

ing the furnace rooms, are on deck, thus affording convenience and light to the engineering department, and an unobstructed use of the space below deck for the passengers. The engine is an admirable specimen of mechanism, and for beauty of finish, excellence of all the varied parts, and correct action, is not excelled by any other. The steam chest is a piece of work which will certainly command the admiration of all competent to judge. The sides represent panel work, all of which are adorned with mouldings of an elaborate design, and bronzed with artistic elegance. The side pipes, connecting rods, parallel links, main and air pump cross-heads, injections, and lifting rods are all finely finished and polished bright, whilst the balance of the work is painted black. The engine room is supplied with two handsome clocks, one of which shows, at a glance, the number of revolutions which are made per minute by the engine. The lever beam is supported by a gallow's frame, of imitation oak, which is a most substantial and masterly piece of work, whilst the smoke stacks are of more pleasant dimensions than many to be seen elsewhere.

The forward part of the upper deck affords a commodious range of apartments, one of which is the wheel-house, with the mates adjoining; abait of which is a great desideratum with travelers, viz: a social hall, an apartment well lighted and furnished, and capable of accommodating a score of more of merry passengers, who may be disposed to while away a weary hour in the amusements of the day. Abait the wheel-house is a spacious promenade deck, supplied with a fancy hand rail and comfortable seats.

Outside the rail are two yawl boats, of beautiful proportions, and combining strength with lightness. They are painted white, with water line of red. The main deck, forward, contains a number of apartments, amongst which, on the larboard side, are a larder, kitchen, mess-room for crew; on the starboard side have been constructed a gentlemen's dining saloon, baggage room, engineers' private room and bath-room. The main deck, aft, contains a saloon, which, for interior arrangements, elegance of finish and magnificent furniture, excites the admiration and advances the comfort of the traveler. It measures 80 feet in length, about 20 feet in width, and is well lighted and ventilated. The floor is supplied with Brussels carpeting, of a rich pattern, whilst elegant carved rosewood sofas, tete-a-tetes, and chairs of the French style, covered with velvet of a maroon color, beautiful lamps suspended from pillars and marble stands, render it worthy of examination. The sides of the saloon present an alternate series of paneling and doors dressed in pure white, whilst the mouldings are of elaborate design, richly carved and gilded with pale gold. The after end of the room is supplied with a mirror of Gothic style, and a marble-top table, on which is a massive silver waiter and water pitcher. Connecting with the saloon, and ranred on each side, are 14 state-rooms, each supplied with three berths; and three bridal chambers, all of which are finished and furnished in an unsurpassed style of elegance and refined taste. Each is strictly private, being intersected with passages, the doors of which, opening into the saloon, are supplied with oval sash work, filled with cut glass. This saloon communicates with the ladies' retiring room, which is finished in a similar manner. The principal entrance to the saloon exhibits very fine workmanship, being filled with paneling similar to that already described. Opposite is the captain's apartment, and on the same deck the clerk obtains very excellent quarters.

Below the main deck, and accessible by two easy spiral stairs, with mahogany rails, located fore and aft on the larboard side, are the dining saloons and ladies' apartments—the former measuring 16 feet in length, and the latter 30 feet. The ladies' saloon is furnished with 20 berths, whilst there are 210 berths for gentlemen. All these are very commodious; those in the upper range being of a width sufficient for two persons, and well aired by means of ventilators in each. Some idea of the extent and commodiousness of the saloons may be formed from the fact that over two hundred persons may be very conveniently accommodated at the tables at one sitting. The furniture of these apartments is of a character in keeping with that already described, and cannot fail to contribute to the ease of the passengers. In the forward end, are doors communicating with the wash room and china closets. The former contains all the accommodations which modern improvements afford, whilst the latter can scarcely fail to preserve its valued contents, and grow in favor with the stewards. The bath room above, with a copious supply of hot and cold water, is another feature also which should not be omitted.

The painting of the North Carolina is worthy of especial notice, as it exhibits excellent taste, and has been faithfully executed. The wood work in the saloons and apartments generally are of pure white, the decks of dark brown, the exterior of the hull white, and the guards of black, striped with red. The wheel-houses are of light brown, and the sides are done in the prismatic colors, with fancy centre pieces, presenting a very striking appearance. The boat has already been visited by a large number of gentlemen, who uniformly express themselves in the most favorable terms, and pronounce her a first class steamer in every respect.

On Saturday afternoon she made an inspectors' trip, proceeding down the bay a short distance, and making 20 revolutions per minute, under a moderate head of steam. The engineers' trial has already been noticed in the Sun, on which occasion her speed was estimated at nearly 18 miles per hour. It is confidently affirmed that still better time will be made, and the trip to Norfolk, after a few weeks trial, be accomplished in less time than has ever before been made.

The following gentlemen have been engaged in the construction and furnishing of the vessel, all of whom deserve honorable mention, having executed their several contracts with ability and faithfulness. Builders of hull, Messrs. Cooper & Butler, Fell's Point; engine builders, Messrs. Murray & Hazlehurst, Vulcan Works; builders of the cabin saloon and joining work generally, Messrs. Charles & Geo. W. Morris; painting, Mr. Walter Ball; plumbing, Mr. Edward G. Dorry, blacksmithing, Mr. Silas Beachem; brass work, Mr. William Peters; block makers, Mr. John Henderson; carver, Mr. James Mullen; upholstering, curled hair mattresses, &c., by Mr. Walter Crook, jr., and Messrs. John C. & W. Holland; extension tables, by Mr. J. B. Brashears; saloon furniture, cabinet ware, &c., Mr. Henry Shryock; chairs, stools, &c., Mr. Wm. Henry Hiss; gilt work, marble slabs, &c., Mr. Samson Carriss; lamps, mirrors, cutlery and fancy ware, Messrs. J. Cortlan & Son; kitchen ware and immense stove, Messrs. Robbins & Bibb; tanks, water casks, &c., Mr. Wm. Espey; bell hanging and patent annunciator, Mr. George F. Stewart; glass, crockery ware, &c., Messrs. R. Q. Drummond & Co., Norfolk; bed clothing, Messrs. Hamilton Easter & Co.; carpeting, oil cloth, &c., Messrs. McDowell & Gable; boats, by Mr. Levi James; awnings, covering for houses, decks, &c., and flags, Messrs. B. C. Buck & Son.

The following officers are in command; their experience, ability and attention to duty must ensure safety, comfort and gratification to travelers generally: Captain George W. Russell, (who superintended the construction) clerk, Mr. David T. Asprill; engineer, Mr. Thomas Roberts; pilot, Mr. Solomon Pearson; mate, Mr. William C. Diggs. Mr. Roberts directed the engineering, and is an able officer. The building committee, who have always manifested deep interest for the progress of the work, are Messrs. Moore N. Falls, Thomas Kelso, George R. Vickers, and Benjamin C. Buck. They estimate the entire cost of the steamer at about \$100,000.

This afternoon at 3 o'clock, the North Carolina will make a final trial trip, running down the Chesapeake about fifty miles; the invited guests, including the fair sex, being welcomed on board upon the presentation of cards of invitation.

The Boat will be placed on the route to-morrow evening, leaving for Norfolk at 7 o'clock, alternating with the Georgia, Captain Cannon. In the meantime, the Herald, Captain Hardie, will be hauled off the line for the purpose of improvement, on the completion of which she will take the place of the Georgia.

Pocket-Book Recovered.—We noticed in a paragraph the other day, that Col. Hervey Sparks, of California, on his way from Philadelphia to this city, and after leaving the Magnolia Station, had missed his pocket-book, containing upwards of two hundred dollars. It was supposed his pocket had been picked, and the money was given up as lost. It happened, however, that on the same train came Mrs. Chamberlain, of this city, accompanied by a servant girl. When they got out of the cars at President street, the girl picked up a pocket-book and handed it to her mistress. When she got home, the book was examined by Mr. Chamberlain, who, from the papers in it, in connection with the notice in the Sun, judged it to be the lost pocket-book. From the papers he learned the address of Col. Spark's father, Newark, N. J., and he wrote to him, stating the circumstances, and that the book could be had by application at the Chesapeake Bank. Col. Sparks was at his father's; he immediately came on and found all as he had hoped. Anything like reward being refused, the Colonel proceeded to Mr. Brown's silver-smith's store, and selecting a handsome silver gobelet, had a suitable inscription placed upon it, and presented it to Mrs. Chamberlain, which was done in so delicate a manner that she, of course, could not refuse.

Melancholy Accident.—An affluence has already been made to a disaster which befel the steamer Osceola, Capt. Mitchell, on her passage between Norfolk and Washington, on her passage over during last week. The boat was taken in tow by the steamer Phoenix. During the trip, the engineer, Mr. Alexander Watson, a Baltimorean by birth, aged about forty-five years, met with an accident which caused his death in about three hours after the occurrence. It appears that the steam valve broke, and Mr. Watson went to examine the cylinder; whilst looking down, the cylinder head, weighing about one thousand pounds, broke from its temporary framing, and, falling upon him, crushed him in a horrible manner. Of course, every human exertion was resorted to in order to prevent a fatal result, but all to no purpose. He leaves five children, three of whom are of tender years, and unable to provide for themselves.

New Wheat.—Mr. Jacob P. Miller, on Saturday, received from North Carolina, about two hundred bushels of wheat of the new crop. It is said to be the first of the season.

Criminal Court.—Before Judge Stump.—J. M. Gwinn, Esq., Attorney for the State, prosecuting. The following business was disposed of on Saturday:—

Peter Carson, charged with assaulting officers Geo. P. D. Price and Peter Kries, was acquitted. The recognizances of Augustus Brown, John Frederick, Richard Mooney, Dennis Matthews and Richard Troy were forfeited, neither answering when called. They are severally charged with assaults.

George Gray, Robert Thomas, David W. Boyer, Tim. Pipes, Michael Carey, James Ryan, Patrick McConnell, Francis Naff, Peyton Cummings, John May, Lewis Dickey and Daniel Diggs were severally discharged by order of the court, no witnesses appearing against them. The court adjourned till 11 o'clock this morning.

Superior Court.—Before Judge Frick.—The argument on a motion to dissolve an injunction in a case of Gehrman and Majors vs. William E. Sinn and John T. Sinn, was further argued on Saturday.

The court will proceed with the law docket this morning, and continue to July 1st, when it adjourns, as previously stated, to the September term. After the 1st of July, it will be open (in equity) for the purpose of signing orders, &c., but not for hearing any arguments in disputed cases.

Court of Common Pleas.—Motions of no public interest occupied this tribunal on Saturday. It adjourned till this morning.

Funerals.—The funeral of Aaron R. Levering took place on Saturday afternoon, from his late residence No. 21 South Howard street, and was attended by a large number of relatives and friends. The deceased was in his 68th year, and was a highly esteemed and prominent citizen of Baltimore. His patriotic services during the defence of this city have been already mentioned. The members of Mount Zion Band, No. 3, I. O. United Brethren, yesterday morning assembled at their hall, and attended the funeral of their deceased brother member, Francis A. Phobes. The deceased, it will be remembered, was accidentally killed at Wilmington, N. C., on Wednesday last, by the falling of a scaffold. The body was brought to this city on Saturday morning. The members of Washington Council, No. 3, Order United American Mechanics, and the members of the Friendship Fire Company, yesterday morning paraded, and attended the funeral of their deceased brother member, George L. Trumbo. The Washington Lodge, No. 1, Independent Order of Odd Fellows, and Jerusalem Encampment, No. 1, of the same order, yesterday morning paid the last sad tribute to their deceased brother member, F. A. Nicholls, by following his remains to their last resting place. These societies were accompanied by several bands of music.

Fire.—About four o'clock yesterday morning a fire was discovered in a small frame dwelling, situated in Sarah Ann street, near Pearl, and occupied by a colored family. The flames speedily communicated to an adjoining frame stable, which, with a horse that was fastened inside, was destroyed. The roofs of three small dwellings adjoining also caught fire, but fortunately were extinguished before much progress had been made. The occupants of all the dwellings removed their furniture in safety. The three houses last mentioned belong to Mr. Wm. H. Ford, and the estate of the late George Peters. The frame dwelling was owned by Mr. H. Hook, and the occupant, Lucy Harding—two of the houses belongs to Mr. William Kulica. The dwelling houses are fully insured.

Fatal Accident.—On Saturday evening about half-past seven o'clock, one of the hands employed in the Maryland Central Works, Canton, named Richard Costello, a native of Ireland, met with a sudden death. He was engaged about twenty feet from the floor, tightening some of the bands of the machinery, when he missed his hold and fell upon a casting below in such a manner as to break his neck, causing instantaneous death. One of the workmen was within two feet of the spot where he fell, and could perceive no life in him. The deceased was about forty years of age, and leaves a family in Ireland. Coroner Hall held an inquest on the body, and the jury rendered a verdict of accidental death.

Democratic Ward Meetings.—The Mayorality.—The Democrats held ward meetings on Friday evening last, at which they appointed judges and clerks of the election to be held on to-day, between 4 and 8 o'clock, P. M., for delegates to a convention to nominate a candidate for Mayor. Tickets pledged to the support of Major J. W. Watkins, Col. J. M. Turner and others, were formed; and in many wards unpledged tickets were also gotten up. The contest between the friends of the several aspirants will be exceedingly warm—the result to-night being looked upon as deciding, in all probability, the contest in the party for the nomination.

Resignation and Appointments.—Joseph Cushing, Esq., for more than twenty-five years president of the Savings Bank of Baltimore, has resigned the position which he has so long and so honorably held. His resignation was caused by a serious infirmity with which he was attacked sometime since, and which renders him incapable of attending to business of any kind. No man in this community has been more highly or more justly esteemed.

Archibald Sterling, Esq., has been elected to fill the vacancy, and J. Saurin Norris, treasurer, in place of Mr. Sterling, appointed president.

Charge of Stealing.—A poor destitute lad named Alexander Adams, was arrested by officer Murphy, on Saturday morning, charged with entering the residence of Mr. David Phillips, in Eden street, and stealing therefrom the sum of \$50 in gold and notes. The money was taken from a trunk in an up stairs room, and the prisoner, formerly in the employ of the complainant, who is a milk man, was suspected as the thief from the fact that he knew the money was deposited in the trunk, and was observed loitering about the premises a short time prior to the robbery. He was committed by Justice Kemp, in default of security for further examination.

Dangerously Injured.—A colored man named William Dorsey, in the employ of Mr. Quinlan, house carpenter, Front street, was quite seriously injured a day or two since, in consequence of attempting to stop the horses of a lumber wagon of which he had charge. The wagon passed over his body and fractured several bones. The professional services of Dr. Taylor were availed of, and he is now attending the wounded man at the residence of Mr. Quinlan.

Horrible Case of Destitution.—Yesterday morning two men, apparently from 30 to 40 years of age, were discovered by several boys, lying in a field near the intersection of Point lane and the Harford road, in a most horrible condition. One of them was suffering from the mortification of limbs, superinduced by exposure and destitution. The officers of the seventh ward had them conveyed to the central police office, whence they were removed to the almshouse.

Military Resignation.—Col. Jacob G. Davies has sent in his resignation of the Colonelcy of the 63d regiment of Maryland Militia. This is the regiment to which Gen. J. L. McGuire is attached, who, having been absent from the city, on his return, yesterday, found Col. Davies' letter of resignation awaiting him in the post office.

Charge of Stealing Wearing Apparel.—Officer Stephenson arrested a woman calling herself Eliza Sterrett, upon the charge of breaking into the house of Fanny Hutchins, and feloniously carrying off therefrom wearing apparel valued at forty dollars. She was taken before Justice Busche, and released on producing security to answer the charge before court.

Carelessness.—Yesterday afternoon, officers Woodfield, Tuck and Sinclair were engaged in securing the huge meat box of Mr. George Poppler's stall in the Fell's Point market house, which had been left open on Saturday night. It contained a very large quantity of dried meats of various kinds, about five dollars worth of which, it is supposed, was carried off by the rogues.

Inspection Drill.—The six companies of High School Cadets, assembled at 9 o'clock on Saturday morning, in the building and underwent an inspection drill by the drill master, Major Brown, of the Independent Greys. Many of the young soldiers appeared in uniform and looked well. They will not have a public parade for several months.

A Riotous Party.—George Taylor, Georgiana Sprigg, Sophia Sprigg, Louisa Cook and John J. Cook, were arrested by officer Lee, on the charge of conducting themselves in a riotous manner by throwing stones in the street. Justice Ruley released them on giving security to keep quiet for six months.

Violating a License Law.—Josiah Colby was arrested by officer William Snyder, upon the charge of violating an act of Assembly, by selling hardware and dry goods without a license. Justice Wise released him on giving security in the sum of \$500, to answer the charge before court.

Emigrants.—The Bremen ship Johannes, Capt. Von Tritzen, arrived at our port yesterday evening, bringing about two hundred and forty passengers from Bremen.

Rioting and Fighting.—Daniel Hinton and Peter Carson were arrested by officers and Collins, upon the charge of rioting and fighting in Ross street. They were committed to jail by Justice Ringgold, in default of security to keep the peace.

Keep Quiet.—Patrick Cann and Thomas Cann were arrested on Saturday by officers Glover and Walstrom, charged with riotous conduct. Justice O'Neale committed them to jail in default of security to keep the peace.

Charge of Stealing.—Andrew Bordley was arrested by officer McCafferty and Morris, charged with stealing a cap belonging to Edwin Mitchell. Justice Robinson committed him to jail in default of security to answer the charge before court.

Committed.—James Perry, colored, was arrested at 12 o'clock on Saturday night, by Watchman Burkett, charged with flourishing a loaded pistol. Justice Kemp committed him to jail for the sake of peace.

Assaulting a Woman.—James H. Brown was arrested by officer Pamphillion, on the charge of assaulting and beating Mary Jane Denton. He was committed to jail by Justice Yoe, in default of security to keep the peace.

More Rioters.—Chas. Quibb and Jas. O'Brien, two youths, were arrested on Saturday night by watchmen Hefson and Chamberlain, charged with riotous conduct. Justice Kemp committed them to jail in default of security to keep the peace.

Disorderly Conduct.—Watchman McGowan, of the southern district, arrested Elbright Johnson, charged with disorderly conduct. Justice Yoe committed him to jail in default of security to keep the peace.

Assault and Battery.—Edward Martin was arrested by officer Smith, charged with assaulting and beating Anthony Flaherty. Justice Ruley released him on giving security to answer before court.

Hands Off.—Mary Kelly was arrested, by officer Glover, charged with assaulting and beating Mary Kelly and her mother. Justice Wise released her on a peace security.

Reprehensible.—Joseph Raigan was arrested, by officer Pamphillion, charged with assaulting and beating Elizabeth Wilson him on producing security.

LOCAL MATTERS

The North Carolina.—The design, construction and trial of this magnificent specimen of steam marine architecture adds additional testimony to the unsurpassed skill and ability of Baltimore mechanics, and attests the acknowledged enterprise and prosperity of the Baltimore Steam Packet Company, under whose auspices the boat was ordered and completed. It has long been the desire of the company to develop and encourage the ingenuity and talent of our home artisans, as well as to furnish travelers with a splendid conveyance, and these objects seem to have been clearly accomplished in the North Carolina, not the least excellence of which is her noble appearance, as she swiftly glides over the bosom of the broad and expansive Chesapeake.

The general character of the steamer is prominently acknowledged by many to surpass, in almost every respect, any similar vessel of Maryland, and will justify a comparison with even the famed boats of other waters. The following description has been carefully obtained, and will doubtless command an attentive perusal:

The North Carolina is the largest bay or river steamer ever built at this port. Her length between perpendiculars being 236 feet; extreme over all 250 feet; breadth of beam, 33 feet 10 inches; extreme over the guards, 60 feet; depth of hold 11 feet 4 inches, and measuring about 850 tons register. Her frame is of the best Chesapeake white oak and red cedar. The floor for the entire length of the engine, and as high up the side as the turn of the bilge, is one solid mass of timber crosswise. The hull, upon which are placed lengthwise, or fore and aft, two other solid beds of timber (one on each side) 80 feet long, 28 inches wide and 46 inches high, from the floor timber, upon which the immense gallow's frame is supported. These beds of timber, in order to strength, are fastened with screwbolts in every possible way, whilst the inside work is of the best Southern yellow pine, having seven large keelsons running fore and aft the boat, and square fastened; in addition to which, she has heavy bilge streaks, also extending the entire length, ten which are in number on each side; they are also square fastened. An arch under the deck spanning the whole length of the boat, the highest part of which comes amidships, or under the greatest weight of machinery, adds additional strength, the ends of which terminate against the keelson, next the centre keelson, thereby forming the abutment for the arch, the whole being well secured with heavy screwbolts. There are hanging knees the whole length of the hull inside and outside ranging about five feet apart under the deck frame, and bolted through and through the side with from twelve to twenty bolts in each knee, the entire bottom, ceiling, keelsons, clamps, arches, bilge streaks and wales being square oak garboard streaks, measuring six inches, and bolted through the keel and bolted through each other horizontally; they are also bolted through the frame, perpendicularly, with copper bolts. The bottom, from the keel to the copper or surface line, is of white oak; from the surface line to the deck is of Spuher yellow pine, alternately fastened with copper spikes and locust treenails as high up as her deep load line, and above that with iron spikes and locust treenails. The deck frame and decks are of white pine, and her bow and stern are well secured with hooks and long points.

The motive power consists of one substantial common beam engine of about 400 horse power, with a cylinder 56 inches in diameter, 11 feet stroke, two tubular boilers of iron, each 14 feet wide, 14 feet long, containing an aggregate of 4,200 feet of fine surface, with tubes 4 inches in diameter and 10 feet long. The water wheels are 32 feet diameter, 9 1/2 feet broad, with 30 inches depth of buckets, whilst the shafts and cranks are of wrought iron. The engine is located near amidships, whilst the boilers are nearly opposite on the larboard and starboard sides, all which, includ-