Daily Appeal.

MEMPHIS:

FRIDAY, : : : : : : MARCH 18, 1859.

Largest Circulation in the City.

Reading Matter on Every Page.

The Official Journal of the City.

FIRST PAGE.—The Campaign in Virginia—Opening of the Canvass—First Speech of Mr. LETCHER; The Late Gov. BROWN and the Annexation of Texas; Secretary TOUCY's Letter.

FOURTH PAGE.—Death of Postmaster General BROWN—Proceedings at the General Post Office.

DEMOCRATIC STATE CONVENTION. The following important dispatch was received last night from one of the Memphis delegation. It conveys cheering news for the Democracy, and will doubtless be hailed by our Know-Nothing friends with a few deep and honest groans. To our neighbor of the *Bulletin* we announce, with peculiar pleasure, that the Democracy is "harmonious," and that the platform is "satisfactory."

NASHVILLE, March 17, 1859.

EDITORS APPEAL: Harris is nominated by acclamation. Democracy perfectly harmonious. Platform satisfactory.

WHO ARE THE "ELITE?" The *Bulletin* charges that the Democracy of Kentucky have abandoned all hope of winning their cause by the force of fair argument, and that they are resorting to the use of "degrading appellation" for that purpose. Hear the *Bulletin's* definition of "the elite," which it considers, from the tenor of its remarks, a term of reproach:

WINNING WORDS.—When the cause of a party is indefensible and wholly undefended, those who direct its affairs and strive to perpetuate its existence, resort to other agents than arguments to sustain its sinking fortunes. When an odious name, a degrading appellation, or a term of reproach, can kill such a cause, it is proved into the service with alacrity. In Kentucky, the terrible onslaught the Opposition have made upon the Democracy is met with no rattling blow of battle-axe or bleeding blade, but with the sarcastic whisper of "*elite!*" By that term they expect to stir up the envy and resentment of the people against the Opposition, by stigmatizing them as the elite, or better portion of the people. In short, the Democracy in that State are operating as the anti-little party—the anti-clean shirt party—the anti-broadcloth-and-high-heel-boot party.

The inference is inevitable, that the *Bulletin* considers those who wear clean shirts, broadcloth and high-heeled boots, as the true "elite." The author is a man's worth by the cleanness of his shirt instead of a clean conscience, and dubs the Democracy the "anti-clean shirt party." It judges his respectability by the cut and quality of his coat, instead of referring it to the inner man, and the goodness of his actions. It regards the select few as those who wear "high-heeled boots," instead of ascribing greatness to elevated motives and noble actions. To be anti-clean shirt, anti-broadcloth and anti-high-heeled boots, is to belong to the "lower crust," according to that journal. The Democracy are the "lower crust," while the Know-Nothings and Black-Republicans are the "upper crust." The Democracy refused to take test oaths, and to prescribe fellow-citizens and Catholics, many of whom do not wear clean shirts at all times, broadcloth or high-heeled boots—ergo, they are not the "elite." The Democracy despise abolitionism—the Democracy may sometimes even guide the plow, or drive the plane, in which condition neither a clean shirt, broadcloth or high-heeled boots are convenient. Let the "upper crust" vaunt and swell about the "elite." Let them proscribe, if they choose, all who do not belong to them. But they will yet find that upper crustdom must have something more to recommend it than clean shirts, broadcloth and high-heeled boots.

UNION OF FRANCE AND ENGLAND. The English papers publish the details of the project of Mr. Charles Boyd, for uniting England and France by a gigantic tubular bridge across the channel between Dover and Cape Grinez, the nearest points to the opposite coasts. In order to afford a passage to vessels of the largest size, the bridge would rest on one side on the cliffs of Dover, and on the other on the cliffs of Cape Grinez, the French abutments being raised one hundred and fifty-three feet higher than the English, to compensate for the difference of elevation of the cliffs. The bridge would be supported by one hundred and ninety towers, at a distance of five hundred feet apart, each having a light to guide vessels at night, and an alarm-bell for warning in fogs. The greatest depth of the channel on the line proposed is one hundred and eighty-six feet. The bridge would have two or more railways, which, it is estimated, could be traversed in twenty minute; and it would be so built as to admit the light of day, being lighted at night by gas. In order to prevent all injury from the operation of vessels, the engineer proposes that the towers, at distance of five hundred feet apart, each having a light to guide vessels at night, and an alarm-bell for warning in fogs. The greatest depth of the channel on the line proposed is one hundred and eighty-six feet. The bridge would have two or more railways, which, it is estimated, could be traversed in twenty minute; and it would be so built as to admit the light of day, being lighted at night by gas. In order to prevent all injury from the operation of vessels, the engineer proposes that the towers

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