

CONSTITUTION.

Amended Constitution.....YES.

CONSTITUTION: SUFFRAGE.

Equal Suffrage to Colored Persons.....YES.

Whig Young Men's Mass Meeting at National Hall.

WHIG NOMINATIONS.

FOR GOVERNOR: JOHN YOUNG, of Livingston.

FOR LIEUT. GOVERNOR: HAMILTON FISH, of New-York.

FOR SENATORS: ROBERT TAYLOR, of New-York.

FOR CONGRESS: PHILLIPS FROST, of New-York.

FOR SHERIFF: WILLIAM W. LYON, of New-York.

FOR MEMBERS OF ASSEMBLY: WILLIAM HALL, of New-York.

DISPATCHES FOR THE TRIBUNE BY MAGNETIC TELEGRAPH.

TERRIBLE STORY.

THE MOST DISASTROUS ON RECORD.

FIFTY LIVES LOST.

KEY WEST IN RUINS. LIGHT HOUSE GONE.

WASHINGTON, October 30, 7 P. M.

The schooner Sarah Greenhain, Captain Baymore, from Philadelphia, Key West, for Brazos Santiago, arrived at the North East Pass Wednesday morning the 21st inst. and landed Com. Stott and son from the Pacific, and Lieut. Pease, bearing dispatches for Washington.

The Pigeon of the 23d inst. says it is indebted to Lieut. Pease for the details of a terrible gale in the Gulf of a fury which is unexampled. To begin at Key West: It commenced blowing from the North East on the morning of the 11th and the tide rose rapidly. The storm increasing in violence raged to a hurricane at midnight, when it abated.

The next day it blew a moderate gale. But the hurricane had swept away every dwelling house save six in Key West. They were totally destroyed. The Custom House and the Marine Hospital were both unroofed. It is supposed that Government property destroyed the amount is \$300,000. The loss of life is very great. A great many persons were drowned and a large number of the buildings and dwellings were destroyed.

The schooner Key West, which was on board her, the latter was saved. The Perry lies in seven feet water. The Cutter Moris, Waldron is afloat three miles from Key West with loss of masts, rigging, chains, gun-works and probably a large number of lives. The cutter was probably dismasted and went ashore, but was got off and repaired. The schooner Com. Kearney is ashore in two feet water. The schooner Geo. Bennett, Waldron, was dismasted, is now discharging, and is in two feet water. The schooner Geo. Bennett, Waldron, was dismasted, is now discharging, and is in two feet water.

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BY THE SOUTHERN MAIL.

The Mexican War, its Enormous Expense—Gen. Marshall and Col. Weston—Lieut. Curt and Judge Mason.

WASHINGTON, Oct. 29, 1846.

It is the general opinion here, as I understand, that efforts will be made, on the reassembling of Congress, for the appointment of a Committee of Investigation to inquire into the whole course of the Administration as to the object and expense of the War time for carried on, what the prospects are of its termination, what are the Administration's estimates as to its costs for the future, whether the Executive entered into any intrigue with SANTA ANNA, by which the latter, with ALMONTE and other Mexican officers were permitted to pass into Vera Cruz through our blockade of that port, what the two millions of money asked for of Congress by the Treasury and paid away.

It is believed that calls for information in the shape of resolutions, adopted by Congress, will not bring the intelligence desired. They will be too long delayed, or not answered at all. Were the war to be brought to a close forthwith the best judges compute the aggregate of all its expenses, to say nothing of the thousands of our brave officers and soldiers who have been slain in battle, and the thousands that have perished by sickness, to be about \$100,000,000. It is more than we are able to pay.

All this expended in carrying on the Mexican War thus far under the management of this "Democratic" Administration, which is generally believed that it could have been done for a sum not exceeding ten millions of dollars! A beautiful business!

The news received by the Southern mail last evening is important, and puts the public mind out of suspense in regard to the intercepting of dispatches from the army by CAÑALES's party, or other armed Mexicans. The news was sent to you by the Magnetic Telegraph.

Two dispatches were to come off at Camargo on the 12th inst., one of which was between Brigadier THOMAS MARSHALL of Lewis Co., Kentucky, and Col. BALIE PEYTON of New Orleans. The quarrel probably originated in MARSHALL's hostile opinion of General Taylor, and PEYTON's hostility to General Taylor's Brigadier. There were no dispatches from General TAYLOR received by the Government last evening. Lieut. CURT, of the Army, arrived and brought letters for General SCOTT, but nothing for the Government.

Quite an amusing incident occurred at Fuller's Hotel on the arrival there of Lieut. CURT, as I learn. Judge MASON, the Secretary of the Navy, was at the hotel, and learning that Lieut. CURT was direct from the Army at Monterey, politely asked that gentleman if he brought dispatches for the Secretary of the Navy, or for the Secretary of War. The latter, whom he did not recognize, brought no dispatches for the Secretary of War. My dispatches are for General SCOTT. Judge MASON then asked him if he would not call at the Department and see the Secretary of War. No, he said, he did not intend to do so. He had no business there. A friend here informed the Lieutenant that the gentleman who was talking with him was Judge MASON, the Secretary of the Navy, whereupon Lieut. CURT very handsomely excused himself, and returned to his quarters.

The SIEGE OF MONTEREY—Lieut. CURT, who arrived in this city last evening, brought no other official news from Gen. Taylor, than the one we have noticed. The other communications were of the 21st inst., and various corps of the army, so as to draw out the dispatches for the War Department. It is also reported in the "New Orleans Journal" that Lieut. CURT, on his express was to have left the camp within a few hours after the last accounts, and that the steambark was to be detained a short time at Camargo for him. He had not, however, when he started, and some anxiety was expressed for his safety. But it is easy to explain his detention at Monterey, without the necessity of supposing him to have been captured by the Mexican crew. Others certainly had passed the road in safety.

LETTER'S IMAGE-BREAKERS—In the Gallery of the Art Union is to be seen for a few days—see it stated in the Post—a remarkable picture by our countryman, Lettice. It represents the Puritans destroying the images and ornaments of a Roman Catholic Church. The picture is full of life and action, nobly conceived and finely painted. The grim figures of the soldiers, rushing to the work with their axes—the terror of the worshippers, an affrighted group of women and children gathered before the altar—of whom the picture is decorated with a fine and most strikingly given. In the same collection will remain, for a few days, several pictures by G. L. Brown, who returns to Rome next week. One is a moonlight view of Venice, a companion of that of the Doge's palace, which we spoke of the other day. It is hardly less beautiful than the other. Another is a landscape, with figures of the Saviour and St. John, a third, a moonlight view of the Bay of Salerno, all of which are very fine. The latter picture is a very fine country, by the same artist, is an uncommonly beautiful thing.

RUNNING INTO A STEAMBOAT—We understand that the statement contained in Thursday's paper in relation to the collision between the steamer Rhode Island and the propeller Naugatuck is incorrect in its most essential particulars, and speaks of the conduct of the Captain of the Rhode Island in terms of the highest praise. The collision occurred in consequence of the Propeller being unable to make head way against the very strong tide, and then prevailed in the Gate—the Rhode Island overtaking her. It became necessary to pass her on the inside to avoid the extreme danger of putting one or both of the boats on the rocks. Every effort was made to prevent the collision, and disinterested persons acquainted with the navigation of the East River, who witnessed the occurrence, state that no blame can attach to the officers of the Rhode Island. After it happened a number of passengers came from the steamer to the propeller, and by the aid of the propeller's crew, the Rhode Island was enabled to get under way. The Rhode Island was damaged, but not seriously. The propeller was damaged, but not seriously. The Rhode Island was damaged, but not seriously. The propeller was damaged, but not seriously.

SEAR'S GREAT BRITAIN AND IRELAND—This work is destined to become one of the most popular publications of the day. We are confident that all our readers will be much more pleased with reading useful works of this character, than in devouring the light and often immoral stories and romances which flood the daily "Publicist" and sold at 125 Nassau st.

BROOKLYN AFFAIRS.—A Hospital—A commodious building in Jackson near Lafayette, has been leased to the Hospital, and is to be temporarily devoted to hospital purposes until such proper edifice can be erected for the proposed City Hospital.

FINE ARTS EXHIBITION.—The fifth annual exhibition of the Fine Arts Association, which opened last evening at the Fine Arts, is now open to the public. As a whole we have been assured, the collection of pictures has much merit as any previous one. Of these pictures, many are of a high order of excellence, and the exhibition must necessarily lead the alteration which the former exhibitions of the Institute have possessed, but nevertheless our citizens may spend a very profitable and interesting afternoon in comparing the paintings and other branches of the latter's art.

MORALS OF BOSTON.—At a recent trial in Boston in which the jury were unable to agree, Judge Ward said that as many as three witnesses on one side or the other must have committed perjury on the trial. In reference to the contradictions in the evidence, in his charge on Wednesday he said, that such an exhibition of perjury as that which is now before the jury is not a safety for property, or life or liberty in Boston.

Captain Barton, of the Canal Boat James Duke, was last evening probably in a well grounded apprehension that there is no safety for property, or life or liberty in Boston.

CITY ITEMS.

MEMOIRS OF AMERICAN GOVERNORS.

JACOB BAKER, No. 101, is just published by Gates & Selden, 135 Nassau St. It is an octavo of 438 pages, consisting of two Parts. Part I. contains Memoirs of the Governors of New-York, from the Landing of the Pilgrims in 1620 to the Union of the Colony with Massachusetts in 1792. We give their names and the dates when they were first chosen, as follows:

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