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"THE UNION, THE CONSTITUTION, AND THE ENFORCEMENT OF THE LAWS."

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Latest News by Telegraph TO THE BALTIMORE CLIPPER.

From California.

GREAT DESTRUCTION OF AMERICAN WHALERS BY THE PIRATE SHENANDOAH.

SAN FRANCISCO, July 20th.—The whaling bark Milo arrived here to day in eight days from the Arctic, with the crews of several whalers destroyed by the pirate Shenandoah. Last month the whalers Edward Casey, Hector, Abigail, Euphrates, Wm. Thomson, Sophia, Thornton, J. Swift, the Susan and Abigail, were captured, and most of them were burned. The Milo was landed for the purpose of taking off the crews.

The Shenandoah was continuing her wholesale destruction of American whalers, and would probably soon destroy another fleet numbering sixty vessels!

Her commander was informed of Lee's surrender and of the collapse of the rebellion, but did not believe it. He, however, believed in President Lincoln's assassination, as he expected it.

The Shenandoah called last at Melbourne. She was manned by English and Irish sailors. Some of the captured whalemen joined her.

COLORED PEOPLE PETITIONING FOR THE RIGHT OF SUFFRAGE.

WASHINGTON, July 27.—During the past few weeks the colored people of Washington and Georgetown have been earnestly discussing the question of obtaining the right of suffrage. This evening a meeting of the ward delegates was held, and a memorial for presentation to Congress submitted for approval. In this they say:

"Our patriotism is unbounded, and our liberty has never been questioned, for in all our country's trials we have responded voluntarily and with alacrity, and without the incentive of high pay, bounty and promotion. We have honorable aspirations, and cherish hopes and laudable desires in connection with our country.—We ask you respectfully to regard them, to give encouragement to our patriotism. Enjoying what liberty we do makes us the more miserable in contemplating the denial of other just rights. Without the right of suffrage, we are without protection and liable to combinations of outrage; for even the petty officers of the law, feeling and respecting the source of power, will naturally defer to the one having a vote—so partialities in this respect works to the disadvantage of the colored citizen."

The memorialists state other principles and considerations on which they predicate their claims for suffrage and civil equality before the law.

A LITTLE CLOUD ON THE RIO GRANDE—EMPEROR NAPOLEON GOING TO SEND 35,000 TROOPS TO MATAMORAS.

CINCINNATI, July 27.—The Gazette's Cairo dispatch of the 26th, says:—The Galveston correspondent of the Houston News writes under date of July 1st, that orders have been issued to the officials at Metamoras to prepare accoutrements for 35,000 troops of the Empire, the troops to consist of French, Austrians and Algerians. The reason given for this collection of troops is because we have a similar number at Brownsville and adjacent points. French officers assert that there is no reason why the United States should send an army of eighty or one hundred thousand men to Texas unless they design aggressive movements upon Mexico. The spirit of the two armies is described as hostile, and there is no affiliation between our officers and those of the Empire.

VISIT OF SECRETARY SEWARD TO CAPE MAY.

CAPE ISLAND, July 27th.—Secretary Seward and party arrived here on the gunboat Northerner, at 7 o'clock this evening. The party consisted of Secretary Seward, Attorney General Speed, Assistant Secretary F. W. Seward and wife, Gen. W. H. Seward, Jr., Lieut. Col. Wilson, Medical Inspector U. S. A., Mrs. L. M. Worden, sister of Secretary Seward, Misses Fanny Seward and Ella Perry. A. W. Markley, Esq., welcomed the distinguished guests, and the Secretary replied, expressing his gratification at reaching this celebrated watering place.

The visitors were then placed in private carriages and conveyed to Club Cottage, attached to Congress Hall, fronting the lawn, where elegant quarters have been fitted up for them. As soon as Secretary Seward and party reached the cottage the band commenced playing national airs and the lawn in front of Congress Hall was brilliantly illuminated. As the Secretary desires quiet, meals for himself and family will be served in the cottage parlor.

GOVERNMENT FINANCES.

WASHINGTON, July 27.—The power to effect further loans is now exhausted, but the Secretary of the Treasury is of the opinion that owing to the continued reduction of the expenditures of the Government, the Treasury can be kept in an easy condition by the receipts from the usual sources of revenue and meet all requisitions which can be properly made upon it until the meeting of Congress.

It is estimated at the Internal Revenue Bureau that the receipts from incomes, taxes, &c., for the next 75 days will be at the rate of $1,000,000 a day.

The next statement of the public debt will be made early in August.

It is published every two months.

DESERTERS FROM THE ARMY.

WASHINGTON, July 27.—Only about seventeen hundred deserters from the draft availed themselves of the pardon offered them in the late President Lincoln's proclamation. The thousands of others, still absent, are liable to arrest wherever found in this country, and subject to punishment for the offence.

GEN. GRANT AT SARATOGA.

SARATOGA, July 27.—General Grant, his family and staff, and Mrs. Bigelow, wife of our Minister to France, arrived in town this evening.

TRIAL OF JEFF. DAVIS.

WASHINGTON, July 27.—Nothing as yet is determined as to the trial of Jeff. Davis.

From Fortress Monroe.

FORTRESS MONROE, July 26.—The heat here and at Norfolk yesterday was very great. The thermometer here reached 96 deg. in the shade, and at Norfolk it attained 100 deg. in the shade.

The steamer Lady Lang, from City Point, with troops for Baltimore, arrived to-day.

The steamer Thos A. Morgan, from Baltimore, with rebel prisoners for City Point, left here to-day.

The steamer George Appold, from Baltimore for Norfolk and Boston, arrived to day.

RIOTOUS CONDUCT OF RETURNED SOLDIERS.

CONCORD, N. H., July 27.—Demonstrations of a serious riot were made here during last night, by some two hundred returned soldiers, who threatened to clean out the clothing stores under the Eagle Hotel, the proprietor of which charged a soldier with attempting to steal. The soldiers proceeded to the jail and demanded the release of two of their number who had been arrested, and threatened to demolish the jail. At this time some two companies of Veteran Reserves were ordered out, and the riotous soldiers were scattered in different directions. Much sympathy is felt for the soldiers, who it is alleged are unnecessarily kept out of their pay and discharge papers.

FROM OREGON.

PORTLAND, Oregon, July 20.—Gov. Gillin and the State officials welcomed Schuyler Colfax and party at Salem, yesterday. Speeches were made by the Governor and others and responded to by Mr. Colfax. There was a large meeting of citizens to welcome the visitors at Oregon City yesterday, and at Portland to day.

THE TREASURY ROBBERY.

WASHINGTON, July 27.—Wallace W. Whittlesey, who was recently arrested on the charge of robbing the Treasury of $108,000 in bonds, waived a preliminary examination this morning, and in default of $200,000 bail was committed to prison to await his trial.

A BALTIMORE VESSEL ASHORE.

BOSTON, July 27.—The brig L. C. Watts, from Baltimore for Boston, with a cargo of coal ran ashore at Nanshon, four miles west of Tarpaulin Cove, and is full of water.

SALES OF GOVERNMENT VESSELS.

WASHINGTON, July 27.—The sale of Government vessels will take place at New York on the 4th, instead of the 15th of August.

DISASTER IN BROOKLYN—FALL OF AN UNOCCUPIED BUILDING—THREE LABORERS BURIED IN THE RUINS.

From the New York Times 27th.

A terrible catastrophe occurred in Furman street, yesterday morning, about 9 o'clock, involving the loss of three lives and the destruction of a building just erected and nearly ready for occupancy.

The building was 50 feet front by 50 feet deep, and divided into two compartments. It was of brick and three stories in height. The roof of this as well as other buildings under the heights is nearly on a level with Columbia street, and are used as gardens, many of them being planted with shrubbery and ornamented with grape arbors, &c. The soil on the top of these roofs is from 6 to 8 feet in depth, and they consequently are burdened with a great weight.

On the 4th of April last the buildings occupying the site of the present ruins were found to be on fire. The interior was burned out. A number of firemen were on the roof, when, all at once, it gave way, and five men fell into the firey mass beneath, and some were roasted and others were crushed to death. The bodies of the unfortunate victims were exhumed in about 18 hours after the sad occurrence, on the removal of heaps of *debris* to the depth of 15 or 20 feet.

The buildings have since then been replaced in an apparently substantial manner. The dividing wall was 16 inches in thickness. The arches supporting the roof were 13 feet span and 12 inches thick, with a centre arch, the ends of which rested upon the centre of the two main arches. The fact of piling earth upon it caused such a pressure that the weakest portion gave way, and then the whole came down with a tremendous crash.

Four laborers were employed in wheeling soil upon the roof at the time of the accident. One, named Patrick Monahan, saved himself, and gives the following account:

"I was engaged in wheeling dirt upon the roof from Columbia street, in company with John Nash, Patrick Regan and Jas. Martin. I had reached the middle of the building, and we had dumped our barrows, when I heard a noise. I immediately left my wheelbarrow, and rushed for a plank, which I succeeded in reaching. Turning around, I saw the building fall in just where I had left Regan and Martin. Nash had rushed for the front corner of the adjoining building, when crash went the entire roof, and I saw no more of him. I believe all three of the men fell in with the roof and are buried in the ruins."

The crowd was kept at a proper distance by the police, and the business on hand was vigorously prosecuted. About two o'clock the body of Nash was got out, and conveyed to the Forty-second Precinct Station house. At six o'clock, the body of Regan was exhumed. It presented a melancholy spectacle. The arms were outstretched, as if appealing for aid. The family reside in Gold street. The body of Martin was still undiscovered at a late hour last night, but from the industry with which search was prosecuted, it was expected that it would be recovered before morning. The family of deceased reside in New York. The wife of Nash resides at No. 504 Columbia street. He had no children.

IMPORTANT FROM TEXAS.

The Matamoras *La Convurce* (Mex.) of the 6th inst., says:

A *casus belli* of a very grave character arises from the fact that Cortinas has actually and officially established his headquarters in Texas. A declaration of open war could be no more plain. Cortinas signs custom-house permits for Sabmitte, Texas, and delivers safe conduct to places twenty miles in the interior of American territory. He finds shelter for himself and a ready market for his booty on the Texas border, all with the connivance of the Federal authorities, who enjoin upon him to commit no hostilities, which amount to nothing.

Confederates are tendering their services in considerable numbers to Maximillian. One thousand have already been sent by detachments into the interior.

PARDONS.—Nearly two hundred applications for pardon were received on Wednesday at the Attorney General's office, among them the petitions of the Generals Dick Taylor and Roddy, who appeared in person to urge their claims.

COLLECTOR.—John G. Taylor has been appointed by the President Collector of Customs for the District of Annapolis, Md.

A battered minie ball was recently extracted from the head of a recovered New Haven soldier, after remaining there 107 days.

BURNING OF THE WM. NELSON.

The Most Graphic Account Yet Published.

STATEMENT FROM THE CAPTAIN.

The Ship Ablaze While in Full Sail

HEART RENDING SCENES.

Men, Women and Little Children Roasted Alive.

THEY ARE PRECIPITATED INTO A BURNING FURNACE.

Fearful Panic Among the Sufferers.

A FIGHT FOR A RAFT.

By the steamer Scotia, which arrived at New York yesterday, from Liverpool, we have the following official report of the Captain of the William Nelson, drawn up at the American Consulate, at Havre It is the most fearful chapter of horrors that has met the eye for many a day:

The William Nelson left Antwerp on the 1st of June last, with a cargo of rails, wine and various merchandise, about four hundred and forty-eight emigrant passengers and a crew of thirty men, including the Captain. The ship did not, however, put to sea until the 4th of June. The voyage continued without incident worthy of remark until the 26th of June, when the ship had reached latitude 41 20, longitude 52 20 W. The Captain here observed that several emigrants who had been ill for some days were suffering from a violent fever, and fearing that this might become contagious, he gave orders at 10 A. M., on the 26th, to the first mate and carpenter to go below and make the passengers come on deck, in order that the ship might be fumigated as a precautionary measure.

The passengers having all ascended, the first mate and carpenter were again sent below with several sailors, furnished with tar buckets and red hot irons. The operation was nearly completed, about 12½ o'clock, when the last tar barrel burst into a flame, and the boiling tar flowed over upon the deck, in the centre of the ship, seriously burning the carpenter and the sailor who was assisting him. The vessel immediately took fire. The middle deck was soon, as may be imagined, full of smoke, and the ignited tar, which had fallen on the deck, flowed with the roll of the ship under the bed of one of the emigrants, setting it on fire. In an instant the flames spread to all the other beds fore and aft, rendering it impossible for the men to do anything to extinguish them. Even before they could reach the deck immense volumes of flame shot through the hatchway, and reaching the sheets of the mainsail (all sail was set at that moment) enveloped the mainmast with the rapidity of lightning. In the twinkling of an eye all the sails on the mainmast were on fire as well as the rigging.

The Captain immediately ordered part of the crew to get the boats ready in order to save as many passengers as possible, and the rest to close the ventilators and the hatchways. This was hardly done, when a number of men, consisting partly of sailors and partly of emigrants, formed a chain fore and aft, in order to pass buckets of water, which were poured down the main hatchway, whence issued a column of flame. The pumps were also set at work. Hitherto discipline and good order had been maintained. The fire, however, made such rapid progress above and below that the Captain considered it his duty to lower the boats immediately. But now a general panic seized the unfortunate passengers, all of them throwing themselves upon the boats, which, from their numbers, it was completely impossible to prevent. One had no sooner touched the water than she was capsized by a number of emigrants who jumped into her. These, not knowing how to swim, were nearly all drowned.

Four sailors, however, who were also in the water, succeeded with much risk in righting the boat, and bringing it to the side of the vessel again, and then saved some of the unfortunate men struggling in the water. But while the boat was still alongside some more emigrants leaped into it, and capsized her a second time. The sailors were again able to right it, and took on board as many passengers as it could hold. The captain himself assisted in lowering the launch, and the second mate, the only sailor who entered it, was fortunate to save several cabin passengers, among others, seven women and four children, one not three months old. The two other boats were lowered with much trouble. The larger contained no less than thirty five passengers, with six of the crew, some of whom got into another boat less heavily laden, leaving two to steer.

The last boat, with the same number of sailors, and full of emigrants, succeeded in getting clear of those who, endeavoring to jump in off the ship, fell into the water and swam around it. It is miraculous that it was not capsized in the efforts the poor creatures made to get on board.—Meanwhile the captain, seeing that he could do nothing more to save the ship, ordered the rest of the crew, about fifteen men, to throw overboard everything possible that would float—spars, planks, barrels, hencoops, &c. All were lashed together, so as to form a kind of raft, in order to save as many lives as possible.—*This was hardly finished when the unhappy passengers all on board, losing all presence of mind, threw themselves upon it in large numbers, followed by several of the sailors, filling the air with despairing cries.* Others on board the ship rushed madly round from one end of the deck to the other, and, going into the cabin, broke the furniture and threw it into the water.

The confusion which now reigned was beyond anything possible to conceive.—The tumult was such that it was impossible for the captain to make himself heard, though giving reiterated orders and seeking to stop the panic. This took place about half an hour after the fire broke out. At this time from one hundred and thirty to one hundred and fifty emigrants had succeeded in getting upon spars alongside the ship, though there were many struggling in the water, when the topmasts, with their yards, etc., all on fire, suddenly gave way, and fell right upon them, killing many at once, and throwing the others into the sea. The cries of the wounded and drowning were terrible. Words are powerless to give an idea of the horrors of the scene. The unfortunates still on board the ship, in their great terror surrounded the captain and the sailors, clinging to them and beseeching them to save them. But they could do nothing.

Some time after the fire between decks gaining the upper deck and the masts, a fresh panic broke out among them, and, seeing their only chance of safety was to get upon the raft, the poor creatures fought among themselves to reach it.—Several fell into the water, and were drowned; others succeeded in reaching the raft, but they were not to escape their fate, for the mainmast fell upon them some minutes afterwards and crushed several to death. The same frightful scene was again presented. Then only did the second mate and a few of the crew jump overboard. Being good swimmers they proceeded towards the boats, at some distance, and were fortunate enough to reach them, and still more so in being taken in by the occupants. After these lamentable and horrible events there was one still more terrible to take place. About two hours after the fire broke out a part of the deck, being entirely undermined, fell in, and a large number of emigrants were precipitated headlong into the burning furnace beneath.

It was horrible to see the flames leaping out of this gulf. The heat was suffocating, and it was impossible to remain any longer on board. Some passengers jumped into the sea, and with them the remaining sailors, three of whom are supposed to have been drowned. The lashings which held the raft together being burned through, it parted in two, with many persons clinging to the planks and many underneath. The Captain, under the absolute impossibility of doing anything to save those still on board, and not being able to remain with them longer, jumped overboard, and seeing two boats at a great distance, swam towards them. After swimming for three-quarters of an hour together with two sailors who followed him, they were at last perceived and recognized by the emigrants, who, with the greatest humanity, steered towards them, and, at the risk of being capsized and drowned, picked them up in a state of almost complete exhaustion.

The captain then took the command of the two boats, and immediately steered towards the ship, in order to see if, with the spars floating about, they could make a raft to save those clinging to various objects and those hanging upon the ship's bowsprit. But nothing could be done. They remained, however, near the burning ship until 3 o'clock A. M., when she sank, carrying with her the rest of the poor creatures on board. The boats then steered N. N. W. There was no water on board either of them. One had no provisions, and the other had two or three fowls, a duck and a pig.

During all this time the sea was fortunately calm, for had the slightest breeze arisen, all must inevitably have perished, the boats being laden nearly to the water's edge. The shipwrecked party continued their way until 5 o'clock P. M., and they were seen and saved by the steamer Lafayette.

The third boat was met by the Russian three-masted barque Ilmari, which spoke the Lafayette the same night. At the request of Captain Bocande, the captain of the Ilmari, transferred his shipwrecked guests to the Lafayette, which thus had on board the forty two persons whose arrival at Havre on the 6th of July is already known.

The Mercury picked up the fourth boat's crew, respecting whose fate so much anxiety was felt, on the 28th of June. The Captain of the Mercury lay to for several days, and subsequently cruised about in the neighborhood of the disaster, with watches on the yards, in the hope of rescuing others of the shipwrecked. One man, and subsequently one woman and three men, were thus picked up.

This is the fourth service of the kind which the Captain of the Mercury has been fortunate enough to render to shipwrecked crews. Among other recompenses he has received a good chronometer from the English Government having saved four hundred and fifty four men of the steamer Persian, wrecked by bad weather.

Among the forty three whom he rescued from the William Nelson are five women and five children, of whom one, born on board of the William Nelson, is an infant only fourteen days old. This infant and his sister, three years old, are the sole survivors of a whole family on board. On the first alarm, the two children were put by their parents into one of the boats, subsequently picked up by the Lafayette. The parents afterwards endeavored to join them by swimming, but were drowned.—The little orphan was carefully tended by a young woman nineteen years old, who has ever since quitted her charge. Another infant, twelve months old, is the sole survivor of a family of father, mother and several children. Two Dutch children, one twelve and the other thirteen years old, have lost father and mother. Another lad, eighteen years old, is in the same case. His father, who has perished, had on board twenty-seven thousand five hundred francs in gold, his whole fortune.

OUTRAGE IN HUDSON, NEW YORK—SCENES OF BRUTALITY UNEQUALLED.

HUDSON, N. Y., July 26th.—This city was visited yesterday by a gang of roughs and thieves, who accompanied the excursion of the Emmet Guard to Albany. The scoundre s spread all over the city, robbing and knocking down citizens to their hearts' content. When starting to return to the boat they commenced a series of most brutal and devilish outrages, and still were allowed to have their way.

They amused themselves by firing stones, revolvers and guns at the people, varying this order of things occasionally by striking them with clubs and maltreating them in various other ways. Leaden balls flew like hailstones, and roughdom held a perfect carnival. A young man named Race, of Hudson, was shot in the leg, and a boy named Berry had his arm broken. Another boy was badly beaten over the head with a club. Officer Salspaugh, aged seventy years, was pounded almost into a jelly, and many other persons were badly beaten and injured.

The saloons and drinking places were completely cleaned out, and the occupants abused in the most shameful manner.—Over three thousand people accompanied the excursion, over one hundred of whom were the worst species of roughs. Many persons were robbed of watches, money and other valuables. Prospect Hill was covered with men, women and children, who had been driven from their homes by the roughs, and compelled to fly for their lives. Only six arrests were made, and these were let off to day by a light fine.—The whole affair was one of the greatest outrages ever perpetrated upon a law and order loving community.

AN INCIDENT OF WAR TIMES.—The Raleigh (N. C.) correspondent of the Philadelphia Inquirer relates the following:

Apropos of Sherman's passage through this country, I must relate an incident illustrating Northern respect for labor. A party of "bummers" approached a house not many miles from this city, and, entering in the usual uncermonius style, made their way up stairs. In the first room they entered was seated the lady of the house (a Northern lady, in fact, though they did not know it,) engaged in spinning. She threw down her work in some alarm on seeing the soldiers, but the leader of the latter stopped abruptly, saying, "Boys, don't touch a thing in this house. This is the first lady I've seen at work in Carolina, and I'll be —— if she shan't be protected!" It is due the ladies of North Carolina to say that, although the industrious matron in question was not a native, I have seen those who are natives who apparently did not deem it derogatory to their dignity to engage in useful occupations.

MARYLAND POST OFFICES.—The Postmaster General has issued the following orders: Establish an office at Mill Mount, Calvert county, Md., and appoint Ezekiel F. Daniels, postmaster. This office will render regular mail facilities to about seventy white and the same number of colored families. It is to be supplied by special conveyance to St. Leonards. The name and site of Governor's Bridge, Anne Arundel county, is changed to Rutland, and John T. Beard appointed postmaster in place of Mrs. S. A. Bradford, superseded by the change.

THE BALTIMORE AND OHIO RAILROAD AS A WAR AGENCY.

To the Editor of the N. Y. Tribune:

SIR—Although much has been said, from time to time, of the Baltimore and Ohio Railway in connection with the war—for, per force of circumstances, it attracted much public attention, or earned and challenged it rather—a recent trip on all of its branches has satisfied me that the half has not been told of its immense agency in behalf of the Government and the Union cause. The same may be said of the perils which have been incurred, in its successful management, by all personally concerned therein, but more especially that wondrous embodiment of sleepless vigilance and untiring energy, William Prescott Smith, the Master of Transportation.

And a most noteworthy fact about this gentleman is, that he seemed to act, at all times, as one having a living faith in the maxim that the post of honor is the post of danger. When the perils grew thickest he was most ready to participate in them, without stopping to inquire whether or not the technical requirements of his office demanded that course of him. Hence the management never failed to meet each fresh emergency as it arose, and to master it. The consequence was the discouragement of the very Rebels themselves from repetitions of their raids upon the road to the degree of frequency they would have attempted under a less persevering management.

As the guerillas stood upon the precipitous sides of the Alleghanies, overlooking the progress of repairs from day to day, they were heard debating the expediancy of repeating the interruptions to travel and transportation, and coming to the conclusion that it was useless to attempt to do so, because, as they said, "that d—d Yankee, Smith, and his working gangs would rebuild the road faster than they could destroy it, any way!" Speaking of repairs reminds me to say, in passing, that I was glad to observe that the fine bridge over the North Branch of the Potomac, west of Cumberland, which the rebels burned in 1862, is being replaced by an iron structure, and that preparations are on hand for rebuilding the Company's extensive workshops at Martinsburg, West Virginia, destroyed by order of Stonewall Jackson.

The demoralization of the *personnel* of this road during the perils incident to the frequent destruction of the track and rolling stock and the raids upon the cars, was most embarrassing, as may be imagined. Engineers and conductors and others concerned came to consider the risk nothing less than in the direct military service of the Government itself, if not indeed greater. Hence not a few exchanged service on the road for that on the battle-field, while others sought employment on safer roads at high wages; for employees of the Baltimore and Ohio Railroad could always command high wages and constant employment elsewhere, because of the peculiar training they were known to have undergone among the deep gorges, and the precipitous grades, and the sudden and frequent curves of the track through the Alleghanies.

It was reasoned—and correctly—that men, who had gained a reputation for trustworthiness, as engineers for example, on such a railway as that, might be safely trusted anywhere else, with property or life! And, because of the absolute necessity for constant watchfulness on such a track, the very dangers of the route, paradoxical as it may seem, have made it the safest in the country, and given it a character as such among railroad employers; and as caused the competing demand for its employees referred to, whereby constant demoralization and frequent and annoying changes in its *personnel* had been made inevitable during the war. But all of this has of course ended with the rebellion, and the road is now restored to the safety, regularity and facility of operation which characterized it in anti-war days.

Some idea of what the Baltimore and Ohio Railway has done during the war, in the way of transporting soldiers alone, to say nothing of munitions and supplies, may be gathered from what it has done since the 1st of June only, for the re transportation of soldiers from Washington and elsewhere to the West and the North. The lowest fair estimate would put the number safely returned to their homes, or mustering-out places, during this brief space of time, at not much less than a *quarter of a million!*

But, not satisfied with what they have effected for the Nation during the rebellion—for which they ought to be held in everlasting remembrance by all loyal people—the Baltimore and Ohio Railroad Company, under the lead of their indefatigable President, Mr. Garrett, are making preparations to extend their field of usefulness still further.

On the 17th instant they commenced locating a third branch of their great road. This is to extend from the Point of Rocks, Md., 70 miles west of Baltimore, to the city of Washington, requiring about 40 miles of track. This survey is entrusted to Richard Randolph, a civil engineer understood to have been well selected for the work. The connection with the national capital thus contemplated, while highly important to the people of the West, whose communication with Washington it will facilitate not a little, will prove of incalculable advantage to the section of the country which it will traverse. And to a portion of it, desolated and impoverished as it has been by the war, its money-distributing construction will prove a very God-send.

When this new branch shall have been completed, the entire area traversed by this great railway will measure as follows:—From Baltimore to Wheeling, via the Main Stem, 375 miles; from Grafton to Parkersburg, via the North Western Virginia Branch, 194 miles; from Baltimore to Washington, 40 miles, and finally from the Point of Rocks to Washington, 49 miles—making an aggregate of 550 miles.

When we take a view of the apparently insurmountable difficulties overcome in building roads over such distances, and through such a wild and formidable mountainous region, as that through which the main stem particularly passes—a single appliance of which (the Kingwood tunnel) cost nearly a million of dollars—I think we may safely class the Baltimore and Ohio Railroad Company as among the wonder workers of the age! But, to fully appreciate the real difficulties overcome by this Company, the reader should have crossed the Alleghany mountains, as the writer of this had done years before the railroad was dreamed of, on horseback, and in stage coaches, by Henry Clay's National Turnpike—a great achievement in its day—and then, again, in 1852, when the memorable trial trip from Cumberland to Wheeling was made, amid a fearful January snow storm in the mountains.

In vivid remembrance of how a party of five hundred, composed of officers and invited guests, scaled the mountains (through which the tunnels have since been cut) by slices, as it were, with the aid of temporary rails, laid in zig-zag form, the different sections of our train seen, by turns, now far above, now far below each other, and ever and anon giving the impression to the uninitiated of broken couplings, or detached engines, and inevitable backings to a swift destruction, peculiar opportunities were afforded me, during the recent summer trip over this road, already referred to, for estimating and fully appreciating the wonderful mastery of science over Nature herself, displayed in its final completion and its management.

J. E. S.

NEW YORK, July 20, 1865.

LOCAL AFFAIRS.

A Protest.—At a meeting of that portion of the City Union Convention opposed to its action in regard to the Federal appointments in this city, the following protest was adopted and ordered to be published in the press of the city, one of the same character being also presented to the President:

Fellow-citizens of Baltimore—The protest of a portion of the City Union Convention of Baltimore respectfully avers that the said Convention was elected for the sole purpose of managing the local affairs of the Union party for the ensuing year; that no question as to the fitness of any of the candidates for any Federal office was broached or made a question before the people at the primary meetings at which we were elected, and we regard any such attempt on the part of the City Convention as a fraud upon the people who elected us, subversive of the best interests of the Union party, and calculated to bring reproach upon the loyal and faithful Union men of the city and State. Such an attempt to dictate to the President is unheard of in the history of all previous actions of the City Convention; is a most unwarrantable assumption of power, and is intended merely to further the interests of political aspirants, and not those of the Union party of the city and State.

We aver furthermore that the resolutions adopted by the Convention in favor of the appointments recommended by Mr. Swann and Mr. Chapman, were carried by the misrepresentations made to members of that Convention, to the effect that the President had *asked* for such an expression of opinion. Yesterday, when told of such sentiments by a committee appointed to wait upon him, he *promptly* and *indignantly* repelled and denied having made any such declaration, saying that he had been misrepresented if any such statements had been made purporting to come from him; and yet, fellow citizens, the name of our distinguished Mayor is given as the voucher for such a statement. We therefore appeal to you to stand by and endorse those members of the City Convention who are opposed to the assumption of such dictatorial power by that Convention; we ask you to put down this insane and madness that is in office, which is eating the very heart of the country; we affirm that our city, State and country have been disgraced and dishonored by the spectacle of delegation upon delegation waiting upon the Executive day after day urging the appointment of different gentlemen; we are the advocates of none of the gentlemen named for the positions; we are the friends of our President, that we but claim to lodge our protest against the action of the Convention, in arrogantly assuming powers, which by the Constitution are lodged with the President and his *constitutional* advisers alone. Everything but honor and character has been forgotten in this unholy contest; the time and business of the late President was occupied in listening to these respective claimants, and the beats had hardly ceased to reverberate the echoes of a mourning people who bowed at his untimely and cruel death, before these gentlemen had thrust themselves into the presence of his successor, and renewed the sacrilegious contest; let it be written, that while the nation was quivering under the blows of a gigantic rebellion, when the gaunt and famished forms of our starved soldiers were seen upon our streets appealing for sustenance and nourishment, when a whole nation was appalled at the assassination of its Chief Magistrate, this insane warfare for postical place and power was unremittingly carried on, unchecked, by any of those ennobling considerations, and heightened by the name of gentlemen, who holding high public positions condescended to degrade and stain their official robes. "The ox knoweth his owner, and the ass his master's crib, but Israel doth not know, my people will not consider."

O. HERBERT RICHARDSON,
President.

Forgery in Richmond—Arrest of the Forger in Baltimore.—A despatch was received on Wednesday night, about 9 o'clock by Marshal Carmichael, sent from Richmond, Va., stating that a forgery had been committed in that city, and that the forger had come on to Baltimore, and requested that the party might be arrested upon his arrival at this place.—The party accused was formerly a Captain in the army, and whose name is Werthimer, hailing from New York. The circumstances under which the forgery was committed are as follows: It appears that Werthimer has been in the employ of Levy & Lowenstein, wholesale trimming dealers in Richmond, as travelling agent, for the purpose of soliciting orders, &c., and going beyond his duties, forged the name of the firm for a large amount, and receiving the money, started for this city, which led to the above despatch. The arrest of the party was effected in the hands of two very expert detective officers of this city, Messrs. Gray and Smith, who proceeded to the wharf yesterday morning to await the arrival of the Norfolk boat, and upon coming to her wharf proceeded on board and found Westheimer among the passengers, when they arrested him and delivered him over to Deputy Marshal Manly. He was searched by order of the Marshal, when there were found upon his person $374 in paper money, $100 in gold, a gold watch and diamond ring. He is detained at the Marshal's office to await the requisition of the Richmond authorities.

Sudden Death.—Yesterday, about twelve o'clock M., a German, whose name is Henry T. Schwatedtes, fell upon the floor in a lager beer saloon located on Alicanna street, near Broadway, and expired in a few minutes. A physician was sent for, but death had nearly done its work before his arrival, as he lived to breathe but a moment or two after the doctor reached the house. Coroner Sparkins having been informed of the fact, summoned a jury of inquest, who rendered a verdict "That the deceased came to his death from intemperance and excessive heat." His body will be interred at the expense of the City, as it appears that he has no relatives residing here. The deceased was a member of the "Journeymen House and Ship Carpenters' Union." He was known to be addicted to the intemperate use of liquors, and his sudden death is but another warning to those who unwisely indulge in the same debasing habit.

Another Case of Shooting—A Man Shot Through the Head.—Last night, between eight and nine o'clock, at the New Hatchery, late Melodeon, two men, named Charles Bingelwald and Thomas Farrell, got into a difficulty, and after the passing of some angry words between the parties, the former drew a pistol and discharged it at the latter, the ball taking effect just above the left temple, and passing through came out at the back part of the head. The wounded man was taken to the drug store of Mr. Larcque, where he received the professional services of Dr. Frank, who pronounced him to be in a very critical condition. He was subsequently removed to his residence, No 77 South Front street.—The perpetrator of the crime was arrested by officer Doud, and lodged in the Central Police Station, and will undergo an examination this morning before Justice Spicer.

Accident.—On Wednesday evening, between the hours of 7 and 8 o'clock, as Mr. John Albert was passing along Canton avenue, near Bond street, in an express wagon, having in company several children whom he had out riding, a wheel came off, throwing Mr. Albert violently to the ground, when the horse took fright and started off at a fearful rate, dragging Mr. Albert for some distance, he having become entangled in the reins, which resulted in breaking several of his ribs, besides severe bruises upon him. Officer Hicks succeeded in stopping the frightened horse near Broadway, when strange to say, none of the children, who all remained in the wagon, were injured, though considerably frightened. Dr. Hammill was summoned to attend to the injuries of the wounded man, when he was removed to his residence on Bond street, near Central avenue.

Sad and Mysterious Affair.—Yesterday morning, about 5 o'clock, J. D. Hanwalt, with his son, drove down Eutaw street, and when near Lexington street a pistol was fired by some unknown person, the ball of which struck Mr. H. in the right breast, inflicting, as it is supposed, a fatal wound. Dr. Brewer and Professor Smith were called to attend him, but considered the case a hopeless one. The wounded man was taken by officers Millan and Hissey to his residence, No. 45 Dolphin street.

Fast Driving on the Street.—John F. Bowling was arrested on Wednesday evening by officer Irving for the violation of the 34 section of revised ordinance 32, relating to fast driving on the street. Justice Whalen imposed a fine of $5 and costs, and released the party on payment. Arrests for fast driving and riding on the street are getting to be quite prominent at present, the police records scarcely ever being free from that character of arrests.

State Convention of Registers.—The Committee appointed for the purpose have issued a call for a State Convention of Registers in Baltimore on the 22 day of August. See advertisement.

Convention of the Registers of the different Wards of the City.—Yesterday afternoon at 6 o'clock, the Registers appointed by the Governor met in convention for the purpose of effecting concert of action throughout the different wards in the city during the approaching election. All the wards were represented, and the meeting was called to order by Jas. F. Towner, of the 14th ward, taking the chair by the choice of the assemblage. He appointed E. L. Clark, of the 4th ward, as Secretary. Upon the invitation of the chair to bring such matters before the meeting as bearing upon the purpose for which it was convened, Mr. J. Bouchard offered a motion, that a committee of five should be appointed to prepare and publish a call for a State Convention of all Registers in the State for the purpose of effecting concert of action throughout the State, which motion was lost. Mr. R. H. Atwell then moved that a committee of five should be appointed to bring about concert of action throughout the different wards of this city, and for this purpose should at once retire, prepare, and report all business bearing on this subject to this meeting. Carried, and the following committee appointed: R. H. Atwett, William Hopkins, William T. Price, B. V. Taylor and William S. Faithful. The Committee then retired, and after some consultation reported the following resolutions:

Be it recommended by this Committee, that one member of each ward board be appointed as chairman by said ward board; referred to ward board. That all ward boards proceed at once to rent suitable rooms for their business; also referred to ward board. That each ward board should appoint at once a clerk at the expense of the city, whose pay per diem shall be the same of that as Registers; adopted. That Messrs. J. Bond & Co. should be appointed as stationers to supply the different requirements of stationery upon requisition signed by the Chairman to be paid by the Mayor and City Council; adopted. That the "Baltimore American," "Baltimore Clipper" and "Baltimore Wrecker," shall be selected as medium for advertisements; adopted. That M. James Young shall be appointed printer, to attend to all the job printing connected with the offices of the different wards; adopted. That each ward board should without delay rent or purchase the necessary furniture for their office. This report was adopted in the whole with 15 vote against 2 nays. Then, upon motion of Mr. R. H. Atwell, a substitute was offered and adopted in place of the 4th section of the series of recommendations to the effect, that the City Register should be requested to honor the orders for stationery of the different chairmen of ward boards. Then, upon the motion of Mr. Wm. Hopkins, the original motion of Mr. Bouchard was re-considered and carried, and the following committee appointed: A. H. Jarrett, Captain J. H. Rigby, E. L. Clark, William Hopkins, and Capt. Wm. Davis. After which the meeting adjourned *sine die.*

Horse Thieves.—From the numerous notices received at the different station houses to be on the lookout for horses that have been stolen, it appears that there is a party of professed horse thieves prowling around the city, and in the adjoining counties. "To be warned is to be forearmed," is an old but true maxim. Those owners of the above stock being thus warned, would do well to be on the alert, and have their stables securely locked, so as to put a "period" to the existence of any business for those professionals, and also to form themselves into a "horse protecting society," as is the case in other localities, and thus endeavor to rid the country of this particular class of thieves.

Stabbing Affray.—About eleven o'clock on Wednesday night John Kernan and Thomas McCattair became involved in a difficulty in the lager beer saloon of Mr. Schroeder, on German street, near Liberty, resulting in the stabbing of the former in two places just below the heart. The wounded man, who resides at No. 138 Conway street, is expected to live. McCattair was arrested by Sergeant Ingleton and officer Jones, of the Central station, and taken before Justice Spicer, who committed him to jail to await the action of the Grand Jury. Dr. Jenkins dressed the wounds of the unfortunate man.

The Wonderful Human Phenomenon.—The ladies were out *en masse* yesterday afternoon, and in attendance at the Maryland Institute Hall, to witness the child with two heads and two sets of organs, yet with but one body—They were highly delighted when they found there was no humbug attached to the exhibition, and all expressed a lively wonder at the reality of the matter. The ladies largely represent the curiosa of Baltimore, and we expect that their representations alone will secure another large lady audience both this and to morrow afternoon.

Explosion of a Shell—Severe Wounding of a Man.—About noon yesterday quite a serious accident happened at Benton's New York foundry, situated on Conway street. Mr. Sexton has been in the habit of purchasing old bomb shells, which he uses by re melting in the manufactory of stoves, and at the time above mentioned, as Frank Fis