The Press.

TUESDAY, JUNE 28, 1859.

FIRST PAGE—Latest and fullest Foreign News; General News; The Courts. FOURTH PAGE—The Delawares Terminus of the Pennsylvania Railroad Company. Marine Intelligence.

The News.

By the steamer Nova Scotian, below Quebec, news a day later from Europe has come to hand. We have no additional battles to announce, but the contending armies were preparing for further hostilities. Reinforcements were leaving France to join the allied armies, and the next news will be looked for with interest.

Hayti dates to June 4 have been received. A law for marriage between Haytiens and strangers had been promulgated. There had been several arrivals of vessels from the United States. The legislative body of the Republic has banished for life from the Republic General Soulouque and his wife, General Dalvis, ex-Grand Chancellor, Villedieu, ex-Governor of Port-au-Prince, and Desvallons, ex-Chief of Police, but the latter may, in consideration of his services of his father, after a time be permitted to return to Hayti.

The train due here on Sunday evening, from Baltimore, arrived at three o'clock yesterday morning. It ran off the track near Baltimore. The engineer was killed and two others injured; no passengers were hurt. The engineer's name was R. McCough. The accident was caused by the train running over a horse. The freight train going down ran over an aged woman near the Bell road, causing her death soon after.

At a meeting of the stockholders of the Camden and Atlantic Railroad yesterday, John Brodhead, Esq., was unanimously re-elected president.

The New York *Express* says that private letters by the California mail report that Monsieur Belly, the famous Frenchman, was dead—of a fever; but the rumor needs confirmation. It is hardly likely that so important an event could have transpired without becoming at once generally known.

The journeymen bakers of New York are moving in the right direction. They met on Saturday evening and passed resolutions to the effect that twelve hours is enough for a day's labor, and that they are opposed to the violation and desecration of the Sabbath by being compelled by the "Boss" bakers to perform labor on that day. They will refuse, they say, being made beasts of burden any longer, and will not crouch any more beneath the weight of baskets, filled with bread, nor hawk or drag bread-carts through the streets. They will resort to legal means, if necessary, to carry out their determination to do away with this evil practice. They appointed a committee for this purpose, and intend to form an association.

The Denver city correspondent of the Leavenworth *Times*, under date of June 11th, closes his letter with the following practical suggestions:

1st. What is now known of this country will induce an immense emigration. Every emigrant should supply himself with an outfit for six months.

2d. Those who come here should make up their minds to hard work. They should spend some weeks in prospecting, till, at least, they strike a good lead. This cannot be done without a stock of provisions—everything here commanding an enormous price.

3d. No person should think of starting for the mines after September. The snow will probably set in by early October, and the mining in a great measure must cease.

4th. This is no country for drones. Mining is hard work; and all who propose coming here should make up their minds to suffer and endure.

5th. Those who are doing well where they are, I most advise to remain. There are thousands here already who have, as yet, been unable to find paying claims, and many thousands must fail and suffer.

In conclusion, I would say, that the people need provisions, saw mills, machinery of various kinds, and mining tools, with most every essential to social comfort.

Mr. Greeley writes as follows from Denver city, June 10th:

"I have been riding almost constantly since my accident, and have spent the last three days climbing the Rocky Mountains, and looking through the new gold diggings, and my conviction is that there is no mistake about it. There is good, hard, yellow gold here, in paying quantities, and in other way. A few will make a fortune here, while many will lose all, and go away utterly bankrupt."

On our fourth page a communication from Mr. S. K. Hoxie will be found, in which he shows the superiority of his plan of providing a terminus for the Pennsylvania Railroad by tunneling Callowhill street.

We devote a large space in our paper to-day to interesting details of the foreign news by late arrivals.

Rev. Dr. Odenheimer has accepted the office of Bishop of New Jersey, to which he was unanimously elected by the late Diocesan Convention.

The Rev. Sherlock Bristed, D. D., died in this city on Sunday last, at the Girard House.

Notwithstanding the great amount of croaking with which we have been favored, (nothing unusual, by the way, at such a time *every year*,) the indications are that the crops throughout the country will be more than an average. A letter from Illinois says:

"The wheat harvest has already commenced in southern Illinois, and the yield is said to be better than that known before in that part of the State. The prospect for a good crop of corn in Egypt is favorable. Fruit in that region will be abundant. Peaches were injured here by the late frosts, and the insects will probably destroy all that remain. After taking into the account all the drawbacks upon us, the past crop, Illinois will be able to feed all the Eastern States from her surplus."

In Michigan the grass crop is ruined, but farmers are planting again.

A lamentable suicide was committed at Lyons Farms, N. J., on Saturday noon, by Mr. Aaron Bond, at his father's residence. He destroyed his life by cutting his throat with a razor. Upon entering the house he said he never would leave it alive, but the remark being regarded as a playful one, attracted no particular attention. He, how ever, proceeded up stairs and inflicted two gashes across his throat, from which blood poured in a stream, causing death in fifteen minutes. Bond was 30 years old and leaves a wife and two children, together with about $10,000 worth of property. The cause of the deed is supposed to be anxiety in relation to some land he had recently sold to a neighbor, the latter having boasted that he obtained an advantage over Mr. Bond to the extent of $1,000, and this worried the latter.

Fifty years ago, on the Fourth of July, about seventy-five printers of New York city organized themselves into an association for the relief of sick and superannuated members of the "art preservative of all arts." Among its first members who are now living, are George Mather, well known as a printers' ink manufacturer, and David H. Rejni. The latter is upwards of seventy-one years of age, and does now, or did recently, work as a compositor in a printing office in that city. The committee to celebrate the Fourth will invite some of its distinguished literary and scientific honorary members to come and address. What measures have the Philadelphia printers adopted for celebrating the day?

Dealers in fireworks cannot be too careful how they expose their inflammable commodities. Hardly a Fourth passes without several dreadful accidents happening that might be avoided with a proper care. An explosion of fireworks took place in Detroit a few days ago. A large room full of pieces for the approaching celebration went off prematurely, and later in the evening a second lot of rockets and Roman candles exploded, making a brilliant appearance and carrying dismay into the ranks of the firemen. Fortunately, no serious personal harm is suffered by any one, we learn.

Among the chaplains who have just been appointed to the army in Italy is the Rev. Father Parabere, who distinguished himself in the Crimea. In one action in which he was by the side of General Canrobert, his horse was killed under him. The General, he says, being the general, is an accident without remedy—I cannot get you another horse—he is *hors de service*." But Father Parabere thought it his duty to be present in the combat, and, being a cannon approach, he jumped astride it, and was conveyed in that manner into the midst of the action, where he exercised his sacred ministry by ministering the wounded and administering religious consolation to the dying.

The people of Staunton, Va., are rejoicing at the prospect of lighting their town with gas on Friday night next.

The Senate of Connecticut has rejected the constitutional amendment to abolish the distinction of color in the matter of suffrage, by a vote of 16 nays to 5 yeas.

The Fourth will be celebrated in Lynn, Mass., by a procession of children, escorted by two military companies and the firemen, and the children will be treated to a collation.

The News by the Nova Scotian.

By the arrival of the steamer Nova Scotian, at Farther Point, we have one day's later news from Europe. No new battle had been fought when she left, but the armies were busily preparing for future struggles. Large reinforcements were about to leave France to strengthen the Allied Armies, and it is said the Emperor Francis Joseph intends to personally command the Austrian Army, and that he will shortly place it in a new position. Prussia is reported to be making unusual military preparations, from which fact it is inferred that she will shortly assist Austria, but we seriously doubt this opinion. Such rumors have frequently been circulated heretofore, but they have proved to be incorrect, and it is scarcely possible that the attitude of Russia, France, and England can fail to confine the war to its present limits, and its present combatants. The names of the members of the new English Ministry had not been announced previous to the departure of the steamer.

There will be a great military encampment the greatest the West has ever seen—at Lafayette, Ind., on the 2d, 3d and 4th of July.

Prince Metternich.

At the advanced age of eighty-six, the oldest statesman of Europe has died—the last of the able and astute politicians who took part in the establishment of the Treaties of 1815, who not only framed but signed them, who vainly hoped that thereby had been secured the so much-desiderated "balance of power in Europe." Prince Metternich, who was actual ruler of Austria, from 1809, when he succeeded Count Stadion, as Minister for Foreign Affairs, until 1848, when the third French Revolution drove him from office, was born at Coblentz, in May 15th, 1773, and died on June 11th, 1859.

His family was ancient and noble. In early manhood he displayed much intelligence, but was a premature libertine. This precocity caused considerable annoyance to his father, but his mother is said to have remarked that in a little time, when he was fairly embarked in the action of public life, he would relinquish his follies. He was educated chiefly at the University at Strasbourg, where he devoted himself to philosophical studies, under the celebrated Professor De Kock, where he had for his classmate. He took his *degree* at the University at Mayence. While yet in his teens, he travelled over a large portion of Europe, and was several months in England. On his *return*, he married, at the age of twenty-one. Three years before this, he officiated as master of Ceremonies of the Emperor Leopold II. In 1794, immediately after his marriage, he was sent on a diplomatic mission to Aix-la-Chapelle.

His next public employment was at the Congress of Radstadt, where he represented the college of the Westphalian nobility, and was chosen to act as Secretary to the Congress. After this, having been *attaché* to the Embassy of Count Stadion to St. Petersburg, *young* Metternich was sent as Austrian Ambassador to Dresden, and there, in 1803-4, prepared that coalition between Austria, Prussia, and Russia, which Napoleon dissolved by the victory of Austerlitz. In 1806, he was Ambassador to Napoleon at Paris, where he made what might be called a decided hit. At this time Metternich was *38 years old, handsome*, well made, of high birth and distinguished manners, courteous, yet dignified, and speedily won the favor of Napoleon and the regard of his Court.

On his side, he greatly admired Napoleon as a man, and fully appreciated his wonderful genius as a soldier-King. In 1807, partly owing to the favorable impression he had made upon Napoleon, *he obtained the Treaty* of Fontainebleau, which gave Austria much better terms than she was entitled to. When the war between Austria and France broke out in 1809, Napoleon, conceiving that he had been tricked, sent Metternich over the frontier, under the escort of a couple of *gendarmes*. The battle of Wagram, in which Napoleon defeated the Archduke Charles, placed Austria at the foot of France. Conferences for adjustment followed, during which Metternich regained his influence with Napoleon. The result was that Count Stadion, who had made the alliance between Austria and England, was sacrificed, Metternich succeeding him as Prime Minister of Austria, and, it is believed, suggesting to Napoleon the idea of marrying an Austrian Princess. This union, which actually took place in April, 1810, alienated the Czar from Napoleon, and led to the invasion of Russia. From 1809 to 1813 Metternich kept Austria in a state of neutrality as regarded Napoleon and his foes But, after the retreat from Moscow, he seems to have conceived the idea of restoring Austria to her former ascendancy and independence in Germany. For neutrality he substituted what he called an armed mediation, and, in a remarkable interview, in which Napoleon insulted him *by asking him how much money* England had paid him to detach Austria from France, he signed, in September, 1813, at Töplitz, the treaty by which Austria coalesced with Russia and Prussia against France.

In six months from that time Napoleon was defeated. Metternich (who had been created a Prince of the German Empire, soon after *the signing of the Treaty of Töplitz*) took a decided part in the arrangement of affairs, after the Allies brought the Bourbons back into France.

Paris, as Austrian Minister. When the Allied Sovereigns visited England, they were accompanied by Prince Metternich, whose reception was extremely flattering.

When the Congress of Vienna assembled in November, 1814, Metternich was complimented by being appointed to preside, and claimed higher consideration for Austria than, perhaps, she was strictly entitled to. He restored to Germany that feudal idea, under which Austria now looks to the different States of the Confederation for material support in the present war. He was Austrian Ambassador to Paris in 1815; to Carlsbad in 1819; to Troppau and Laybach in 1820; and at each place stoutly proclaimed his adhesion to the absolute principle of Legitimacy—the right divine of kings. Indeed, the Congress of Troppau and Laybach had been specially convened by himself, to consult on *the means of suppressing the revolutionary* spirit in Europe. In 1821, elevated to the Chancellorship of State, he again represented Austria at the Congress of Verona, and again in 1822, and 1826.

It may be said that from 1815 until 1822, Prince Metternich actually ruled Europe. All the Continental Powers acted upon his opinions, *openly declared or privately communicated*. England, under the weak Government of Lord Liverpool, a man so feeble-minded that he dreaded to open his letters, every morning, for fear that they should tell him of the breaking out of an insurrection in the half-starved manufacturing districts—acceded to each proposition made by Metternich, for the suppression of *liberal thought* and action in Europe. But, in the autumn of 1822, Mr. Canning became Foreign Minister of England, and immediately and decidedly repudiated the legitimist principles of which Metternich was *at once the exponent, autocrat*, and champion. Under his firm action, England soon detached herself from that confederacy, or rather conspiracy of Sovereigns, audaciously self-called "The Holy Alliance."

In 1824 the cause of Greek independence found an opponent in Metternich. He doubted the expediency of diminishing the power of Turkey, and increasing that of Russia. Four years later, he was accused of being so lukewarm or careless that by the war between Russia and Turkey, he permitted the Czar to obtain ascendancy in Moldavia and Wallachia, and, by the treaty of Adrianople, (September 14, 1829,) to secure command of the mouths of the Danube, the great eastern outlet of Austrian commerce and communication. M. Hippolyte Castille, whose biography of Metternich was published only two years ago, contends that the mastery of the mouths of the Danube was willingly surrendered to Russia, by Metternich, to attach the Czar yet more strongly than before to Austria, and that this concession *was not diminished by the fact that the* Czar, about that time, had literally showered a heap of diamonds on the head of the Countess Zichy-Ferraris, third wife of Metternich.

The Revolution of 1830 astonished Prince Metternich. It overthrew, at once, the system which his treaties of 1815 had inaugurated. He was sorry to part with the Bourbons, but accepted "the Citizen-King" as a better circumstance than a Republic, and, indeed, adhered to his views when he found Louis Philippe, giving the Polish and Italian nationalities no other succor but soft words. Every where, after the Revolutionary principles made way in Europe—in Italy, in Poland, in Germany, in the Netherlands—Metternich eagerly exerted the resources and influence of Austria to check the aspirations for Freedom.

The death of the Emperor Francis I, in 1835, did not weaken the power of Metternich. He obtained the full confidence of the Emperor Ferdinand, and drew yet closer the bonds of alliance between Austria, Russia, and Prussia. He was as absolute in his rule as if he were himself an autocrat.

The French Revolution of 1848 found Metternich, at the age of seventy-five, still holding arbitrary sway in Austria. He could write, more truly than Wolsey wrote, "Ego et Rex meus."—Louis Philippe had to fly. The throne of France was overthrown. Italy and Hungary arose in arms. A street *emeute* in Vienna (13th of March, 1848) struck alarm into the heart of the Emperor and most of his family. Metternich never entertained the idea that his *system* was wrong, or that his services could be dispensed with. But the Imperial family sacrificed him, without even the decency of sorrow at losing an adviser, who had grown white in their service. He bowed to the storm, and fled from Vienna. For some days, he vainly sought an asylum in various parts of Austria. He finally went to Dresden, whence he passed on to England, where he was received with the consideration due to his age, his former position, and his misfortunes. After a residence of a few months in London, he went to Holland, where his family rejoined him. Here, for a time, he was almost in pecuniary distress, for his principal estates had been confiscated. At the close of 1849, he established himself at Brussels, where he renewed his communications with his relatives and friends.

The triumph of the counter-revolution permitted Metternich to return to Vienna, in 1851. His property was restored to him. The Emperor Francis-Joseph paid him a visit at Johannisberg, where he had previously received the King of Prussia. Since his return, Metternich took no public part in politics; but it has been said that misfortune had softened his opinions; that he latterly did not believe in his former *system of* absolutism and coercion; that he lamented the continuance of that harsh system by Count Buol, his successor; and that he condemned the Austrian policy during the late war with Russia. More especially, it has been declared that he strongly advised the present Emperor of Austria to endeavor to govern in Italy, rather by love than fear—an advice which, if given, was not accepted.

There is no question of the ability of Prince Metternich. His experience in public life was great. He maintained his power and position, amid all vicissitudes, for nearly forty years. His principles of administration were austere and far behind the age. He believed in

"The right divine of Kings to govern wrong."

He ruled such a heterogeneous empire as Austria by various means. He governed Hungary by the rivalry of races; Italy, by fear of the prison-fortress of Spielberg.

Metternich was a Prince of the German Empire, Duc de Portella, Lord of Johannisberg, *Grandee of Spain of the first class*, and had pensions and Orders of Knighthood from every Kingdom of Europe—save England alone, which did not give him the Garter. The Emperor Francis granted him special permission to quarter upon his shield, with his own armorial bearings, those of the house of Lorraine-Hapsbourg. The estate of Johannisberg, so famous for a small quantity of excellent wine, which it has now ceased to produce, was a fief of the Austrian Empire, which reverts to the Sovereign, on the failure of male heirs of the Metternich line.

Prince Metternich was thrice married. His first wife, whom he espoused in 1794, was niece of Kaunitz, the diplomatist, who brought him forward. She had three daughters, and died in 1819. He married the Baroness De Leykam-Beilstein in 1827. She survived only two years, leaving him a son, Richard de Metternich, now thirty-one years old, who is *Ambassador to Dresden*. Lastly, in 1831, he married the Countess Melanie de Zichy-Ferraris, who died in 1854, leaving him two sons, Paul and Lothaire de Metternich. His first son, born in 1828, succeeds Prince Metternich in his titles and estates.

The Personal Organ of the President.

The New York *Herald* having been adopted by Mr. Buchanan as his organ, and being rewarded constantly for its adherence to all his blunders, personal and political, in the shape of repeated recognitions of the abandoned men who surround that most abandoned journal, has a right to feel—now it has involved the President in its toils—that it may proceed to extend itself in the most violent assaults upon the Democratic party, and in the most extravagant assumptions of authority in regard to the Administration itself. The *Herald* indulges a natural hatred against the Democratic party. Its infamous editor was driven out of a Democratic journal in Pennsylvania nearly thirty years ago, for his treachery *to Andrew Jackson*, and ever since he has borne the brand upon his brow. That Mr. Buchanan should have selected him as his *confidante* and bosom friend, after being traduced in the *Herald* in the most shameless and scandalous [illegible] spirit of Jackson does not pervade the White House at the present day. Who, in reviewing the character of Andrew Jackson, expects to find that *he* would take to *his* bosom the man or the men who had invaded his household and traduced him in his nearest and dearest domestic relations? And yet, just such a slanderer is to-day the confidential organ, if not the controlling counsellor, of James Buchanan. As an evidence of the cool audacity of Bennett, and of course of the President, we need only print the allegation in the *Herald* of yesterday, that ex-President Martin Van Buren suggested the idea of the last great letter of Senator Douglas in regard to the nominee of the Charleston Convention! It only requires that we should state that both the Van Burens, father and son, eagerly supported Mr. Buchanan's Lecompton policy, and bitterly opposed Judge Douglas's opposition to that policy, to show the infamy of this new fabrication. The truth is, no one has courted the Van Burens more than Mr. Buchanan, and none less than Stephen A. Douglas; and while we object that Mr. Douglas should be made to bear the burden of the Van Burens *to-day*, we do insist that Mr. Buchanan *should* show some regard to his allies of yesterday, by protecting them against the category in which they are placed by his immediate organ, the New York *Herald*; for we think he has no more desire to carry the Van Burens upon his back than the President himself.

The Baltimore and Philadelphia Railroad.

The details of the sad railway accident which took place about fifteen miles from Baltimore, on Sunday evening last, will be found in the columns of The Press of this morning. While we deplore the *loss* of human life, candor compels us to say that the catastrophe itself must, in a great degree, be attributed to carelessness on the part of those who had charge of the train. At the time the disaster took place the cars were running at the rate of some thirty miles an hour, and the engineer, and doubtless all others immediately responsible, had the horse on the track in view for some minutes, inasmuch as the road lay stretched in a straight line before them for more than a mile. This, too, was in broad daylight, at least two hours before sunset, the engine carrying after it a living human freight which filled from five to seven cars. We forbear comments upon these circumstances, but we cannot refrain the emphatic admonition to the officers of the Baltimore and Philadelphia Railroad, suggested by this catastrophe. Mr. Felton, the President of this road, *no doubt does all in his power* to promote the comfort of the travelling public, and we have confidence in him, but we know of no officer at the head of any railroad in this country who should enjoin more care and fidelity on the part of his subordinates than Mr. Felton. The low bridges across the Gunpowder and other creeks south of Havre-de-Grace are never *traversed*, save with a shudder, by the bravest men. That they are unsafe we are not willing to assert; that they *seem* to be most insecure must occur to all who examine them in passing, or who have *looked* at them carefully afterwards. Imagine the result of a break-down on one of these bridges. *Carelessness in officials on railroads is a high crime, that ought to be punishable by the severest penalties of the law*; and while we would not add one word that would wound the feelings of the family of Mr. Gloyer—the engineer whose life was lost on Sunday evening, in the accident which took place on the railroad, near Baltimore—yet we do presume to suggest to Mr. Felton to profit by the lesson which this catastrophe so forcibly teaches.

The Callowhill-street Tunnel—Mr. Hoxie's Project.

We publish this morning a communication from Mr. S. K. Hoxie, in which his project for tunnelling Callowhill street is ably advocated, and the financial question involved in the choice of a Delaware terminus by the Pennsylvania Railroad elaborately discussed. It is evident that Mr. H. has fully considered this whole subject, and that he is abundantly qualified to defend his great scheme from all the attacks that have been made upon it. His communication will doubtless be carefully read by all interested in the important question it discusses.

California Papers.—We are indebted to the kind attention of our neighbors, Messrs. Wells, Fargo, & Co., for files of California papers to the 6th June, inclusive.

The War in Italy.

The details of the news by the Bremen are full of confirmation of the brilliancy and completeness of the success of the Allied armies, and of the humbled attitude which Austria has been forced to assume. The battle of Magenta has proved a decisive one. It has driven the Austrians back upon their historical square, and left nearly all Lombardy in the possession of the Allies.

Louis Napoleon and Victor Emmanuel, in entering Milan, were apparently anxious to avoid all display and to escape any boisterous manifestation of popular feeling, but they are said to have received a spontaneous welcome, which has rarely or never been equalled in the intensity of its enthusiasm. The correspondent of the London *Times*, in describing it, says the "scene while the two Sovereigns actually passed, it is impossible to describe. Imagine the *madness* of enthusiasm, the whole heart of a people poured out before those who had delivered it from long thraldom. Such may have been the reception of those demigods of old, after killing some wild monster which had desolated the world. Not an eye remained tearless, and proud must have been the moment for both. One such moment is *almost sufficient* to repay for all the cares, sacrifices, and risks, without which a great work like theirs cannot be accomplished; and necessary, too, are such moments, for they give strength for new efforts. For the first time I saw emotion pierce through that mysterious and impenetrable countenance of the Emperor—he would have been more than a man had it been otherwise."

But, although the Austrians have been driven back into their fortresses, and have even withdrawn their troops from the States of the Church, the present political position of the Allies is, if possible, still more imposing and more dangerous to Austria than their military position. On entering Milan, in the hour *of his proudest victory*, Napoleon issued a proclamation to the people of Italy, in which he disclaimed, with so much apparent sincerity, all ambitious designs and all schemes for the aggrandizement of French territory, that it can scarcely fail to set at rest the suspicions and fears of those who have apprehended a second Napoleonic career of extended conquest.

Russia stands firm in her determination to keep Germany in check; the recent change of ministry in England has again placed the firm friend of Louis Napoleon, Lord Palmerston, in power; and Prussia persists in her neutral policy. Austria is, therefore, perfectly isolated in the war, with no reliance for the retention of her Italian provinces but her fortresses and her beaten army, and with nearly all the civilized world looking on at the struggle, ardently hoping that she may be driven from the beautiful land that has too long been cursed by her tyranny.

BY MIDNIGHT MAIL.

Letter from "Occasional."

[Correspondence of The Press.]

Washington, June 27, 1859.

There is much discussion here in relation to the celebrated Paraguay naval expedition. The statements made by the returned officers are really startling. It would appear from their frank and sailor-like representations that these vessels—known as the "Cromwell" steamers—were entirely unfitted for the service. They were purchased at enormous prices; they were repaired at the various naval stations, at the expense of the Government, absorbing a large amount of the navy appropriation; and they were the butt and laughing stock, not only of our own officers, but of the British and French officers, who saw their arrival at station with wonderment and surprise. "Are those American war-ships?" said they—"if so, your Government is stupid, and your men brave to consent to serve in such caricatures of naval architecture. It is cruel and inhuman to send gallant and true men on such a service in such vessels." There is a mystery, not only about the inception of the expedition to Paraguay, but in its fitting out. The mystery is greater when it is understood that the vessels were purchased, and intended, as they were for this service, from persons who are alleged to have, or have had, intimate business, financial and family associations with persons connected with the naval administration of the Government. To hide the inefficiency of this shallop fleet, the names of which have been changed—for instance, the M. W. Shaw is called "Susquehanna" Lincoln, and so on through the list; these *names are to be imposed upon the* next Navy Register as so much of the strength of our navy! The best officers and men of the service are subject to orders to them, and to cover a fraud, or the stupidity of those who imposed such shallops upon the service, the noblest sailors we have may meet inglorious graves. It is regarded as inhuman. *En passant*, these six worthless shallops are now, we are informed, under survey of naval lieutenants, each of whom is an applicant for command of one of them; one of whom, I understand, is already ordered, and each one, they say, expects the same favor. The next Congress will give this whole matter a thorough investigation.

It will turn out, I think, that Stephen A. Douglas takes exactly the same ground against the letter of General Cass, in regard to the protection of naturalized citizens, that has been assumed by the liberal press throughout the country.

The most serious charges have been preferred against Mr. Isaac Cook, the postmaster at Chicago, some of them involving his personal integrity and that of his clerks; but the President has resolved not to investigate or regard them, inasmuch as the removal of Mr. Cook would give a sort of triumph to Stephen A. Douglas.

The Democrats of New Jersey are shortly to be called upon, in State Convention, to approve the Administration of the Federal Government. In this work, Mr. Buchanan expects to have the aid of Commodore Stockton. I do not think he will be gratified in this. Commodore Stockton was no doubt greatly pleased to see his son appointed minister to Bomba and a most delightful position it is—but that he should agree to the endorsement of an Administration which he opposed so bitterly, I never will for a moment credit. Mark it! Commodore Stockton will not, of course, attempt to take part in the Democratic organization of New Jersey; but what the Administration expects is, that he should agree to divide the Opposition, provided the Democrats agree to support the policy of the President in *their State Convention*. But, as strange things have occurred in politics, this may be of them.

Occasional.

Letter from New York.

New York's first quiet Sunday—printers on the fourth, and the fiftieth anniversary of the "art preservative" society—public appropriation for a regatta—enormous imports—mysterious disappearances.

[Correspondence of The Press.]

New York, June 27, 1859.

At no time, since the enactment of what is here known as the Sunday law, has the city been so quiet as it was yesterday. Throughout the city, and especially in localities where the more turbulent portion of the people have been in the habit of gathering for the purpose of talking, drinking, and fighting, the groggeries were, with scarcely an exception, closed. This unusual quietude is attributable to the course which the recently-appointed superintendent, Captain Pillsbury, has announced it to be his determination to pursue, on his assumption of the duties of General Superintendent of the Police on Friday, and of an intimation to the different captains and sergeants that a decided demonstration in that direction should be made, preliminarily, yesterday. Captain Pillsbury, since his acceptance of the superintendency, has been visiting the several station-houses, and making himself acquainted with their condition, and with the officers and men. The popular impression seems to be that he will prove the most efficient and popular head the department has had.

The printers, with the patriotism that always characterizes them, have resolved to celebrate the Fourth in a manner not only demanded by the associations of the day, but with additional ceremonies, as being the fiftieth anniversary of the New-York Typographical Society. It is the oldest benevolent organization of the craft in the country, and embraces, among its honorary members, many of the most distinguished literary and scientific men of the country. A competent committee was appointed to mature and report a programme for the celebration

The Common Council have made an innovation upon the usual public displays for which they have appropriated money that meets with universal favor, and is destined to call into active play a source of diversion that Americans have too much neglected. They have resolved to appropriate two hundred dollars as a prize for a grand regatta, to take place off the Battery, under the direction of a committee. The Council have also determined to issue five thousand tickets of admission to the City Hall, to see the fire-works, and to have bands of music in the prominent parks and public grounds of the city. On the whole, the city parentals may be said to have done their share quite liberally for a proper observance of "the day we celebrate"

The importations thus far during the month have been large, almost without precedent, and must excite some apprehension in the minds of the more conservative portion of the community. For the four weeks in June, 1857; the importations amounted to $3,855,653; in June, last year, they amounted to $2,297,615; while already in June, this year, the importations foot up the huge sum of $6,846,211, being nearly twice as much as in 1857, and nearly three times as much as in 1858. The query is, is the country so destitute of goods as to demand these enormous purchases from abroad?

The mysterious "taking off" of persons who have, in one way and another, occupied some degree of notoriety with the people, is one of the noteworthy peculiarities of these boasted "law-and-order" times. The sudden, tragical end of Mrs. Fanny Deane Halsey has again been before the authorities—this time before the Grand Jury. Since the verdict of the coroner's jury the District Attorney has employed three officers to sift the mystery that has shrouded this strange death, but they have been unable to get any clue whatever, and the case is consequently abandoned. I allude to it simply from the somewhat prominent position the lady occupied on the stage and in the concert room.

Pennsylvania Railroad Terminus.

[For The Press.]

Mr. Editor: Recently, many *communications* have appeared in the newspapers directing the attention of the public to various localities, as being best *adapted for the terminus of the Pennsylvania* Railroad on tide-water—*the highway of the world*.

Most of these *communications* have, doubtless, emanated from parties interested in the sale of certain properties.

The best article on the subject came from the board of directors to the stockholders, and can be found in their last annual report. This document ought to be read by every one interested in the prosperity of Philadelphia. It sets forth the design and object of the terminus, which is, in substance, to reduce the cost of twenty-five cents per ton on the transportation and delivery of produce to tide-water, and to increase and accommodate the coal, lumber, and live-stock business upon the road, and also to give two outlets to tide without cost to Philadelphia, giving the option to use the outlet best adapted to the wants of our business men.

Should Market-street bridge burn down the trade and travel of Philadelphia would be cut off.

Wherever the terminus is finally located, now is the time to secure ample space for track, warehouse and water-room to accommodate it for the next fifty years.

The New York and Erie Railroad have purchased two hundred and twelve (212) acres at Jersey city, besides their landings at Piermont.

The Baltimore and Ohio Railroad own sixty-four acres for their terminus in Baltimore; and in my estimation the Pennsylvania Railroad should *now* secure not less than fifty acres.

We learn from the last annual report of the Pennsylvania Railroad, that the tonnage for 1858 was 1,137,189 *tons*. With proper *accommodations* to secure the coal, lumber and live-stock business, the tonnage of the road would swell in a few years to 2,000,000. A saving of 25 cents per ton in the transportation and delivery of the same would yield a handsome profit of a half a million of dollars, less the interest of the cost of road and the improvements

This tonnage, uniformly distributed, would be 6,666 tons for 300 days; but as uniformity is out of the question, provision must be made for at least 10,000 tons per day, which would require 1,250 cars, each thirty feet long, making together seven miles of track for standing room alone.

My object here is to show that the space needed to accommodate this immense business cannot possibly be obtained in the public streets of Philadelphia. Nor can it be accommodated in *culverts under the streets*.

Every dollar unnecessarily expended operates against the business of Philadelphia. Unless we can cheapen transportation by this terminus, it will be *of little use, and a loss to the stockholders*. I would suggest that as soon as the market houses are removed, the road be extended through Market street to the Delaware, with branches extended along the streets north and south, which could be done at a trifling cost. The second outlet to the Delaware should be on the outskirts of the lower part of the city.

Mr. Kneass estimates the cost of such an outlet at two hundred and seventy thousand dollars, where fifty acres of land could be purchased for one thousand dollars per acre. Docks and warehouses could be constructed from time to time on a scale to meet the wants of the road for the next fifty years, and freights could be distributed along the whole city front, by means of steam-tugs, giving despatch, at a small cost, thereby dispensing with draying the same through the streets.

Now, let us examine Mr. Hoxie's plan to culvert Callowhill street, and we will at once discover that there is not room to accommodate this immense business, to say nothing of the enormous expense involved in the attempt.

Mr. Kneass says the bridge and culvert under Callowhill street would cost $900,000; and fifty acres of land on the Delaware, at that point, would cost at least $100,000 per acre. (Instead of $1,000 per acre, below the city,) making together nearly *six million of dollars*; or, $300,000 annually, instead of $30,000. That this difference of $330,000 would make a serious discrimination against the business of Philadelphia will be seen at a glance. Indeed, the difference of cost and capacities to accommodate the business of the Pennsylvania Railroad, between the Callowhill-street plan and the Market-street plan, is so great, that *it appears to me is too apparent to every candid mind* to require comment.

Philadelphia.

Cape May.

Notwithstanding the marked success of Atlantic City during the season of 1858, the long-established *favorite-seaside resort of our citizens, Cape May*, was as much thronged as brilliant, and as highly appreciated by its visitors during that year as ever before. From *present indications*, a similar state of things will exist this season. Cape May, to its great natural advantages, adds those of happy *associations, and will probably always continue to* be the favorite resort of those to whose minds its delightful haunts recall agreeable memories, and who have sufficient leisure to safely snatch a week or two from the cheedy jaws of their city avocations. The hotels of Cape May, too, possess an established reputation not without *its charms*, and Congress Hall, under the experienced and judicious care of Messrs. West & Thompson, is one of the most agreeable establishments in the Union.

Real Estate, Ground Rents, &c., this Evening.—Thomas & Sons' sale comprises upwards of thirty properties, including country seats, elegant and plain city residences, valuable business stands, ground rents, stocks, &c. See advertisements and pamphlet catalogues.

Furnished Cottage to Let for the Summer.—Any of our readers wishing to retire to the country for the next three months, without trouble, and every convenience, we would refer them to J. M. Gummey & Sons' advertisement, under the proper head.

Great Decline in the Price of Beef Cattle.—The offerings at the several drove-yards yesterday were very large, and a decline of one dollar per hundred pounds took place. The market closed with a tendency to a further decline in prices We congratulate the public on the very flattering prospect of an abundant supply of this highly-indispensable article of food at a lower price than heretofore.

There are four million scholars and one hundred and fifty thousand teachers in the public schools of this country. There is one scholar for every five free persons. In Great Britain there is one scholar to every eight persons; in France, one to every ten persons.

The Galveston (Texas) *News* of June 14 contains a jubilant letter from a planter in Mississippi, announcing his recent visit to a plantation in Canton, in that State, where he found sixteen recently-imported Africans at work.

The oldest son of Dr. Bailey, who accompanied his father in his voyage to Europe, attributes the death of his father to his having taken a severe cold after embarking on the Arago.

It has become almost dangerous for ladies to wear crinoline in the streets of Munich, the mode being considered a French one, and the populace being determined to extinguish, *if not the French*, at least their fashions.

Importing slaves seems to be a ruinous business in more ways than one. The Oxford (Miss.) *Mercury* says that three out of four imported Africans *bought by planters in that vicinity have* died.

The prospects of an abundant wheat crop in the Western States are most flattering, but corn has suffered a little from the protracted drought.

The Primrose in Prison.—*The solitary* flower that raised its tiny petals in a prison-yard, where its loveliness met the delighted gaze of a condemned convict, has lent inspiration to one of the most magnificent flights of eloquence that human tongue ever uttered. And Hope is a flower nameake now wasting her sweetness in the Eastern Penitentiary—*Lizzie Primrose*—whose name and deeds have served to guide the lead-pencils of numerous indefatigables on more than one occasion, in descriptions of the extensive depredations of probably the greatest female thief that has figured in our police annals for many years back. Lizzie was sent last week to taste the sweets of *solitude for three years*; and so great has been those "charms" of which the poets sing, that she declares herself to be completely overpowered by their influence. In short, she is "insane," so she says, and wants the "good, kind Governor" to know it. Lizzie is an old hand at the business, and her "error of the moon" will be of little avail. She can just as soon convince some that the luminary is made of green cheese as that her *wits* have deserted her.

An Unequal Contest.—An amusing incident occurred while Van Amburgh's Menagerie was crossing the Appomattox, a short distance above the Poonbonne bridge, strikingly illustrative of the fact that the bull dog is the most courageous of all animals, and will attack any creature, regardless of size. As the elephant entered the water with his usual slow and cautious step, some individual in the crowd, prompted by a spirit of mischief, hied on a large bull-dog to attack the huge animal. The dog instantly obeyed, and, plunging into the water, seized hold of one of the hind legs of the elephant, on which the latter only twitched him with his tail, as he would brush off a fly, but not ridding himself of his assailant by such gentle means, and feeling sharp teeth at work upon his leg, he suddenly threw his snout around, and seizing the dog, held him under the water *until he was nearly drowned*; then, raising him high in the air, threw him at least a hundred feet out into the stream. Fully satisfied with the punishment he had received, the dog made his way to shore, and beat a hasty retreat.

A Parallel.—The Paris correspondent of the London *Globe* writes: At the last struggle between Austria and France, half a century ago, the names of the *dramatis personæ*, who performed on the European boards, tally so wonderfully with the *corps diplomatique* displayed to public view, when the curtain rose again on the revival of the same play this month, 1859, that the bill of the entertainment needs no alteration:

Dram. pers, 1810.	*Dram. pers*, 1859.
Alexander I, Czar,	Alexander II.
Fred. Wm. I, King of Prussia,	Fred. Wm. II.
Franz I Kaiser,	Franz Jos. II.
Pius VI, Pope,	Pius IX.
Napoleon I, Protagonists,	Napoleon III.
V. Emmanuel I, Savoyard,	Vict. Emmanuel.
Ferdinand I Lazzarone,	Ferdinand II
George IV, first gentleman in Europe.	George V, acting at Hanover.

Vivat Victoria Regina!

Impressed.—Mr. Antonio Canalo, a well-known fruiterer of Charleston, who recently sent 300 bales of cotton to Genoa, by the bark Hollands, *has been impressed into the Sardinian army*, while in Genoa on business connected with his shipment. A rumor to the above effect has been prevalent in this city for several we