its bed in the ledge and carried up an inclined plane of from 12 to 15 degrees to a distance of near 60 feet. This occurred during a northeast snow-storm in 1852.

A house rat was recently captured in a house at East Boston that measured sixteen inches from the tip of his tail to the end of his nose. Entire length of his body was eleven inches, and in point of diameter was equal to an ordinary-sized cat.

The Montreal Witness complains that crowds of young French Canadians are daily leaving that city for the western part of the United States and California—as many as 150 having left a short time since in one company for Minnesota.

Gen. Twiggs and suite have arrived in San Antonio. The General takes the place of Col. Johnson in the command of this military department.

LOCAL NEWS.

INVENTIVE SKILL.—During the past week about seventy-five patents have been issued from the Patent Office. Among them, one to J. S. Brown, for a self-loading cart, and another to Gottlieb C. Schneider for an improved hob for cutting screw chasers. Both these inventors are located in this city. A Massachusetts man, for "improvement in machines for paring, coring, and quartering apples;" and a genius from the same State for "improvement in carpet fastenings." A Rhode Island inventor, a patent for "making horse-shoe nails;" and a New Yorker for "improvement in bakers' ovens." If these shall improve the quality of the bread, it ought to be hailed as a "real blessing" to all eaters of that article. "An improvement in mop-head" is in the formidable array of novelties; and in this connexion, an "improved stump-extractor;" whether of teeth or of trees is not mentioned. "A road-scraper," too, is patented. New Hampshire can boast of an "improvement in cheese-hoops," and Massachusetts for "design for busts of Napoleon Bonaparte." We presume that all these things "pay"—at least the fees to the Patent Office.

LIVE STOCK.—A correspondent residing in the vicinity of Centre Market complains that the good citizens thereabout are "annoyed by the plaintive bleatings of calves and sheep, the squealing of swine, and the cackling of poultry," which are brought to that place for sale, and that many a wight is kept awake in sympathy with these animals during the night preceding market day. "If," he says, "it is necessary under the present state of things, according to the laws of nature, the rights of man, and the design of the inferior creatures, and essential to the good flavor and wholesomeness of fresh meats, for these animals to be kept in a condition of discomfort for hours previous to their being released from their misery by the knife, ought it not to be done in a kind of 'pound' outside of the city limits—in other words, should there not be a live-stock market, maintained without annoyance to human beings?"

We submit the subject to the city fathers. It properly belongs to them to determine whether the "menagerie" shall exist or not on Centre Market square.

THE PRICE OF BEEF.—The butchers of Philadelphia have been holding a meeting with a view of adopting a proper method of purchasing cattle, and of diverting stock from the hands of the speculators on the human stomach. The result of their deliberation was a proposition for a convention of butchers at Baltimore, on the first Thursday in September next.

Complaints are made of the butchers for their high charges; but the fact is, they realize less net profit now than when beef was at ten or fifteen cents a pound, for then the consumption was much greater, and the prime cost to them considerably less in proportion to present rates.

We have heard of no combined movements relative to other gastronomic supplies, nor do we know that any are contemplated.

INCREASED TAX ON LUXURIOUS LIVING.—From private as well as public sources we learn that at country hotels, and at popular and even retired watering-places, the board bills will be considerably larger than during previous seasons. The consequence must be diminished numbers of guests, and less profits to the proprietors. For the want of the pecuniary means for indulgence at such establishments many pleasure-seekers will have to moderate their desires, and be content to stay at home, except when indulging in a short trip at moderate fare.

THE EDITOR OF THE EVENING STAR, on the great railroad excursion, has furnished to that paper interesting incidents and observations, "penned by steam;" and has, in this vocation, exhibited a wonderful degree of industry and tact. Not only has he been writing, but speaking, for we perceive, in the account of the great dinner at St. Louis, (at which, we presume, he did his share of the *eating*,) that he responded to the toast, "The President and Directors of the Great Trunk Line of Railways connecting the Atlantic with the Mississippi."

COURT OF CLAIMS YESTERDAY.—Present, Judges Blackford and Scarburgh.

Mr. Baxter resumed and concluded the opening argument for the claimant in the case of Logan Hunton.

Mr. McPherson replied in behalf of the government.

Mr. Baxter commenced the closing argument, and, without concluding, the court adjourned until 11 o'clock to-day.

THE LONG BRIDGE.—The mayor of Washington has given instructions for commencing at once the repair of the Long Bridge. By the 10th of next month the work will, it is expected, be finished.

NAVAL COURTS OF INQUIRY.—Court No. 1 was yesterday occupied with the case of Lieut. Bowers; court No. 2 with that of Lieut. A. Gibson, and court No. 3 with the case of Capt. Latimer.

PERSONAL.—Hon. John J. Taylor, of New York, and Commodore J. Wilson, United States navy, are at Willards'; and Gov. Moseley, of Florida, and J. B. Montgomery, of the Pittsburg Post, at Kirkwoods'.

BY TELEGRAPH.

Arrival of the Europa.—Four Days Later from Europe.

NEW YORK, June 10.—The Collins steamer Europa, from Liverpool on the 27th, arrived here at half-past five this evening. The Africa arrived out on the 24th. The screw steamship Arago was to leave Southampton for New York on the 27th with 400 passengers.

The British East India Company had taken possession of the island of Perim, in the straits of Babel-Mandel, and commanding the entrance to the Red sea, for the ostensible cause that two years since an English ship which was wrecked on the coast of Berbera was pillaged by the natives.

In Parliament the annuity of £8,000 per annum to the Princess Royal passed without a division. Thomas G. Baring has been appointed a Lord of the Admiralty.

Attention was called to the increased importation of slaves into the island of Cuba, and the inadequate British force on that coast. Lord Palmerston said that Lord Clarendon had renewed his representations to the Spanish government upon the subject, and that no effort would be wanting, as far as diplomatic negotiation could go, to induce the government at Madrid to take effectual means to put down that trade.

Negotiations between Spain and Mexico have been temporarily suspended.

The Neufchatel protocol has been signed.

The *Journal des Debats* of Paris confirms the ratification of the Persian treaty. The French have seized upon the territory of Dekkar, in Senegal.

Bullion continues to flow from the Bank of France. It is affirmed that the bank continues to maintain her stock of bullion solely by artificial purchases. Although the Paris Bourse has exhibited firmness, private accounts from that city are not encouraging.

The relations between Sardinia and Austria and between Naples and the western powers are generally unchanged.

Preparations were making at Portsmouth to give Grand Duke Constantine a grand reception on his arrival in England.

THE MARKETS.

LIVERPOOL, Wednesday morning.—Cotton is slow of sale, but prices were unchanged—sales three days 14,000 bales, of which speculators took 1,000.

Breadstuffs had considerably advanced. McHenry's Circular quotes flour 1s. higher. Western canal, 31s. a 32s.; Philadelphia, 32s. a 32s. 6d.; Ohio, 33s. a 34s. Red wheat, 8s. 6d. a 9s. 6d.; white, 9s. 8d. a 10s. 4d. Yellow corn, 39s. 6d.; white, 40s. 6d.

Provisions are steady at last quotations.

Consols for money, 93⅞; for account, 93¾.

Wednesday noon.—The markets were quiet and unchanged.

Pennsylvania Democratic State Convention.

HARRISBURG, June 9.—The convention this afternoon nominated Hon. William Strong and Hon. James Thompson as candidates for supreme judges. At the evening session the committee reported a series of resolutions. The first is complimentary to the retiring Judges Black and Lewis, which added additional lustre to the judicial ermine. The second approves of the course of the national administration thus far. The third applauds the action of the President during the late riots at Washington. The fourth is complimentary to Messrs. Strong and Thompson, the nominees of the judges of the supreme court. The fifth approves of the decision of the Supreme Court of the United States in the Dred Scott case. The sixth condemns the action of the late legislature in reference to banks. The seventh condemns the passage by the legislature of the bill for the sale of the Main line—declaring that while it professes to be a sale, it is really a gift to the Pennsylvania Railroad Company.

The resolutions were adopted unanimously.

New Hampshire.

CONCORD, June 10.—The democratic State convention met to-day, and nominated Asa P. Cate for governor on the first ballot, and Frederick Vase, of Walpole, for railroad commissioner. The resolutions endorse the last, and all the previous democratic administrations, and pledge a cordial support to the present. They sustain the Dred Scott decision in the Supreme Court, and advocate the repeal of the Maine law.

The convention was full and harmonious. George W. Morrison presided.

Buffalo Municipal Election.

BUFFALO, June 9.—At the city election to-day the entire democratic ticket was elected by 1,000 majority.

Outward Bound.

NEW YORK, June 10.—The steamer Arabia sailed hence to-day, at noon, for Liverpool, with 186 passengers and $2,265,000 in specie.

The steamer Indiana, for Bremen, also sailed hence to-day, with 129 passengers.

Markets.

NEW YORK, June 10.—Cotton is heavy—sales of 500 bales; Orleans middling, 14; uplands middling, 13¾. Flour is firm—sales of 7,000 barrels; State, $6 50 a $6 85; Ohio, $7 20 a $7 70; southern, $7 50 a $7 75. Wheat is unsettled—sales of 5,500 bushels; holders demand an advance of 3 a 5 cents; southern white, $1 75. Corn is dull—sales are unimportant. Provisions are steady—mess pork, $23 60. Beef is unchanged at $16 50 a $17. Lard is quiet at 14¾ a 14½ cents. Whiskey is steady at 34 cents. Coffee is dull—Rio at 11½ cents. Sugar is dull at 10¾ cents for Muscovado. Molasses is dull at 75 cents. Spirits turpentine is heavy at 47½ a 48 cents. Rosin is dull $1 90 a $1 95. Rice is quiet at 4½ a 5¼ cents. Freights are inactive.

The Bonaparte Estate.

AT public sale, on Wednesday, June 24, at 12 o'clock, at the Merchants' Exchange, New York, the extensive park and grounds of Henry Beckett, esq., situated at Bordentown, New Jersey, formerly the property of Joseph Bonaparte, containing two hundred and thirty-four acres of land. A large and very handsome modern mansion, about sixty feet square, with three-story wing and requisite out-buildings, has lately been erected on the most eligible portion of the park, commanding a splendid view of the river Delaware. The house is built in an unusually substantial manner, handsomely finished throughout, and with all the conveniences of a gentleman's town residence. Its convenient position for travelling is unsurpassed, there being six or seven daily lines of communication between New York and Philadelphia, and branches to the western and northern parts of Pennsylvania, making it peculiarly eligible for a large public institution.

The house is handsomely furnished throughout, and the whole of the personal property may be had if desired.

Maps, showing the location and extent, with full particulars, may be had on application to

ALBERT H. NICOLAY,
June 11—eod6t Auctioneer, New York.

By A. GREEN, Auctioneer.

PEW in Trinity Church at Auction.—On Saturday, the 13th instant, at 6½ o'clock, p. m., I shall sell, at my auction room, corner of Seventh and D streets, No. 526, one pew, No. 48, in Trinity church.

Terms: one-third cash; the balance in 6 and 12 months, with satisfactorily endorsed notes.

June 11—d A. GREEN, Auctioneer.

Law Books.

DIGEST of Maryland Reports; comprising Gill's Reports, 9 vols.; Maryland Reports, 8 vols.; and Maryland Chancery Decisions, 4 vols. By Stockel, Merrick, and Miller. 1 vol., 8vo.
Chitty on the Law of Carriers, with American notes. 1 vol.
Hill on Trustees, with American notes, new edition. 1 vol.
Olcott's Admiralty Reports for the Southern District of New York. 1 vol.
Greenleaf's Overruled Cases, revised edition. 1 vol.
Digest of English Law and Equity Reports. 1 vol.
Abbott's Practice Reports. 2 vols.
Hillard on Real Property. 2 vols.—new edition.
Addison on Contracts, with American notes. 1 vol.—new edition.
Index to English Common Law Reports. 2 vols.
June 11 FRANCK TAYLOR.

LOST—On Thursday evening, the 28th instant, a long white lace scarf. The finder shall be liberally rewarded by leaving it at 430 Fifteenth street.
May 30—tf [Star.]

Fashions and Follies of Washington Life.

A Drama of Thrilling Interest! Illustrative of Metropolitan Life and Society.

BY H. CLAY PREUSS.

PERSONS OF THE DRAMA.

Col. Delaney, a government clerk, Colonel by courtesy.
Emma Delaney, daughter of Col. Delaney, a true woman.
Capt. Jack Smith, ex-captain and retired politician, an "old fogy."
Tom Scott, Capt. Smith's body servant, gentleman from Africa.
Tonawaha, a live Indian chief.
Hon. Col. Cecille, genuine Hon. but bogus Colonel.
Sharpsteel, friend of Cecille, a wit.
Noell, a gentleman who "knows all about it."
John Sharker, an unmitigated compound of rascality.
Bill Sly, tool of Sharker's, and always "agreable."
Hon. Gen. Blaue, genuine Hon. but bogus Gen.
Hon. Col. De Courcey, friend of Blane, genuine Hon. but bogus Col.
Mrs. Singleton, a dashing widow, "fair," but neither "fat" nor "forty."
Hon. Mrs. Bangs and Daughter, verdant flowers from the backwoods.

CRITICAL NOTICES.

The literary merits of your play, as a picture of society—a satire with its dialogue—are all first-rate; built of spice and wit and genuine fun. Some of your points are as keen as *Sheridan's.*
[*Park Benjamin.*

I am very much pleased with your play, indeed, and think it will act *capitally.—John E. Owens.*

It is a very ably written production.—*Wm. E. Burton.*

Price, 25 cents; bound copies, 50 cents. For sale at Taylor & Maury's, Joe Shillington's, and booksellers generally. Trade supplied at the usual discount of one-third by addressing the author, care of Richard Roberts, Northern Liberties Bookstore, 327 Seventh street, Washington, D. C.
June 11—d3t

PROSPECTUS OF THE WASHINGTON UNION.

New Volume, New Types, and New Arrangements.

TO THE NATIONAL DEMOCRACY OF THE UNITED STATES.

THE undersigned takes this method of informing the members of the great national democratic party that, having assumed the sole proprietorship and editorship of the WASHINGTON UNION, he looks to them for that countenance, encouragement, and support which has hitherto been extended to this time-honored organ of the democracy, and without which his labors would indeed be profitless.

Under the new arrangement, the typographical appearance of the *Union* has been entirely changed and improved. New and beautiful type is now used in its daily, semi-weekly, and weekly issues, and the paper upon which it is printed is of an extra superior quality. It is my intention to enlarge its size, as the demands or the necessities of the future may require; and it is my fixed purpose to spare neither expense nor effort to make it the great central organ of the democratic party, every way worthy of their confidence and support, and a reliable and faithful medium of communication between the capital and the country. Having for many years exerted my best efforts to bring Mr. Buchanan into the presidential chair, I shall render to him and to his administration all the support which party ties and personal friendship can inspire. A great crisis in the affairs of the country—a crisis fraught with peril and danger to the rights of the States and the permanency of the Union—demonstrated to the national democracy and the patriotic people of the country that his acknowledged talents, matured wisdom, approved statesmanship, and long experience, were necessary to their peace and safety, and they placed him, with acclamations, at the head of the government and the nation. He realized at once their hopes and expectations by calling to his assistance a cabinet of men combining the rarest qualifications of talents, experience, and statesmanship—men endeared to the democratic party by all their antecedents; by the zeal which they had displayed and the services which they had rendered in some of the most honorable offices of the country, in supporting and sustaining the principles, the measures, and the policy of our party. A few weeks has sufficed to fill every patriotic heart in the land with confidence and hope. Even his political enemies seem to respect him. Fanaticism itself appears willing for a moment to moderate its tone; and the enemies of our peace, of the constitution, and the Union will not be able much longer to disturb the public mind by their fanatical shrieks and treasonable agitation.

Large as the circulation of the *Union* is, it falls far short of those dangerous fanatical sheets that are literally spread broadcast over the free States, and which find their way in large numbers in too many of the southern States. As an antidote to the poison of these publications, our friends should be zealous in extending the circulation of the *Union.* Those who have been placed in offices of profit by democratic votes should aid in circulating democratic journals; and as postmasters in particular we confidently look for active co-operation in our present efforts to place a copy of the *Daily, Weekly,* or *Semi-Weekly Union* in the hands of every farmer, mechanic, and working man in the country.

The subscription price of the *Daily Union* is ten dollars per annum. The *Tri-Weekly* (published semi-weekly during the recess of Congress) is five dollars per annum, and contains *all* the reading matter which appears in the Daily. The *Weekly Union* is furnished to subscribers at the low rate of *one dollar per annum,* and is justly regarded as the cheapest political paper in the world. It is a large and handsomely printed sheet, and contains as much reading matter in the course of a twelvemonth as would make *twelve ordinary octavo volumes.* It will be found to possess the advantages of both a political and a family newspaper. The most important political articles of the daily issue are transferred to the weekly, and during the sitting of Congress a careful abstract of the daily proceedings of the two houses is prepared exclusively for its columns. It contains, besides all important State papers of the year, election returns from every State in the Union, speeches of distinguished democrats in and out of Congress, interesting correspondence, a full summary of foreign and domestic news, and from week to week such information in regard to the agricultural, manufacturing, and commercial interests of the country as will be found, it is believed, of particular value.

That the *Weekly Union* is appreciated in the most substantial manner by democrats in every section of the Union, no better evidence need be desired than is furnished by its rapidly-increasing circulation. Within eighteen months *twenty thousand new names* have been added to the subscription list, and, with the slightest exertion on the part of our friends, its circulation can be increased to one hundred thousand copies before the close of the year. Will our friends exert themselves? Of the value of the *Weekly Union* to correct misrepresentations, expose falsehood, dispel error, and to bring before the people the principles and measures of the democratic party in all their simplicity, purity, and abiding strength, we have testimony, as abundant as it is flattering, from nearly every congressional district in the United States. This testimony is of itself the strongest argument which could be offered of the necessity of promptly extending the sphere of its conceded usefulness. I make this appeal not from the selfish considerations of pecuniary gain—as the subscription price of the *Weekly Union* is so low as to barely cover the cost of printing and the white paper—but from motives which I think will be understood and appreciated by democrats everywhere.

In conclusion, I desire to say a few words to subscribers, and to such as may hereafter become subscribers. There is now owing to the *Union* establishment upwards of seventy thousand dollars for back subscriptions. These enormous arrearages are the result of the credit system. With the new volume upon which the *Union* has entered that system is abandoned, and hereafter the business of the establishment will be conducted on strictly *cash principles.* No subscriptions for the Daily, Semi-weekly, or Weekly issue will be received unless accompanied with the advance payments.

Address WILLIAM A. HARRIS,
Editor and Proprietor of the Union, Washington, D. C.

Public Meeting.

THE citizens of Washington who condemn unqualifiedly the invasion of our city by a renegade band of lawless ruffians from Baltimore, known by the name of "Plug Uglies," on the day of our late municipal elections, and their murderous interference with our elections, and who sustain the President of the United States in the prompt, energetic, and efficient measure he took in obedience to the constitution to suppress the riot, to enforce the laws, and defend every violated right, are respectfully invited to attend a public meeting in front of the City Hall at 5 o'clock on Thursday afternoon next, to adopt such resolutions as will be expressive of these important opinions.

This call is made in obedience to the wish of a very large number of our citizens, who have signed a paper to that effect.
June 9—3t

LADIES' UNION FESTIVAL AND CONCERT.—The ladies of fifteen churches in the city—Baptist, Episcopalian, Lutheran, Methodist, and Presbyterian—will give a union festival at Odd Fellows' Hall, 7th street, on Wednesday and Thursday evenings next, June 10th and 11th, for the benefit of the mission schools and other operations of the Young Men's Christian Association. Refreshments of all kinds furnished. Each church has its own table appropriately decorated and its own committee of arrangements. Withers's celebrated orchestra is engaged.
June 9—3t

TAYLOR & MAURY'S Forty-Cent Prayers.—Episcopal prayer books, English edition, handsomely bound in arabesque gilt, price 40 cents.
Just imported by TAYLOR & MAURY,
June 9—3t Bookstore near 9th street.

BANK OF THE METROPOLIS,
Washington, June 5, 1857.

THE stockholders of this bank are hereby notified that an election for nine trustees of the bank will be held at the banking-house Monday, the 6th of July next, to serve for the year then next ensuing.

The polls will be opened at 10 o'clock, a. m., and close at 2 o'clock, p. m.

RICHARD SMITH,
June 6—eod3tJune8tJulyif Cashier.

$16,000.—WANTED to purchase securities on real estate in the District to the amount of $16,000 in one or more sums.
Apply to T. JEFFERSON SMITH,
or JOS. C. G. KENNEDY,
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Trust Sale in Virginia.

BY virtue of a deed of trust, executed to me on the 15th day of December, 1856, by H. S. Hally and wife, for the benefit of King and Dawson, I will proceed on the 18th day of June, 1857, in the town of Scottsville, State of Virginia, to sell at public auction a house and lot, in or near said town, known as the house now occupied by James M. Hally, and which was formerly owned by George W. Dillard. The lot contains about four acres, and has upon it a comfortable dwelling-house.

Terms: Cash enough to defray the expenses of sale and the costs of drawing and recording the deed of trust will be required; and, as to the residue of the purchase money, a credit of six and twelve months, with interest from date, will be given.

June 6—dtsif WM. M. WADE, Trustee.

TAYLOR AND MAURY'S half-dollar Bibles, English Bibles elegantly bound in arabesque gilt. Price 50 cents.
Just imported by TAYLOR & MAURY,
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