Inquest and Verdict of the Jury.

Coroner Hilton and Wilhelm were notified and the former proceeded to the New York Hospital to hold inquests upon the bodies of four of the deceased who were taken there and the latter proceeded to the steamboat for the purpose of holding an inquest upon the body of Eli Buel. The following testimony was taken by the last named Coroner:

Rufus Rhodes, being sworn, says—I reside in the town of Mulberry, Ulster Co.; I am First Mate on board the steamer New World, now lying at the foot of Chambers st.; I have been on board her for nearly five years, ever since she was built; I have known the deceased, Eli Buel, for about a year; the New World is a day-boat, running between New York and Albany; this morning, as usual, I was on board the vessel, and at about 7½ o'clock, as we were preparing to leave the dock, I heard a rumbling noise about the place where the larboard boiler is; there was also a jar; my impression at the time was that something about the boiler had given out, and I went into the ladies' cabin and held the door shut from the outside to prevent steam getting in and injuring them. At this time there was considerable steam around me, though not enough to scald anybody. In a few minutes, I let go the door and went upon the deck, but soon after came on board again, when I saw deceased lying upon the gangway. I went up to him; he did not speak, but turned his eyes towards me. He died in five or ten minutes afterward. I then had him carried to a lounge. Just before the jar and noise, I was in the fire-room speaking with the engineer; this was but a minute or two before the accident happened. The engineer appeared to be attending to his business. His name is Washington Hawes, and he has been on board the boat since she was built. I never saw him drink liquor, and he was a steady and first rate man. The engine was working at the time of the accident, and had been for a short time before. I would also add to my testimony, that I was told last night and also this morning, that as those belonging to the fire-room, when there, they felt a jar in the vessel during the lightning storm. The shock seemed to be on the larboard side.

Thomas Rockfellow sworn—Says: I reside at Williamsburgh and am an Engineer to the steamer Isaac Newton; I have known Washington Hawes, the Engineer of the steamboat New World since his boyhood, and have always known him to be a steady, sober and upright man; as far as I can learn, the pressure of steam at the time of the accident did not exceed 25 or 30 lbs to the square inch; with a good boiler a pressure of 70 lbs to the square inch would be safe; if the boiler is in good condition a pressure of 30 lbs could never burst it; I examined the boiler this morning and found a hole ten inches in diameter at the end of the flue of the boiler; this would permit the water or steam to escape; I was told by two men that the lightning was seen to come out of the furnace door of the larboard boiler last evening during the storm; it is my opinion that lightning could produce a wrenching of the iron, and cause it to give way under said pressure of steam; it would seem impossible to me that the flue would have given way, if not previously injured by the lightning.

Jeroniamus L. Underhill, being sworn, testified that he made the boilers on the New World when the vessel was built, and that he repaired the same a year ago; he examined the larboard boiler flues and furnace and found the three main flues collapsed; cannot account that fire, for the explosion unless the lightning had something to do with it; the furnace is not burnt, which proves that there was plenty of water in the boiler; the pressure of steam said to be on at the time could not have been the cause of the collapse of the flues; the boiler is now able to bear double the pressure; the injuries to the flues might have lasted a week; the engine being used in the meantime without its being discovered; I should say the boilers were able to bear sixty pounds of steam to the square inch.

Dennis Snow, being sworn, says—I am a coal heaver; on Thursday night, while sitting opposite to the fire-room, during the thunder storm and immediately after a strong flash of lightning, I heard a report like a gun shot in the direction of said room; the whole room was lighted up by the flash of lightning, therefore I cannot say whether it came out of one of the furnaces or of both.

John Gracihan, Owen Flynn and Burnett Pruner corroborated the evidence of the previous witnesses in regard to the lightning.

Sarah White, the chambermaid, testified that during the storm on Thursday night, the whole vessel trembled and shook. The crash appeared, she said, to come from the larboard side of the boat, and she was under the impression that something had broken on board the boat.

George Hawes, Second Engineer, testified that, at 6½ o'clock, he commenced to work the engine, and at 10 minutes before 7 the accident happened. About 5 minutes before it occurred he looked and found the pressure of steam to be about 25 or 26 lbs to the square inch; he suddenly heard a crash and breaking toward the larboard boiler, and saw steam escaping; the pressure of steam was not greater than usual; we generally carry about 30 lbs; I examined both boilers and the ends of the flues last night, between 10 and 11 o'clock, and found nothing wrong; I also ordered the men to take especial notice of any flaw in the boilers or flues, and inform me if they discovered anything; it is my opinion, therefore, that to all appearances the boilers and flues were sound up to that time; the boilers are swept once a week; I know that there were five full rocks of water in the boiler at the time of the explosion; there was no water in the boiler last night at the time of the storm.

After the taking of medical testimony the Coroner closed the case, and gave it to the Jury, who, upon a short deliberation, rendered the following verdict: "That Ely Buel came to his death by being scalded by steam on board the steamboat New World, on July 1, 1853, by the bursting of one of the flues in the larboard boiler on board of said boat. We believe the bursting of said flue to be entirely accidental and unforeseen, and exculpate all the officers of any blame whatever."

INQUISITION BEFORE CORONER HILTON.

A. D. Peck, Captain of the New World, being sworn, says: Last night about half past 5 o'clock, the New World arrived at her pier foot of Chambers st., from Albany; nothing happened to the steamboat on her passage from Albany; her machinery was in good order; between 7 and 8 o'clock last evening, during the storm, we felt a shock on board; I felt the boat jar, as if something had struck her; it did not last longer than 2 or 3 minutes; I did not think much about it at the time; I thought something was struck by the lightning, but did not know what; the lightning came first, and the report shortly afterwards; we were to have left for Albany at 7 o'clock this morning; the accident occurred about a quarter before that hour; the boat had not been racing lately; she does not race; we carry, on an average, 25 to 30 lbs. of steam to the square inch; the boilers are about 4 years old.

Geo. Hawes, sworn, said—I am Frst Assistant Engineer of the New World; I have been employed on her since last fall; she came down the river on Thursday at the ordinary rate; the boiler was in good order apparently, and the machinery worked well; we usually carry from 25 to 30 pounds of steam to the square inch; we carried about 28 or 30 pounds yesterday; I was on board the boat last evening during the thunder shower, and felt something shock the boat; this was about 7½ or 8 o'clock; the shock was very severe; there was lightning before the report; it did not seem to me that anything was struck; I did not search to see if anything had been struck; this morning, about 4½ o'clock, the boat was fired up, and steam was got on about 6 o'clock; the explosion took place about 10 or 12 minutes before 7 o'clock; about five minutes before the explosion I looked at the gauges and found between 25 and 26 pounds of steam to the square inch; I have examined the boiler since the explosion, but not closely; it was one of the second tier of flues which exploded; it was in the outside boiler; two flues inside of the above were collapsed, but not bursted; the collapse in the large flue and that in the small ones, were occasioned by the vacuum caused by the steam leaving the boiler; the water was as high in the boiler as it could be—as high as the gauge could indicate; I have not examined the part exploded closely, and cannot say whether or not it was caused by a flaw in the iron.

H. B. Renwick, sworn—Said I am one of the U. S. Inspectors of steam boilers, appointed under a law of 1852; I have never inspected this boiler; this law went into effect on the 1st of June last, and the Inspectors have not had time to examine the boilers of all the steamboats since; they have been actively engaged ever since in inspecting boilers, but have not reached this boat, although Mr. Newton made application for such inspection to be made; I was on board the New World this morning, but did not examine the boiler closely; I saw that one or two of the flues were collapsed, but cannot give an opinion in regard to the cause of the accident; our board is compelled by law thoroughly to investigate such occurrences, and we are now taking steps in this case, and it will be investigated.

J. T. Underhill, being sworn, said: I am foreman in the Allaire Works, where the boiler which exploded was manufactured; it is an ordinary low pressure flue boiler and has been used between four and five years; it was repaired about a year ago by Secor & Underhill; the steam chimneys were bad then and new ones were put in; I superintended the overhauling of the boiler; I consider that it was put in thorough repair; I have examined the break since the accident, and the iron seems to be as thick as ever; the very best iron that the market could afford was put into that boiler; the boiler was capable of bearing a pressure of sixty pounds of steam to the square inch; the lightning might have weakened the boiler.

The testimony here closed, and the case was given to the Jury, who rendered the following verdict:

"That James Porter, John Donnelly, John Joseph Monks and John Reed, came to their deaths by scalds from the bursting of the boiler of the steamboat New World, and although we are of opinion that there is no blame to be attached to the officers of the boat, we strongly recommend the Board of United States Inspectors of Boilers to give the result of their labors to the public at the earliest day possible."

ELOPEMENT.—On Wednesday night last, Miss Emily B. Majors, an accomplished and beautiful young lady of 17 or 18 years of age, and Z. Myers, of Hopkinsville, took it into their heads to abandon the "life of single blessedness," and accordingly left that place for Tennessee, contrary to the young lady's parents wish, to get married. Miss Majors was attending school at Hopkinsville, and was about to be removed by her father, in order to cut off the intimacy between the two M.'s. The old gentleman was a little too late. [Louisville Courier.

At the Annual Meeting of the Chicago (Ill.) Printers' Union, the following gentlemen were elected officers for the ensuing year: President, James Campbell; Vice-President, B. Van Horn; Secretary, Francis Belfoy; Treasurer, Joel A. Kinney; Standing Committee, J. S. Thompson, Seth W. Driggs, Hiram Woodbury.

The ship State Rights cleared from Savannah on the 26th ult., for Liverpool, with a cargo of about one and a half million pounds of cotton.

TERRIFIC RAIN AND HAIL STORM.

BUILDINGS BLOWN DOWN.

THREE MEN KILLED.

FLOODING OF THE CRYSTAL PALACE—GREAT DAMAGE BY HAIL.

Houses Struck by Lightning.

THE CITY AND COUNTRY DELUGED.

At 5 o'clock yesterday afternoon a terrible storm of rain, hail and lightning rose suddenly from the northwest and passed over the upper part of the City and neighborhood. It was quite moderate in the lower part of the town, and probably scarcely felt on Staten Island. The whole affair lasted not more than a quarter of an hour, yet the results were most disastrous, as will be seen by the following accounts from our reporters:

Accidents of the Storm—Three Men Killed—Two large Unfinished Buildings Blown Down and Numbers Buried in the Ruins—The Crystal Palace Flooded.

Happening to be in the neighborhood of the Palace about 5 o'clock last evening, we sought shelter under its ample roof from an impending thunder storm of very threatening appearance, rapidly approaching from the west. We had scarcely passed the northern entrance and reached the gallery by the nearest flight of steps, when the torrent—it was not rain, but an avalanche of water—struck the building; the gutters were filled on the windward side in a moment, and poured over an almost unbroken sheet of water, which was driven through the Venetian blind ventilaters, into and half way across the north-west gallery, and also through the upper ventilators, falling upon the main floor of the north transept. Workmen hastened to close the blinds, but that did not prevent the deluge. The tinning of the dome being unfinished, the water, of course, come down in showers all over the center. Many workmen were engaged on the dome when the shower struck it; several of them, in their haste to escape such dangerous proximity to the terrific lightning, come down single ropes, hand over hand. Large numbers of workmen were engaged all over the exterior, and such a scampering will rarely be witnessed but once in a life time. It was found impossible to close a north window used for ingress and egress of workmen upon the roof, and the water came in in almost solid columns. For a time the water was nearly two inches deep on the gallery floor, and poured down the stairs in miniature cascades.

A great number of boxes, bales and packages of goods lay upon the main floor, among which the water poured down from the edge of the gallery floor, in destructive quantities. Fortunately but few goods were opened, and were upon the tables, or the damage would have been irreparable. As it is, we fear some of the goods are injured. In the hight of the storm, the center portion of the fanlight over the western entrance burst in, and several single lights were broken, by staging or otherwise.

Immediate steps must be taken to enlarge the capacity of the conductors, and to make a more effectual shield against rain driving in through the blinds, or the exhibition will be damned past redemption, if such another storm as this should occur.

The grandest exhibition that will ever be seen and heard in the place, we witnessed yesterday. About ten minutes after the storm burst, the most terrific hailstorm we ever saw, began to rattle like discharges of musketry upon the tin roof and glass sides. Some of the masses of ice were as large as hen's eggs. There were probably a thousand excited workmen in the building, and a good many exhibitors and visitors, among whom there were some twenty ladies, some of whom appeared a good deal alarmed at the awful din. A portion of the frame work of the addition next to 42d-st., went down with a terrible crash, and a part of the brick wall of the engine house on the opposite side of the street, was blown over, crushing two or three shanties, fortunately without any other injury than driving the occupants out into the storm. But an awful scene occurred on the north side of 42d-st., directly opposite the Latting Tower. Here two large unfinished frame buildings were blown, or rather, we should judge from appearances, were crushed down into a mass of ruins, such as may be imagined by supposing a great weight had fallen, with a circular grinding motion, upon the first fine fabrics. One of them was partly sided, and had the rafters up, but no roof; the other was sided and roofed with tin, and was being plastered. We were told it was three-stories high, 50 by 98 feet.

We reached the ruins among the first after the burst of the storm subsided a little. The scene was such as we pray God we may never witness again. A small portion of the roof and upper part of the front of the building stood or rather partly hung over the side-walk. The chamber and lower floor of the front rooms lay flat together. The sides were standing. In the rear all were down. In this building, besides the workmen, there were numerous laborers who had taken shelter under its roof when the storm drove them hurriedly from their work. How so many persons escaped death is truly wonderful. It can only be accounted for by supposing that they had a moment's warning and rushed into the street. The first alarm was from the tearing off a portion of the tin roof, which was carried high over another building and fell in the street. A horse and cart barely escaped being buried under this. It seems the frame of the other building came down with a deafening crash at the same time, confusing instead of warning those in danger. At any rate, before they could escape, they were buried in a mass of timber, and three of them instantly killed, and four or five dangerously wounded, and others slightly bruised and badly frightened. Several would have perished but for timely assistance to extricate them. In this they were greatly assisted by Jacob Steinant, boss carpenter of the Tower, who with his men rushed to the rescue, notwithstanding the pouring down torrents.

A large police force were early on the ground, and Hook and Ladder Company No. 2, and Hose Company No. 27, came up very soon and assisted to clear off the ruins in search of more victims. Two of the dead were carried into the tower, and one to the railroad house, Forty-fourth-st. Some of the worst of the wounded were taken into the tower, where they had their wounds dressed by Dr. Smith, Mineralogist of the Crystal Palace, assisted by Dr. McDonnell, of the Chief of Police's Office.

When we left the ground, at 6 o'clock, three bodies had been taken out.

—McCragen, of No. 467 Eighth-av., boss plasterer. He appears to have made a desperate effort to escape. He was lying about half his length out into the street, with one of the joists of the upper floor across his back. His death must have been instant.

Patrick Carlan, plasterer, residence Forty-third-st., between Ninth and Tenth-avs. This was a fine looking man and not much bruised.

Matthew McGran, No. 173 Thirtieth-st., laborer.

It is probable these men all had families.

A man by the name of Smith, of Twenty-seventh-st., No. and occupation not ascertained, had the most frightful scalp wound we ever saw. It was cut across just above the eyes, and rolled back up the forehead, requiring about thirty stitches. It was thought his left thigh and collar-bone were fractured. He was sensible, and showed great fortitude during the painful operation of closing down the scalp.

Wm. Eastwood, carpenter, No. 115 West Twenty-fourth-st., was badly bruised all over, and injured internally.

Michael Shea, carpenter, Thirty-third-st., between Ninth and Tenth Avs., badly bruised, but preferred to go home instead of the hospital.

There were some others wounded, whose names we could not ascertain, in the great confusion and excitement that prevailed among the crowd.

The police removed the dead to the station-house, and wounded to the hospital.

The buildings belonged to Dr. Townsend, and we hope the Coroner's Jury will make a searching investigation into their construction, and whether the second hand materials used were suitable, or put together in a proper manner.

The Tower proved itself capable of standing the force of the most severe pressure that will be likely to fall upon it. Not so the circular swings or elevators of Thompson's Garden. The wind tore the boxes off, and broke the arms like pipe stems.

We learn that considerable damage was done at the Novelty Works, and that considerable glass was broken at the new Bible House in Eighth st.

If the hail fell in the country as it did here, crops are ruined.

ANOTHER ACCOUNT.

Fall of a Building—Several Lives Lost.

About 6 o'clock last evening, a three-story frame building in Forty-third-st., a few doors east of Sixth av., belonging to S. P. Townsend, Esq., was blown down and several persons were killed and injured. The gale was very severe up town, and much more so than in the lower part of the City, and hail stones fell in abundance. The building which was demolished was nearly completed, and twenty or thirty workmen had collected within its walls for shelter from the storm, when suddenly a blast of wind struck it and instantly prostrated it to the ground. Several of the men who were near the door escaped injury, and others were soon after taken from the ruins slightly hurt. Capt. Maynard with a number of the Nineteenth Ward Police, and several officers and firemen from other Wards were quickly on the spot and succeeded in extricating those who lay jammed and buried among the ruins. Seven men were taken out seriously injured; four of them were sent to the hospital and the others to their residences. The former were so severely injured that they were rendered insensible. Their names were not ascertained.

Two men, one named James McCauley, a plasterer, and the other, whose name is said to be John McDonald, a mason, were taken from the ruins dead. A boss plasterer whose name could not be ascertained, died shortly after being taken to his residence in Thirty-sixth-st. The police worked at the ruins till a late hour last evening, and when they left off it was feared that some others were under the reins. The occurrence created much excitement in the vicinity. It happened a few yards from the Crystal Palace and the Latting Observatory. Two other unfinished buildings in that vicinity were also blown down, but no persons were in or near them at the time.

The Calamity at Forty-Third Street.

Every appearance of the ruins indicates that the calamity was caused by the *terrific force* of the whirlwind, and not by any defect in the construction. These buildings seem to have been in the very center of the vortex, for boards, rafters, girders, plank and timber were thrown in every direction, while the mass was carried some distance *to the east*, and some parts of the roof with the tin covering was carried some 200 feet. Just across the street, a 16 inch brick wall was prostrated almost level with the ground, for 30 or 40 feet in length, and thrown *towards the west*. Dr. Townsend, the builder, made every exertion to have the building secure, and was assured by the boss carpenter, that it was sufficiently strong. Yet to make it still more secure, he had, in addition to all the carpenter required, provided three or four strong iron girders to throw across the building, which arrived at the place about one hour before the calamity occurred.

Damage to other Buildings.

A two-story brick building in Forty-third st., between Eleventh and Twelfth-avs., was blown down instantly, killing a man who was passing at the time named Chas. Flynn, residing in Forty-fourth-st. His body was conveyed to his residence. The building was in an unfinished state, and we are informed that a short time since the contractor refused to proceed with the work, fearing that the building would fall.

Four brick houses, in course of construction at the corner of Thirty-fifth st. and Second-av., the walls of which were about one-and-a-half stories high, were prostrated to the ground. There were no persons about them at the time.

In the vicinity of Elm Park there were no hail stones and the wind was not strong.

Capt. Stephenson, of the Sixteenth Ward; Capt. Hanegan, of the Twentieth Ward, and Lieut. Sebrig, of the Ninth Ward, were soon at the scene of the accident in Forty-third st., and rendering efficient aid in removing the dead and wounded from the ruins of the fallen buildings.

Struck by Lightning.

During the storm of last evening a portion of buildings in course of erection between Thirty-fifth and Thirty-sixth sts., on the Second av., was struck by lightning. The fluid having struck the end wall, rent it from the main buildings, carrying with it some portions of the adjoining ones.

Though several workmen were on the building at the time, and all sensibly felt the shock, yet, fortunately, none of them suffered any material injury.

Glass-Breaking—Size of the Hail.

The destruction of glass by the hail was very great. The Free Academy suffered badly, and a great many houses in the upper part of the City and Williamsburgh were more or less damaged.

The size of the hail was unprecedented in this part of the country. We have it from reliable sources that some of the stones were *as large as hens' eggs*. The hail shower, however, lasted but a very few minutes.

The Storm in Williamsburgh.

Last evening, a few minutes before 5 o'clock, one of the most terrific hail storms which has been witnessed for many years passed over Williamsburgh, from the northeast, lasting about 15 minutes, doing an incalculable amount of damage to dwellings, foliage, &c. A large willow tree in the yard of Mr. Tuttle, No. 24 South Seventh-st., was blown up by the roots, and in the adjoining lot, facing on South Eighth-st., a large tree was struck down by lightning. Part of a shed adjoining the King's Co. Hotel was blown down upon a horse, knocking him down and covering him with the ruins, from which he was extricated but slightly injured. About 300 panes of glass were broken out from the factory of Watts & Co., in First-st. near South Eighth, and in nearly all the buildings unprotected by blinds, more or less damage was done to the windows. Hailstones come down in sizes from that of a hickory nut to a large apple, some with such force as to drive through the cloth awnings.

The Storm in Jersey City.

During the storm at 6 o'clock last evening the electric fluid passed down the chimney of Brown & Demarest's store in Montgomery-st., Jersey City (on the second block from the ferry), and prostrated one clerk and stunned another. Considerable of the plastering was torn off. The report of the thunder frightened a span of omnibus horses, and they ran up the street with three passengers, but were stopped without doing harm.

Struck by Lightning.

The high chimney of the Glass Works, in Ewen, corner of Johnson st., was struck by lightning about 9 o'clock Thursday evening, and a portion of the top thrown down.

[By Telegraph.]

Tremendous Hail Storm.

NORTHUMBERLAND, Pa., Friday, July 1, 1853.

A terrific hail storm passed over this place from the west about 3 o'clock this afternoon, extending some five miles in width. Nearly every farmer has lost almost his entire harvest, and the fruits of all kinds have suffered much. Several thousand window lights were broken in this place, and there is no estimating the extent of the damage. Hail stones measuring 7½ inches in circumference were picked up in our streets.

Killed by a Stroke of Lightning.

During the thunder storm on Thursday, a German brickmaker, named Conrad Deitz, doing business in Fifty first st., while picking cherries, in company with two others, at the corner of One Hundred and Tenth-st. and Tenth-av., was struck by lightning and instantly killed. His companions were also much stunned. An inquest was yesterday held upon the body by Coroner O'Donnell, and a verdict corresponding with the above statement was rendered. Deceased was 24 years of age.

GRAND FIREMEN'S RECEPTION.

Reception of Columbian Engine Company No. 9, of Baltimore, this Evening—Torchlight Procession Route—Programme of Ensuing Week, &c., &c.

At 8 o'clock this evening another grand Firemen' reception will take place at the Battery. Manhattan Engine Company No. 8 of this City, will receive, and entertain for the next week, Columbian Engine Company No. 9, of Baltimore.

In honor of the visitors Manhattan Engine Company will erect a magnificent triumphal arch in Grand st., corner of Ludlow st. This arch will be decorated with flags, wreaths, and various characteristic emblems. Above it is to be placed a large banner, on which is inscribed:

"Welcome, Columbians, of Baltimore."

The engine house will also be superbly decorated in honor of the occasion. In honor of the visitors thirty-three of fire companies of the City will assist at the reception, and accompany them around the City in a grand torch-light procession. The companies who turn out will meet in the Park at 7 o'clock this evening, and there organize and proceed to the Jersey City Ferry, and receive the strangers at 8 o'clock, on the arrival of the train from Philadelphia. After reception, under direction of Grand Marshal Douglas and his aids, they will march through the City in the following

ORDER OF PROCESSION.

SETH C. DOUGLAS, Grand Marshal.
JOHN BROWN, MOSES O. ALLEN, Special Aids
Manhattan Engine Co. No. 8, Dodsworth's Band of 40 pieces.
Columbian Engine Co. No. 9, of Baltimore, with Band.
American Engine Co. No. 6.
E. KINGSLAND, Marshal.
Chelsea Hook and Ladder Co. No. 2, with Band.
Independence Hose Co. No. 3.
Water Witch Engine Co. No. 10.
Marion Hose Co. No. 4.
J. DIXON, Marshal.
Lexington Engine Co. No. 7, with Band.
Ringgold Hose Co. No. 7.
Phoenix Hook and Ladder Co. No. 3, with Band.
Columbian Hose Co. No. 9.
Washington Hose Co. No. 12.
J. G. SKIRAS, Marshal.
United States Engine Co. No. 9, with Band.
Clinton Hose Co. No. 17.
Eagle Hook and Ladder, No. 4.
J. BUCKMAN, Marshal.
Columbian Engine Co. No. 14, with Band.
Humane Hose Co. No. 20.
United States Hose Co. No. 25.
Rutgers Hose Co. No. 26.
J. PHILLIPS, Marshal.
Croton Engine Co. No. 16, with Band.
Union Hose Co. No. 29.
Union Hook and Ladder Co. No. 5.
Hose Co. No. 31.
J. BRADY, Marshal.
La Fayette Engine Co. No. 19, with Band.
Fifteenth Ward Hose Co. No. 15.
Allert Hose Co. No. 41.
Jefferson Engine Co. No. 26.
C. MYERS, Marshal.
Waverley Engine Co. No. 23, with Band.
Bunker Hill Engine Co. No. 32.
Mazeppa Hose Co. No. 42.
La Fayette Hook and Ladder Co. No. 6.
W. GRAHAM, Marshal.
Warren Hose Co. No. 33, with Band.
Live Oak Engine Co. No. 44.
Relief Hose Co. No. 51.

The various Companies will be amply supplied with torches, and the procession will take the following

ROUTE:

Through Greenwich st. to Fulton, up Fulton-st. to Broadway and Canal st., Canal to Hudson-st. and Greenwich-av., Bleecker-st., Broadway, Houston, Columbia, and Grand, to Ludlow-st., where they will partake of supper at the Engine-House of Manhattan Company, and then go to their quarters, at Gunter's Hotel, Fulton-st.

PROGRAMME OF THE WEEK.

On Sunday, the Company will be at liberty to do as they may feel inclined, but on the following days their course has all been planned out for them.

MONDAY, accompanied by the Manhattan Company they will visit the Mayor and Common Council, in the morning early; at 11 o'clock, they witness the Military Review in the Park. As several invitations for the evening have been tendered, it is not known which they will accept.

For the following days of the week a Committee, consisting of the following members of Manhattan Company, will accompany them. Refreshments will be provided:

TUESDAY, they will visit along the routes, Flushing Greenwood, the Navy Yard, and other objects of interest.

WEDNESDAY will be devoted to visiting Randall's Island, Blackwell's Island, High Bridge, and other interesting localities.

THURSDAY will be spent in visiting Hoboken in the morning, and the various City sights in the afternoon; in the evening they will be entertained at Rabineau's, where a magnificent banquet will be provided.

FRIDAY morning they will be accompanied to the steamboat, on their return home, by the Manhattan Engine Co.

WRECK OF THE SHIP WILLIAM AND MARY.

A Passenger's Statement.

To the Editors of the N. O. Picayune:

As I have looked in vain for anything like a correct account of the ship William and Mary, I here send you one, leaving it to you to make what use of it you think proper. I should have sent it before, but I have had no opportunity of doing so.

We left Liverpool on the 24th of March, with a fair wind, all of us delighted with having such fine weather at the outset of our journey; but after being out about four days, the wind changed and we had strong head winds with heavy seas for twelve or fourteen days. After that time all went well until the 2d of May, when our troubles began to commence. On that day the captain told me he expected to make the land before dark; but not doing so, orders were given to keep a strict look out forward. Three of the most intelligent men were placed there for that purpose and the captain told me he should not go to bed before daylight. About half past 12 o'clock at night, the captain told the mate he was certain that land was near, as he could tell by the peculiar sound of the water. The mate ran forward to look out and sure enough the land was near. He instantly came running back ordering the helm to be put hard to port and to call the watch to brace round the yards, telling the captain that the land was not more than one mile ahead, we going at the time at the rate seven miles an hour. A man was instantly sent aloft to see if he could make out the Hole in the Wall light; but it was not caught sight of until about three minutes after. At 7 o'clock on the morning of the 3d May, we passed the light house, at 12 o'clock we passed Stirrup Key.

Toward dark the Captain gave orders to shorten sail—wind blowing fresh from south-east. About 8 o'clock the Captain came on deck and told me he should not go to bed that night, as he was in a very dangerous place. He showed me the position of the ship by tracing in a rough manner her course with a penknife on the deck. He said that near about was a sunken rock, and he did not know exactly where he was. From this time he began to be visibly agitated. I spoke to him, but could get no answer.

At 8½ o'clock the ship struck. She did so very gently, and so still did she remain that I thought she was off again. As soon as she struck the helm was put hard up and order given to brace round the yards. The mate eased off the larboard brace and the men loosened the braces on the starboard side; but that was all they did, and the braces and yards were left swinging to and fro all night. Soon after she struck, the Captain inquired of the mate whether she went ahead at all. "Not a d—n bit," was his emphatic answer. The next order that was given was to clear away the boats, which I assisted in doing. We lowered one in safety, and four sailors got into her and stayed by the ship all night. There was the jolly-boat hanging at the davits in the after part of the ship. As soon as the vessel struck, the passengers crowded into this boat, and though frequently told they would break it down, some of them would all keep in her. The consequence was that the stern-rope of the boat gave way and she hung hanging sidely by the bow rope, with her stern in the water. Fortunately no lives were lost, for those that were in the boat clung to her and were afterward hauled into the ship. We now tried to lower another boat, and were successful in getting her into the water. We had orders to let her go astern, which we did; but when they came to where the jolly-boat had swung into the water, the two boats dashed one against the other and both were stove in.

About three hours after we struck, the Captain called all the male passengers together and told them that he expected that as the tide rose the ship would float off the rock, and that if they would try and keep the vessel afloat until the morning, by working at the pumps, he would then be enabled to run the ship on shore, where everything would be saved. Accordingly we went to the pumps and worked as men whose lives depended on their exertions. We had not been long at the pumps before the ship went off the rock and immediately an anchor was let go.

May 4.—About 1 o'clock this morning, having been at the pumps about three hours, the mate came and told us we were all right, for he had been down in the hold, there was only three feet water there, and that we were reducing even that. We now felt somewhat at our ease and anxiously wanted for daylight. At 5 o'clock I had occasion to go aft, and was surprised to find that the first and second mates were in the boat that contained the four sailors. This excited my suspicions, and I went to Capt. Stinson and accused him of intending to desert the ship, but he said he intended no such thing, and that if we would keep the pumps going he would not leave the ship. But while the sailors that were left in the ship were busy in lowering the long boat, at which they had been working all night, getting her ready for sea, the Captain managed to get into the boat with the mates, and thus deserted the ship and left us all to perish.

At 7 o'clock the long boat was lowered and no sooner was it in the water than the passengers made a simultaneous rush to get into it. About twenty-five got into her. There were three more in the water who had hold of the rope that was attached to the boat, and who were trying to get into her, when one of the sailors cut the rope with a hatchet, and they fell into the water and were drowned.

Now commenced a scene impossible to describe, for when the boat was cut adrift it was found that some of those who were in the boat had left their wives, some their fathers and mothers, and some their brothers and sisters—and these stood weeping and tearing their hair, and calling upon them to come back again, saying, "Let us all die together." A singular occurrence happened here. One of the women, whose husband was in the boat, was so enraged at his cowardly conduct, that she actually took off her wedding ring and threw it after him, muttering something in German which I could not understand. We were now in a most painful condition, without a boat, without any one who knew where we were, or who could direct us what to do. However we had a little council together, and it was agreed that we should slip the cable and try to make the land which we had passed the previous day. The first thing, however, that we did was to set the pumps going again, they having stopped during the time that the long boat was being lowered. We let slip the cable and away we drifted. We now tried to make sail, but we soon found out that it was no easy thing, for during the night the braces both fore and aft had been cut away, also the head stays. We were then entirely at the mercy of the winds and waves, and we drifted we knew not where.

About 12 o'clock it was proposed to make some rafts, hoping thereby to save some by that means if the ship went down before assistance come to us. We made two rafts, capable of holding fifty persons each. At 3 o'clock in the afternoon we saw a ship, and thought she was coming to us, but, like the Levite, she only looked on and passed by. Darkness was now gathering fast upon us, and not one in the ship thought that we should see the morning. We had a most dreadful storm during the night. It rained in torrents, accompanied with thunder and lightning. We were becoming very fatigued, having worked very hard at the pumps. However, in the midst of our troubles daylight broke in upon us, and about 4½ o'clock in the morning we saw land ahead of us, about eight miles off. Soon after, we were greeted with the cry of "sail ho!" and we then saw a vessel standing toward us.

About 9½ o'clock she came alongside, and proved to be the Oracle, Capt. Sands, of Elbow Key. He immediately agreed to take the females on board of his ship, and go and land them, and then try to get the ship to shore. Captain Sands worked hard to accomplish the latter purpose, but all to no effect. However, the pumps were kept continually going, and we managed to keep her afloat until Friday morning. About 10 o'clock she was fast settling down, the water being level with the second deck. She soon began to sink rapidly, and Capt. Sands thought it prudent for us all to leave the ship. Some of us got on board his vessel, and some were taken up by another vessel called the Contest, which had come out during the night. We had scarcely time to get out of the William & Mary before down she went, and was immediately out of sight.

We were fully 30 miles from land, the wind having driven us off shore. As soon as Capt. Sands could he took us to Nassau, where we were very kindly treated. Vessels were found to convey us to our destination, and we embarked again for New-Orleans on the 1st of June, and finally arrived there on the 9th, making a total since we left Liverpool, of 77 days. Yours, respectfully,

JOSEPH BROOKE, one of the passengers.

Jackson-st., Fourth District, New-Orleans, June 14, 1853.

NEW-MEXICO.

Threatened Trouble with Indians—Gov. Lane.

From The St. Louis Intelligencer, June 24.

The mail for this month from Santa Fe reached Independence on the 21st. Among the passengers were Greiner, late Secretary of the Territory, and Mr. Dalton, a merchant of Santa Fe. The trip was, we understand, a very pleasant one. On the Arkansas, near Fort Atkinson, a large number of Indians—Camanches, Kiowas, Cheyennes and Arrapahoes—were collected, waiting for the arrival of Mr. Fitzpatrick, the Indian agent, who was expected, with presents for distribution among them.

The news from Mexico is interesting.

Early in May, a party of Navajoes came down on a ranche on the west side of the Del Norte, opposite La Canada, and killed a Mexican, who was herding animals, took captive five children, and ran off a quantity of stock. The Indians concerned in the foray were known to belong to Black Eagle's band, which inhabits the Canon de Chelle. Upon demand being made, the prisoners and stolen animals were restored. But the chief said he could not surrender the murderers, because they were of too much consequence in the tribe to be dealt with in that way. Black Eagle was then informed that the murderers must be given up before the full moon, (about the 20th June,) or force would be used to compel the surrender. Thus matters stood at last date. Col. Sumner was preparing to march into the Navajo country in three divisions, and would pursue an energetic course. These Navajoes were said to be very well off. They have an abundance of stock, and one field well planted in corn, containing 15 square miles. About the time of these occurrences, 6,000 sheep were driven off by the Navajoes at one time, from the Rio Abajo.

The Navajoes, up to the time of these outrages, had been quiet for nearly two years. Further mischief, the renewal of the old depredations, and a troublesome war may be apprehended.

There was less excitement upon the Mesilla Valley question. Gov. Trias, of Chihuahua, early in May, was at El Paso, with eight hundred men and artillery. He did not, however, occupy the disputed territory. As we understand, he brought a letter from our Minister in Mexico, Mr. Conkling, to Governor Lane, in which Mr. Conkling advised the Governor to "recede from his position as gracefully as possible."

Gov. Lane replied to this letter, and probably showed pretty good reasons for the course he had taken. Armed with this letter, Gov. Trias was enabled to create an impression that Gov. Lane's course would not be sustained by our Government, especially as Col. Sumner had refused to act. Accordingly he became quite gracious and amiable toward the Americans. The feelings of the Paseanos cooled down. The hospitalities of El Paso were tendered to Col. Miles and the garrison at Fort Fillmore. The Colonel and some of his officers accepted them, and, so far as these festivities could accomplish it, the hatchet was buried and the hilarities of a *fandango* which lasted 14 hours.

As regards the matter of occupation of the Mesilla Territory, we may add that, although Trias was not in the Territory, there has been, if we are not misinformed, a small Mexican force there for some time, and Americans claiming to reside there as citizens of the United States, have been ordered out.

Governor Lane has been nominated for Congress by the Mexicans of the Rio Abajo. Mr. Weightman had not been nominated, but was understood to be a candidate. It was possible that a Mexican might be nominated. Should there be no such nomination, it was believed that Gov. Lane would be elected.

Business in the Territory continued dull.

MEXICO.

From the N. O. Picayune, June 25.

The Mexican schooner Aguila Mexicana, Capt. Tuchanstegui, arrived last evening from Vera Cruz, which port she left on the 13th inst.

We have received incomplete files of our exchanges from the City of Mexico to the 11th inst., from which we translate the following summary.

On the 5th inst. the first number the *Diario Oficial* made its appearance. It is limited strictly to the publication of Government orders.

There seems to be a perfect deluge of decrees at this moment, and Mexico cannot be said to be in want of government, if decrees constitute it. We have only room to notice a few of the most important.

The new tariff is decreed, and the Government appears to land it very much as being the "just medium" so long desired. It is the same tariff that we published a synopsis of some days since.

A long decree has been issued declaring what is public property, in which are included unoccupied lands, the ports and roadsteads, rivers and brooks, highways, streets and public squares, mines of all kinds, the products of the snow covered mountains and volcanoes, all antiquities, and many other items; and besides these it enumerates a large number of taxes and sources of revenue.

Another decree abolishes the capitation tax except in the States of Yucatan, Oajaca, Tabasco and Chiapas, in which it is stated to be the only tax that yields anything, and instead of it direct taxes are laid on real estate, industrial establishments, professions and lucrative employments, salaries, objects of luxury and commercial licenses. The direct taxes are to be the same as stipulated in the laws of January and April, 1842, and March, 1843.

The decree for the organization of the active militia and the army is published, with the proportion that each State has to raise. The total population of the Republic is stated to be 7,661,500, according to the census formed by the Geographical and Statistical Society. The permanent force is to be 25,253 men and the active militia 64,946. The most populous States are Mexico, Jalisco, Guanajuato, Yucatan and Puebla.

The old Spanish law of 1787 regulating the militia is revived, and the soldiers are to serve six years.

The commissariat of the army is also to undergo a complete change.

Don Ygnacio Aguilar has been appointed Minister of State, in place of the late Don Lucas Alaman, and until he reaches the cap