THE DAILY DISPATCH.

☞ The circulation of the Daily Dispatch exceeds considerably that of all the Daily papers of Richmond combined.

RICHMOND, VA.:
Monday Morning, June 20, 1853.

THE TURKISH QUESTION.

La Presse, edited by Emile Girardin, discusses the difficulties with which Russia would have to contend in an invasion of Turkey, taking it for granted that England and France are to take sides with the weaker power, and that in such an event, the Czar may not be willing to risk his fleet against such a formidable naval confederacy. He says:

"She must then prefer an expedition by land as in 1828 and 1829. But here an important point is to be noticed. In 1828, Russia, advancing on Adrianople, was acting in harmony with France, England and Prussia. In 1853, Russia, marching on Constantinople, would do so in opposition to France and England.—Can we doubt that the support of these powers would double the courage of the Turkish army and the force of the Mussulman populations? Constantinople has barracks which may rival the finest of those of France or Russia. Two of them, situated in the environs of the capital, are really entrenched camps, and capable of sheltering an entire army. One of these two barracks is called Daoud Pacha, the other Damis Tchifflich. It was in the latter that, during the late war in 1829, the Sultan planted his standard and announced his resolution to bury himself beneath the ruins of his empire. The military arsenal called Topkhana, contains a manufactory of arms.—The ramparts which surround the city consist of a double wall with fosses and towers capable of a formidable defence. If the Bosphorus presents an opening at which a Russian fleet may arrive from the Crimea in 48 hours, the fortifications raised at the entrance of the Bosphorus, among which the fort of Roumilly Hissar is distinguished, render the entrance of the fleet both difficult and perilous, and the coast offers no favorable spot for effecting a disembarkation. The nearness of Constantinople would make it easy to send a force to resist an attempt by land, during which we cannot suppose that the fleets of France and Russia would be idle."

Invasion from the Crimea, with France and England opposed to the project, is clearly out of the question. Let us see what M. Girardin thinks of the alternative:

"As soon as we assume the combined intervention of the French and English fleets, we must give up the hypothesis of an attempted landing at the entrance of the Bosphorus, and limit ourselves to that of a new occupation of Adrianople, as in 1829. The city of Adrianople has a population of 100,000, a citadel, and an arsenal. From Adrianople to Constantinople the distance is 170 kilometres, or 42 leagues; but a Russian regiment, destined to a long march, cannot accomplish more than 20 kilometres per diem, marching two days and resting on the third, without increasing the risk of having to leave a number of men on the road. The Russian soldier is fed on hard black bread, and carries on his back a considerable weight in arms, ammunition and equipments. The official report of the campaign in 1828 '29, shows that the Russian army lost one hundred and fifty thousand men from fatigue and sickness alone.

In 1828 the Russians passed the frontier to the number of 163,000. For several weeks all their efforts failed before the small fortress of Brailow. The Emperor Nicholas scarcely succeeded in defeating the enemy at Boulanlouch. The siege of Varna lasted nine weeks, and at last it was bought of Joussouf, its commandant, with gold. Joussouf retired to Russia, and there lives on a pension. It is true that the Russians repulsed the Turks at Tehorlan and Shumla, but without defeating them, notwithstanding the enormous sacrifices which they made there. The succeeding campaign was commenced under Diebitch; Rechid Pacha only had 30,000 irregular troops, and 6000 vagabonds. At Bazar Yeni, the demoralised Ottoman army gave way almost without combat, but at Koutefcka made a vigorous resistance, and little was wanting to turn the balance of fortune in their favor. It was then that Diebitch advanced on and occupied Adrianople. Yielding to the influence of England, the Divan asked for peace. Would Turkey follow the same course in 1853, having the support of France and England? But it is already too late to undertake a war, for at the end of May forage fails completely in the principalities, and on the banks of the Pruth."

The circumstances under which the approaching war will be commenced, render it altogether different, in every possible aspect, from the war of 1828. It will be recollected that at that period Turkey had been engaged in a war of the bloodiest and most desperate character, with the Greeks, for eight years. Her strength had not only been exhausted by that war, but her navy had been destroyed by the fatal battle of Navarino, which took place on the 28th of October of the preceding year.—The sympathies of all christendom were against Turkey, on account of the bloody massacres, and outrages of every description, which she had perpetrated against the Greeks. Russia appeared, on that occasion, as the avenger of the wrongs of Greece, and the champion in some degree, of the christian world. Her cunning diplomacy had first succeeded in inducing France and England to assist her in destroying one great obstacle to her ambition, the Turkish fleet, and it now placed her in the attitude of a christian champion. How little she deserved such an epithet, and how slender were her sympathies with the cause of Grecian freedom, subsequent events have sufficiently proved. She was enabled, nevertheless, to wear the mask, and it suited her designs admirably. She had all the christian nations on her side, and, of course, all the moral influence which such an unanimity of good wishes can confer.

It is very different now. The Greek church is not pressed—the Greek subjects of the Sultan, priests and laymen, prefer to live under Turkish rule. The Sultan voluntarily offers greater privileges than the Czar has attempted to extort. The christian world is therefore against the Czar. Fighting Turkey singly, we have no doubt he would find it a much tougher job to reach Constantinople than he did to reach Adrianople: but with France and England in front, and Poland in the rear, we see not what he can expect in a trial of strength.

We have sometimes been asked by our friends, why we are so hostile to the designs of Russia, which has always been our steadfast friend? The answer is very easy. It is true that Russia has been our best friend in Europe, and when, some time ago, an editor of a distinguished political journal stated the fact, we were amazed at the excitement it created.—That editor said, very truly, that Jefferson, Madison, Monroe, Adams and Jackson, had all assiduously cultivated the friendship of that great power, and proved his statement by an abundant citation from public documents. He might have gone even farther than he did, and have said that the Emperor Alexander was so smitten with admiration of this country and its institutions, as to assure the American Envoy, Levitt Harris, that if he had not been born an Emperor, he would assuredly have been a Democrat. He might have cited the memorable interview of the American negotiators for peace with Alexander, in London, in 1814, on the very day on which the magnificent banquet, offered to the Allied sovereigns after the overthrow of Napoleon, took place. He might have told those who were disposed to doubt, that on that occasion, though England was Russia's most powerful Ally, he told the disheartened American Envoys, who had become hopeless from the ill success of the previous campaign, not to be downcast, but to resist manfully, and by resistance compel a peace, which could not otherwise be obtained. He might have said, that Chippewa, Lundy's Lane, Plattsburg and New Orleans—victory after victory, without a defeat—followed hard upon this counsel. He might have said, that many years after, when Alexander wished to new-model his navy, he caused his minister to offer five thousand dollars salary to any lieutenant who would enter it from the American navy. He might have shown that both Alexander and Nicholas have always preferred American artizans and mechanics whenever they could get them. As Americans, then, speaking of Russia as Russia, we feel most kindly disposed towards her. We are glad to hear of every step which she makes in the career of improvement. But here our regard stops. We cannot look with complacency on the Russian system of conquest—of reducing under a government, the best probably for her semi-barbaric population, but most unsuited to highly civilized men, nations whose only offence has been their weakness. The extinction of a nationality we regard as the most enormous of political crimes, and as proper to rank with the extinction of the soul, were such a crime possible, in the moral world. Whenever any nation attempts this, we delight to hear that it is defeated. Such is the object of Russia—her undisguised object—now. She would reduce under her own slavish yoke, not only the Turks, who are born slaves, but the wild free tribes that inhabit the mountains which, of old, protected the Greeks from the barbarians. We wish for her nothing but disaster, and defeat, to such an unhallowed attempt.

ARRIVAL OF THE STEAM YACHT NORTH STAR IN ENGLAND.

We announced some time since, that Commodore Vanderbilt, in his new steam yacht North Star, the most magnificent steamer in the world, was about to visit Europe on a trip of pleasure, carrying with him his family, a number of friends, and any number of servants, attaches, and good things in the eating and drinking line. In the New York Herald of the 17th, we find a letter from the Commodore announcing his arrival at Southampton, after a passage from pilot to pilot, of ten days, eight hours, and forty minutes. This is the quickest trip on record, and it was made in spite of the restraint placed by the Commodore on his engineer, it not being his intention to put the ship to her speed, or to make what might be called a quick trip. He had determined, he said, to let her run at the rate of 250 miles in twenty-four hours, and the engineer was instructed accordingly. In twenty hours after he had been out, however, he found that she was making 272 miles instead of 250, and as she moved along with perfect ease, and he found it would be troublesome to make her move slower, he determined to let her keep on. After having proceeded at this rate for six days, the party became so elated with the performance of the ship, and pressed so hard to let her have one day's fair run, that he could not find it in his heart to refuse altogether. He therefore told the engineer that he might let her engines make fourteen and a half revolutions per minute for the next twenty-four hours, taking care whenever she rated above fourteen and a half to shut the throttle valve, and bring her back to that. To his astonishment, he found that at the end of twenty-four hours, she had made 344 miles, a greater distance by thirty four miles, than was ever made from New York to Europe, according to Stuart's account of ocean steamers.

From that time until he reached Southampton, her throttle valve was never opened more than one third, and yet she made 300 miles with the greatest ease, consuming from thirty seven to forty tons of coal per diem.

The appearance of this magnificent steamer in the English waters, with the laurels of such an achievement still fresh, created an immense excitement. There is not a daily, or, indeed, any other kind of paper, that does not spend a paragraph or two upon her, and for the time, Mrs. Stowe seems to be completely eclipsed.—We subjoin the remarks of the London Times:

From the London Times, June 3.

The American steam yacht North Star, came into the tidal basin of the Southampton docks Wednesday, (June 1st,) evening, and to-day has been the object of general attention. Her appearance, construction, and equipment, present so many novel and curious features to English naval men, that many opinions have been expressed as to her merits. Most of the old fangled notions of builders of English ocean steamers are completely discarded in the North Star; and although it may be questionable whether the adoption of so much of the principle of the American lake and river boats into the uses of transatlantic steamships, as in the case of the North Star, is in the long run desirable, yet it is certain that this beautiful ship is in the highest degree worthy of attention, and that many points, particularly those in reference to her model and water lines, are eminently calculated to convey useful hints to builders and steamship owners on this side, who have been so repeatedly and thoroughly beaten in the great race of steam navigation going on between the British and American steamships. The external appearance of the North Star, from the absence of bowsprit and figure head, and the abrupt termination of the bow of the ship, which is quite perpendicular, is different from that of any of the English steamers, and is certainly foreign to the ordinarily received views of shipshape appearance on this side the water. Her model is, however, the perfection of nautical beauty, and gives promise of the highest speed at the least expenditure of motive power. The public are freely admitted on board, and the ship is exhibited by the officers with the greatest courtesy. The fittings of the cabin are the especial theme of admiration of most of the visiters, and it is difficult to believe that any royal or imperial yacht could be supplied with greater luxuries or conveniences, or with greater taste and elegance. With regard to the machinery, although its excellence, in a mechanical point of view, is admitted by engineers, yet, as it sets aside all preconceived notions as to the desirability of working the cranks at a great elevation on deck on board ocean-going steamships, the English marine engineers seem hardly disposed to recommend the adoption of the principle, foreseeing that much danger of damage and derangement is hazarded by having so much top-hamper on deck in heavy weather. The rigging of the ship is very slight, and comes hardly under the denomination of "jury rig," the Americans, in all cases, trusting to machinery as the sole propelling power, and using sails merely for the purpose of steadying the ship in a seaway.

HAMPTON AND THE STEAMBOAT LINE AGAIN.

We have received a communication upon this subject from a citizen of Hampton, which seems to have been called forth by the late paragraphs touching it, which have been published in this paper. Our rule forbids us to publish communications, unless such as contain news; but we take pleasure in laying before the public the substance of our correspondent's representations. He says he has just conversed with a gentleman who knows every inch of the river shore from Hampton to Richmond, and who is convinced that there is as little difficulty in approaching the wharf of the former place as any other between the two points. This alone ought to settle the question we think, but in addition to this, Hampton is a very pretty and a very pleasant little town—has all the appliances of a first class watering place—is furnished with three excellent hotels, fitted up with an especial view to that object—and is, in every respect, exactly such a place as would, if allowed the proper chance attract visiters in pursuit either of pleasure or health. We should suppose it would add smartly to the revenues of the company; at least, as it costs nothing, we cannot see why the experiment should not be made. The opening of an additional watering place, with three splendid hotels for the accommodation of visiters, surely cannot be a matter of indifference to a steamboat line. Nor can it be to the interests of such to throw in the way the obstacles of delay in landing and leaving, which, at present, exist to a most vexatious extent. There seems to be a growing desire here to give Hampton a trial as well as Old Point, whenever visiters go to the sea shore. It would cost no more, and if fair play were given, we have no doubt most of those who went down would visit both. We think it not at all doubtful that the bringing of Hampton into general notice would add greatly to the travel down the river, and we again venture to express the hope that the line will take the subject into their serious consideration. They will lose nothing, and will comply with a very general wish here, as well (so we learn) as in Petersburg. Give little Hampton a fair shake by all means.

Late Publications.—The "Illustrated Magazine of Art" for June is a beautiful number. It contains a great variety of well-executed engravings and spirited sketches. We are happy to learn that this meritorious work has met with good success. Published by Alexander Montgomery, 17 Spruce street, New York.

The "Popular Educator" is issued monthly by the same publisher. It contains lessons in the various departments of science, laid down in an attractive form, and is designed to aid the masses of the people in the work of self education. Its arrangement is excellent.

TURTLE SOUP.—The finest Green Turtle received here this season will be served up THIS DAY, at 11 o'clock, at the ALHAMBRA, in Soup, Steaks and Fricasses. Families supplied.
je 20—1t

THE GREATEST BARGAINS EVER OFFERED BEFORE IN THIS CITY—Fine Gold Lever Watches for $35, and warranted to perform well. The subscriber has just returned from the North with the handsomest assortment of Watches and Jewelry ever offered in this city, which he will sell for a very small profit. Those in want of the above articles will please call at
E KERSEY'S, No 4, Main street,
je 20—6t Nearly opposite the Old Market.

NO HUMBUG!—Selling off our whole stock of Goods, embracing Bereges, Lawns, Tissues, Grenadines, black Silks, Crape and Berege Shawls, Ginghams, Calicoes, Gloves, black silk Hdkfs, Fans, Ladies', Gentlemen's and Children's Hose, Swiss and Cambric Edgings and Insertings, fine lace Hdkfs, Sleeves, Collars, Chemisettes, Laces, Ribbons, fig'd Swiss for Dresses, and an endless variety of other Goods An early call is solicited, as the stock is very large, and the Goods must be sold before the first of August, when the store will be closed
WECHSLER & COHEN,
Corner of 5th and Broad sts.
☞ Our store is open till 10 o'clock at night.
je 20—1m*

FOR RENT.—Intending to conduct the Regalia Business in another part of the city, I offer for rent the store at present occupied by me, (a few doors from the Post Office, and next door to West & Brother's Bookstore.) I will sell the Fixtures low to a good tenant.
I am prepared to furnish Regalia and Silver Jewels suitable for the different Orders and Societies; also, Banners, U S Flags, and all the necessary paraphernalia for Lodges, Tents, Divisions and Encampments All Regalia sold by me will be warranted to be of as fine material and workmanship, and as low in price as any from Northern houses. ED. McDONALD.
Particular attention will be paid to proper color and style in Lodge, Chapter and Encampment outfits. E. McD.
je 20—ts

DESIRABLE RESIDENCE FOR RENT—The present residence of Mr D U Pickering, situated at the corner of Canal and 6th streets, containing every convenience for the pleasant accommodation of a large family, and in perfect order.
A superior COOK for hire, said to be a really valuable servant—her present hirer declining housekeeping. Apply to
je 20—3t J M TAYLOR

A GENTLEMAN AND HIS LADY can be accommodated with a handsomely furnished Room and Board, in a small private family. Also, four single Gentlemen. Location very desirable—within ten minutes walk of the Capitol. Enquire at this office. je 20—1w

NOTICE.—All persons indebted to the Estate of the late Thomas Cowles, deceased, are requested to come forward and make payment, and all persons having claims against said Estate, will present them properly authenticated for settlement.
THOS. W. DOSWELL,
Sheriff of the City of Richmond, and
Administrator with the will annexed, of
je 20—1w Thos. Cowles, deceased.

LOST, on Thursday night, in the Capitol Square, or between it and 3rd street, in Broad street, a Hair Bracelet, with the following letters engraved on the gold clasp, S. R. B. to J. E. N. The finder by leaving the same at Messrs Mitchell & Tyler's will receive a suitable reward.
je 20—1t*

MEAL, MEAL.—Meal of the best quality always for sale at the new Corn Mill, just below the Richmond and Petersburg Railroad Depot.
je 20—1t* CHARLES S. WATKINS.

LUMBER.—Dressed Flooring always for sale at the Richmond Planing Mills; also, a few thousand feet of inch and a half and two inch Plank, tongued and grooved
Also, 4000 feet inch Plank, dressed on both sides.
je 20—1t* CHARLES S. WATKINS.

15 HHDS. DRY BRIGHT BALTIMORE SIDES, small size
20 tierces Baltimore Hams
5 do Queen City do
10,000 lbs N Carolina Hog round Bacon
Just received, for sale by
je 20 JOHN WOMBLE & CO.

LOCAL MATTERS.

CITY COUNCIL.—DEFERRED PROCEEDINGS.

We annex the concluding proceedings at the meeting of the City Council Friday evening.

Richmond Fire Association.—At a meeting of the Committee of Finance at the Chamberlain's office, 16th June, 1853—present, Messrs. Anderson, Hill, and McCance—that portion of report of the committee of the 31st May, referring to the memorial of R. M. Burton, Principal Engineer of the Fire Association, which was referred back to the committee for further information, by the Council, at the regular meeting on the 13th instant was duly considered, and the committee prepared the following report, which was presented to the Council by Mr. McCance, and unanimously concurred in:

The committee report that on the 15th inst., the Chairman addressed a communication to the principal Engineer, asking information on several subjects, which was responded to by him, and the President of the Richmond Fire Association on the 16th inst, by a printed statement, in answer to the first and second queries, (they related to the appointment of officers of the department and their salaries and semi-annual reports from the Engineer to the Council;) and by a written statement prepared by order of the President of the R. F. A. showing the receipts and disbursements of the Fire Department for three years, from March 1st, 1850 to March 1st, 1853. A synopsis of the statement, shows total receipts from appropriations by the city $7,494—from the Mutual Assurance Society $3000, and from fines $1,339 50—aggregate, $11,833 50. Total disbursements for repairs of apparatus, purchase of new hose and engines, keeping apparatus in order, pay of hands attached to the different companies, firemen's expenses, refreshments, hats and uniforms, salaries of Principal Engineer and Secretary, advertising, printing notices and stationary; making an aggregate amount of $14,775 48, leaving a deficiency for three years, of $2,941 98 which has been paid by the Richmond Fire Association.

In addition to the above amount paid by the R F A, it was stated by the President and principal Engineer, that expenditures amounting to about $600, were due, and that the association proposed soon to add a new fire engine and reel to the fire apparatus of the city. With the printed and written statements and verbal information furnished by the President and principal Engineer, the committee concur in recommending the council to adopt the following resolution:

Resolved, That the Chamberlain be authorised to pay to the Richmond Fire Association, a sum not exceeding $2800, to purchase 4000 feet of leather hose for the use of firemen, as set forth in the communication of Robert M Burton, principal engineer, dated 9th May, 1853.

Finances of the City.—Mr McCance, chairman of the committee of Finance, also presented the following report, which was adopted:

The committee, after considering the probable wants of the city, required the Chamberlain to advertise proposals for the City Loan authorized by ordinance at a meeting of the Council on the 13th inst—$150,000 payable July 1853, and $150,000 payable January 1854.

The committee also adopted the following schedule for the payment of the city subscription to the stock of the Virginia Central Railroad Company, which was concurred in by the Council:

$50,000	during the month of	July,	1853
50,000	" "	Oct,	"
50,000	" "	Jan.	1854
50,000	" "	April,	"

The Council then rescinded the resolution proposing to meet on Monday next, and adjourned the meet next Friday afternoon at 5 o'clock.

Charge of Receiving Stolen Goods.—Henry Weinholdt was arrigned before his Honor Saturday on the charge of receiving a quantity of old iron, chisels and hammers, the property of Jonathan Leslie, knowing the same to be stolen.

Mr Leslie deposed that he went with officer Johnson, who had a search warrant, and examined a large quantity of iron in Weinholdt's store. He had picked out from among it several chisels, hammers, links and chains, which he was certain belonged to him; there were many other pieces which looked like his property but would not be positive they were. This iron was scattered all over the store. Some in a barrel near the door, some on shelves and in the cellar. Witness had lost altogether from his shop about half a ton of iron, new and old, manufactured for different objects. The articles found he had not missed particularly; and some of them had been lost during the last two or three weeks. Mr L here identified some heads of hammers and chisels, old rusty, broken and defective, as his property, by a private mark of a diamond and compass, which he had caused to be put on by a blacksmith. He knew of no one that had a similar mark, as it was one used by him as mark master mason in Scotland. A peculiarly shaped hook was found, only lost about two weeks since. The blacksmith of his shop was a negro.

Michael Bray, overseer for Mr Leslie, said that last week he went into the blacksmith shop to look for some new derrick irons, made last winter, and they were missing. Upon looking into some barrels where they kept iron, he found their contents gone, among them new machinery for derricks and railroad cars and pole irons. He also, upon looking around the shop, discovered that many small articles and tools familiar to him had disappeared A day or two since, he went to two or three stores to purchase some iron for the purpose of making bolts of certain dimensions. One of these stores was Weinholdt's, and among some scrap iron in a barrel at the door, he immediately recognised a hook, lost a couple of weeks since, and some chisels, all belonging to Mr Leslie. Suspecting something wrong, he asked one of Mr Weinholdt's sons if he had any larger pieces of iron, and he said yes—but another son of Mr W's in the store, came up and said they had none. He then told Mr Leslie, and a search warrant was procured and search made, resulting as already stated. Mr L had twenty five black hands, which he managed.—Had been with Mr L five years.

Mr Weinholdt here stated, by permission, that he was absent from home almost all the time, and that it was probable that in his absence one of his young sons (they are from 10 to 14 years of age) had purchased this iron, but, as every one would see, as scrap iron. He purchased such iron and sold it to Mr Talbott. It was not reasonable to suppose that such iron would be purchased to use as tools, in their present condition. (It was very old and generally defective iron.)

Mr Weinholdt's son, Harman, testified that his father was absent a greater portion of the day—that he and his brother attended the store, and that they often bought old iron. Could not say from whom this iron was bought.

Mr August, counsel for the accused, stated that the fact that the iron was publicly exposed, proved that there was no guilty design to hide it, as would be the case with stolen property. A portion of it was in a barrel in front of Mr W's door.

The Mayor said that stolen iron might be exposed at a door and yet not be noticed. Iron was found in this store, that had recently been stolen from Mr Leslie, and it was reasonable to suppose that Mr W or his son knew how that iron came into the store, or from whom it was purchased, whether a white man or a negro. He should send the case on to the Grand Jury term of the Hustings Court in August next. Mr Weinholdt gave surety to appear at that time in the sum of $500, to answer an indictment of the Grand Jury.

☞ A case of much interest to the mercantile community was lately decided by Chief Justice Taney and Judge Halyburton, in the Federal Court in this city. A notice of the case was published at the time of the decision in one of the city papers.—Since that time, we have received the instructions of the court to the jury, which were not published at the time of the former notice, and below we publish them with the facts necessary to understand them, for the benefit of all interested in the principle decided.

Mr. Richard D. Dunn, a merchant of Essex county, was indebted to Messrs Sellman & Son, of Baltimore, by a note negotiable and payable at the Farmers' Bank of Virginia for $699 47. Suit was instituted to recover the amount, and the defence was "payment," upon the ground that the money has been sent by mail in accordance with the directions of the plaintiff. This defence was based upon two letters from the plaintiff to the defendant—the one requesting him to "remit the money," and the other to "forward the money"—or amount. It was proved that after the receipt of these letters, Mr Dunn had enclosed $700, in a letter to Messrs Sellman & Son, which was counted over by the deputy postmaster, and by him sealed and deposited in the mail. It was farther proven that the money never reached Sellman & Son.

The defendant offered to prove, in addition to the other testimony, and in explanation of the meaning of the letters—a custom between Baltimore and Essex county to remit money *by mail*, in the absence of specific instructions from the creditor. To this evidence, the plaintiff's counsel objected, on the ground that parol evidence cannot be admitted to explain a written paper; and they relied upon the case of Gross, Myers & Moore, *vs.* Criss, 3rd Grattan's reports, in the Court of Appeals of Virginia—a case directly in point. But the court overruled the objection, admitted the testimony, and instructed the jury as follows:

1st. If the letters of the plaintiffs to the defendant, urging the payment of the note, gave him reasonable grounds to believe that they desired and expected the money to be remitted to them by mail, he was authorised to make the remittance in that manner at the risk of the plaintiffs.

2nd. It is for the jury to determine whether the language of the plaintiffs' letters gave to the defendant such reasonable ground of belief, and in forming their judgment, they are to take into consideration the whole correspondence and intercourse between the parties, and the usages of trade in this respect, between the district of country in which the defendant resided and the city of Baltimore, as well as the parol evidence offered by the respective parties.

3rd. And if upon the whole evidence, they find that the letters of the plaintiffs are sufficient to create such belief in the mind of a man of business, and competent capacity; and that they did create that belief in the mind of the defendant—then the deposit of the letter enclosing the money in good faith, in a post office through which correspondence was usually, at that time, carried on from his neighborhood to the city of Baltimore, (the letter being sealed and properly directed,) was payment of the note, although from the fraud or negligence of the officers of the government, the money may never have reached the hands of the plaintiffs.

This decision is the more interesting, as it is directly the reverse of the decision of our Court of Appeals above referred to. Counsel for the plaintiffs, Messrs Griswold and Claiborne; for the defendant, Messrs Patton and Patton, Jr.

Rail Roads.—We have taken a little pains to ascertain the present condition and prospects of the various roads terminating in Richmond, and here give a few of the results of our examinations. We here make one general remark, which we presume will be good for all time, and that is, that the officers and conductors of every line have done their utmost, often at their own inconvenience, to furnish us with the latest and most definite information. We first mention the

Richmond and Danville Rail Road.—The business of this road from 1st of May to 31st inclusive, was as follows:

Miscellaneous freight	$9023 03
Coal freight, &c	1449 14
Stone freight	642 45
Passengers	4383 60
Express packages	118 61
Mail pay for the month	267 92
Total	$15,984 75

For the first eleven days in June, the business was as follows:

Miscellaneous freights	$3306 15
Coal	500 00
Stone	250 00
Passengers	1670 76
Express packages	50 92
Mail pay	90 00
Total	$5867 83

The business for the week ending on Saturday, the 18th, will be at least $4500. These facts which P. Van Deusen, Esq. Treasurer of the Company, has placed at our disposal, show a healthy state of things, and a gradual, but certain increase of business.

Virginia Central Rail Road.—The condition of this Company is most favorable, and we believe that its prosperity is likely to be placed beyond a question.

We give a statement of the income of the road for the month of May in 1852 and 1853, which will show an increase of over 20 per cent.

FOR MAY, 1852.	
Passenger fare	$5508 21
Freight	7264 42
U. S. Mail pay	687 50
	$13,460 13

FOR MAY, 1853.	
Fare of passengers	$6297 28
Freight	9685 51
Express freight	141 08
Transportation of U. S. Mails	770 68
	$16,894 55

This is better than could have been expected.—The number of passengers in the month of June, is much larger in proportion than for May, and of course, will add largely to the income of the Company.

We learn that an increased force has been placed upon the line between Meechum's river and Little Tongue—distance about eight miles—and that the work is going forward rapidly. This part of the line is State work.

The Company have an adequate force upon the line between Waynesboro' and Staunton—some 12 miles apart—and are putting down the rails at the rate of about one and a half mile per week

On the line between Covington and Staunton, some 38 miles are under contract, and $275,000 have already been expended in grading. The balance of the line to Jackson's river—between 19 and 20 miles—will be placed under contract on the 15th July.

The Big Sandy and Lexington Road, 125 miles long, will be let on the 10th of August, as we see by advertisements.

Appearances indicate that at an early part of next spring, the line between Covington and the mouth Scaury, will be placed under contract. When that link is supplied, the Capital of Virginia will soon be united with Lexington, Ky, by an iron track—555 miles in length; a distance easily to be passed over between sunrise and sunset. It now takes eight days by the route through Virginia. Everything now looks favorable for the Central Road.

Some large private sales of Virginia Central Rail Road Coupon bonds took place on Saturday morning, at 97½, interest added. There is little of this stock to be had, as it is held for permanent investments.

We shall give full returns of the Fredericksburg and Petersburg Roads hereafter.

☞ We notice a new building of very massive structure on Cary street, adjoining the Canal Basin, the foundations of which are nearly completed. It is a warehouse, 90 feet by 30, and in course of erection by Mr Nickerson for Mr L. D. Crenshaw. The building is of brick and will be of four stories.

Philip in Search of a Wife.—Such is the title of a very readable novel by a "Gentleman Butterfly," which G. M. West & Bro have just left on our table. It is worth reading. Let our lovers of romance examine for themselves.

Hustings Court, June Term Continued.—Saturday.—Two free negroes, named Lysander and Shadrack, were found guilty of remaining in the Commonwealth contrary to law, and judgment was suspended until next term to give them a fair opportunity for leaving.

The jury in the case of Ralph Allen, charged with feloniously assaulting John Collins some weeks since, brought in a verdict of not guilty, and Allen was discharged from custody.

The case of Samuel Frayser, indicted for misdemeanor, was continued until the next term.

Jacob Cross, a free negro, was tried on the charge of stealing a watch from another free negro last Christmas, and acquitted.

William Willis, who had served out a term of imprisonment for misdemeanor, and now in jail for non-payment of fine, was declared insolvent by the Court, on proof, and discharged from custody.

The case of Frederick Burgamin, indicted for misdemeanor, was continued until the next term.

The jury in the case of George Fenly, tried for inhumanly whipping a small negro boy, appeared in Court this morning minus one of their number, Nicholas Du Lard. No one knowing Mr Du L's whereabouts, the jury was discharged, and case continued for further action until the next term. Fenly was remanded to jail in default of of $300 security for apperance at Court.

Two cases of misdemeanor against Charles Homan were continued until the next term.

Continued.—James Harrigan and Simon Peerman were arraigned on Saturday before his Honor on the charge of participating in a fight between several persons, names unknown, near the Armory Bridge, some three weeks since, on Sunday afternoon The evidence proved that the accused had been more sinned against than sinning, and were the assailed instead of the assailing party. The case was continued until Monday for further examination. Two young men, named Edwards and Hill, lookers on at the scene of the fight, were severely cut in the heads with bricks. It is to be hoped that the authors of the outrage and combatants, will yet be brought to justice.

Bound Over.—Mrs Mary Moore made complaint before his Honor on Saturday, against Mrs Maloney, charging her with using abusive and provoking language towards her (Mrs M) on the 15th inst—The evidence proving that both parties were in fault, and abused each other in the most hearty manner possible, the Mayor bound them over each in the sum of $50 to keep the peace. Mrs Moore was the person fined on Friday for throwing rocks at Mrs Maloney.

Michael Griffin, who was on Friday taken into custy for refusing to take oath that he would faithfully interpret Mrs Maloney's testimony, was subsequently released, it appearing that he had conscientious scruples about taking an oath, but would willingly have affirmed.

Continued.—Mrs Emeline Martin and her daughter Susan, were brought before the Mayor Saturday, at the instance of Nicholas Tofman, who complained of their trespassing upon him by keeping a disorderly house near the Basin. On the night of the 15th inst., he alleged that they had fiddling and dancing going on in their apartments above his, behaving in a very disorderly manner. Mrs Martin denied the charge, affirmed that Tofman had a spite against her, and believed that on one or two occasions he had thrown a brick at her. Officers Pearce and Johnson passed Mrs M.'s house in the day time, and had never seen or heard of any disorder there. The Mayor then continued the case until Monday, for the purpose of making farther enquiry as to the character of the house.—Martha Martin, another of the accused named in the warrant, was detained at home by sickness.

More Buildings.—A new brick building—27 feet by 150—is going up on Governor street, a few rods above our office. It is 4 story above basement, and intended to be occupied by Messrs. Habliston & Brother as a store. The building belongs to the estate of the late Wm. Mitchell, and is going up under the direction of Mr John D Quarles, master mason, and Mr Wm. Forbes, carpenter.

☞ A negro who was purchased at a late sale, by a negro trader, at the auction mart of Messrs Pulliam & Davis, attempted, on Saturday afternoon, to pass a $50 counterfeit bill on Mr William Walsh, keeper of a boot and shoe-store on Main street. He had bought $5 worth of goods and was about receiving $45 in change, when fortunately Mr Walsh came in. He took the note to Messrs Maury & Morton, brokers, who pronounced it an exceedingly well executed counterfeit of the North Carolina State Bank, issued at Raleigh. The negro stated that he received the note from his master, which the latter denied. As both the master and negro were just on the point of leaving in the cars for the South, Mr W. did not take any steps to pursue the matter farther. The public will do well to look out for such a counterfeit.

Fourth of July.—Our Common Council have as yet failed to do anything towards a proper celebration of our coming National Anniversary. Let us have the matter discussed and settled within the few days that remain, both among the authorities and the people, and have a celebration worthy of our goodly city.

Drowned.—Thomas Morgan, an apprentice at the Tredegar Works, while bathing in the river near the Works, about 5 o'clock on Saturday evening, was suddenly seized with the cramp and drowned. His body was recovered about seven o'clock. Coroner Wicker held an inquest over the body, and the jury rendered a verdict in accordance with the facts.

Moonlight Excursion.—This evening the Eagle Infantry will give their sixth annual excursion down the river. Every preparation has been made to render the occasion a delightful one.—There will be an ample sufficiency of good music and refreshments

☞ A great deal has been written concerning the notorious Capt. Kidd, and the treasures which he is supposed to have concealed. On a careful examination of the testimony *pro* and *con*, it appears however, exceedingly doubtful, whether, at the time of his capture, he was possessed of any large share of personal effects. A few antiquated match-locks, some flint muskets, two or three sabres and a few bars of Virginia Tobacco, seem to have formed his whole stock in trade A man of his ability, had he chosen to quit "adventurous life's variety," might have made an honest fortune, by embarking in some mercantile pursuit, and patronizing the Dispatch Job Office, Governor street.

☞ **A Tribute of Gratitude.**—At a meeting of the Choir connected with Centenary Methodist Church, held in the lecture room, on Thursday evening, June 16th, the following resolutions were unanimously adopted and ordered to be published:

Resolved, That the members of Centenary Choir hold in grateful remembrance, the kindness of those ladies and gentlemen who so efficiently aided them in their recent public Concert.

2. That they tender their sincere thanks to Mr. James Woodhouse, for the loan of a Piano, during their rehearsals, and on the evening of the Concert. je 20—1t*

DIED,

After a protracted and painful illness, at her residence in Hanover county, Mrs. ELIZABETH OLIVER, widow of David Oliver, deceased, in the 76th year of her age.

Of Cholera, on the 3rd instant, near Jefferson, Cass county, Texas, JOHN POINDEXTER, Jr., formerly of Louisa county, Va.

Charlottesville papers please copy.

Yesterday Morning, June 19 at about half past 7 o'clock, Mrs MARY CRUMP, in the 81st year of her age. Her funeral will take place this Morning at 10 o'clock, at the residence of her grandson, Mr William F Simms, on Main, between Adams and Jefferson streets. Her friends and acquaintances are respectfully invited to attend without farther notice.

On Saturday morning last, HANNAH B., infant child of Chas. G. and Elizabeth Thompson, aged 13 months.