officer of the Government, who shall directly or indirectly receive, or agree to receive, money or other valuable consideration for procuring, or aiding to procure, any contract, office, or place from the Government, or any Department or officer thereof, shall be liable to indictment as for a misdemeanor, and on conviction, shall be fined not exceeding $10,000, and imprisoned in the Penitentiary not exceeding two years, in the discretion of the Court, and shall be disqualified from holding any office under the Government.

THE BRIGADIER-GENERAL QUESTION.

The Senate, in Executive session, yesterday, had under consideration the Brigadier-General question. The act limiting the number of Brigadier-Generals to 200, adopted by the Senate, having been ignored in the House, which thought that the Senate should have moral courage enough within itself to decide each case on its merits, and in view of all the circumstances.

The discovery has now been made that under the existing law not more than ten additional Brigadier-Generals can be commissioned. The law provides that each brigade shall consist of at least four regiments, and it is not claimed anywhere that there are more than four times 185 regiments in the field.

It is not believed that there are as many, but taking that as the number, it was concluded that the Senate, having confirmed 174, cannot now properly confirm more than 11 in addition—about one-fifth of those nominated.

THE DEPARTMENT OF AGRICULTURE.

Senator Lane of Indiana, who is opposed to the confirmation of Isaac Newton as Commissioner of the Department of Agriculture after the vote of yesterday in his favor, which, however, was invalid because the Senate lacked one of a quorum, has given notice of a bill to repeal the act establishing the Department of Agriculture.

THE POSTAL CONVENTION WITH MEXICO.

The Postal Convention between the United States and Mexico was to-day officially promulgated.

LARGE SEIZURE OF STOLEN ARMS.

The Provost Marshal discovered and took into his possession about $10,000 worth of new rifles, muskets, cavalry equipments, etc., supposed to be stolen property. He has recently seized other military goods under similar circumstances.

FIFTEENTH U. S. INFANTRY.

The headquarters of the 15th U. S. Infantry and the recruiting depot thereof are transferred to a camp to be established near Philadelphia. The site of the camp will be selected by the regimental commander. The recruits of the regiment at present disposable will be organized into a company at Newport Barracks, which will be left to that post until completed to the maximum, sufficiently instructed, when it will be sent to join the companies of the regiment already in the field.

RETURN OF THE PRESIDENT.

The President arrived here at ten minutes to 7 o'clock this evening, on his return trip from New-York city and West Point. He left the latter place at ten minutes past 10 this morning, and the former at ten minutes past 11 o'clock, making the trip from New-York in seven hours and twenty minutes, being the shortest time over the same route between that city and Washington on record.

The President was accompanied on the trip by Col. McCallum, General Director of Military Roads, and from Philadelphia by President Felton of the Philadelphia and Baltimore Railroad Company, and was joined at Baltimore by Mr. Garrett, the President, and W. P. Smith, the General Superintendent of the Baltimore and Ohio Railroad Company, who attended the Presidential party to this city.

DISCHARGED FROM SERVICE.

Lieutenant B. H. Warford of the 24th New-York Volunteers has been discharged from the service of the United States by the President, in accordance with a recommendation of a court-martial.

PROPOSALS FOR RAISING VESSELS.

The Navy Department will receive proposals for the raising of the Varuna and other vessels sunk in the Mississippi River.

THE VETOED SMALL-NOTE BILL.

The Small-Note bill vetoed by the President, had reference alone to the banks outside of the District of Columbia, which have flooded our community with small notes. The laws relating to the District banks, the issues of which are nominal, remain unchanged.

NEW-JERSEY SOLDIERS' AID SOCIETY.

The Jerseymen here, with Senator Ten Eyck as Chairman, have formed a Soldie's' Aid Society. Subscriptions to the amount of $575 have already been subscribed. Committees were appointed to visit the sick and wounded of New-Jersey in the different hospitals in the neighborhood of Washington.

THE WAR IN THE SOUTH-WEST.

Descent on Rebel Cavalry—Capture of 20,000 Pounds of Bacon—Mississippi and Tennessee Railroad Broken—White River Open to Gen. Curtis's Army.

MEMPHIS, Monday, June 23, 1862.

A detachment of the 6th Illinois Cavalry made a descent on a band of Rebel cavalry guarding a train near Colewater station, on the Mississippi and Tennessee Railroad, and captured 25 prisoners and about 20,000 pounds of bacon, which was upon the train. They destroyed the bridges on the road, rendering it impassable.

The navigation of White River is now open to Gen. Curtis's army.

IMPORTANT FROM ARIZONA.

Occupation of Tucson—The Old Flag over Fort Breckinridge.

SAN FRANCISCO, Monday, June 9, 1862.

Gen. Carleton's brigade has entered Arizona. The advance guard, under Col. West, reached Tucson about the 17th ult. the Rebels having previously abandoned the place. The Stars and Stripes were again hoisted over the ruins of Fort Breckinridge.

WASHINGTON, Wednesday, June 25, 1862.

The following has been received at the War Department:

SAN FRANCISCO, June 10, 1862.

General L. THOMAS, Adjutant-General:

Gen. Carleton, at Pimos Village, May 25, reports that Col. West took possession of Tucson, Arizona, on the 20th without opposition.

The Rebel troops fled to the Rio Grande. As soon as the Rebels are pushed away from Mesilla, the overland mail route will be open from Honolulu, via Santa Fé, Fort Thorn, Tucson and Fort Yuma, to San Francisco.

GEORGE WRIGHT,
Brigadier-General.

FROM LOUISVILLE.

THE SLAVE OF A REBEL DECLARED FREE—IMPRISONMENT OF WOMEN USED AS TOOL SBY THE REBELS.

LOUISVILLE, Ky., Wednesday, June 25, 1862.

In the United States Court, in the case of "Edmund," whose master had permitted him to work on the Rebel fortifications at Fort Donelson, Judge Ballard declared the negro free.

Gen. Boyle, commanding the United States forces in Kentucky, has ordered the Provost Marshal of this city to fit up a house in a proper manner for the imprisonment of Rebel women who do or say anything to incite rebellion.

NORFOLK UNDER MARTIAL LAW.

NORFOLK, Va., Tuesday, June 24, 1862.

Gen. Viele held a conference with the city officers here, yesterday, and finding that they would not take the oath of allegiance, ordered that no election for municipal officers should be held to-day, as arranged for.

This morning, he issued a proclamation, declaring the city under martial law, and retiring the old city officers whose terms have expired.

Gen. Viele has found it necessary to adopt this course, in consequence of the numerous petty disturbances between the Union men and Secessionists.

MAIL COMMUNICATION WITH FREMONT'S ARMY.

REBEL PRISONERS.

MIDDLETOWN, Va., Wednesday, June 25, 1862.

The mail arrangements for the army in the field have been reorganized. Letters for Gen. Fremont's Headquarters, whether from Washington, New-York, or the West, should all be directed Martinsburgh, and will be forwarded from there.

All letters for the army under and with Gen. Fremont, except those for headquarters, should be addressed Winchester. Letters for other districts in the department to be sent as heretofore. Postmasters and others to take care of this direction, which is by order of Capt. Goulding, Chief Quartermaster in the field, under whose charge the mails have been placed.

PHILADELPHIA, Wednesday, June 25, 1862.

About 500 prisoners taken by Gen. Fremont in the Valley of the Shenandoah went through this evening. Most of them were left by Jackson on his retreat, being sick. Their destination is unknown.

PROM CAIRO.

CAIRO, Wednesday, June 25, 1862.

The number of claims thus far presented before the Commission have reached nearly 700, representing in the aggregate $100,000.

THE OLD POINT BOAT.

BALTIMORE, Wednesday, June 25, 1862.

The boat from Old Point has arrived, but brings no news.

THE RELATIONS OF VOLUNTEERS TO GOVERNORS OF STATES.

The following letter from the Attorney-General to Secretary Stanton corrects the misapprehension likely to arise from the omission of any reference in the first letter on the same subject to the act of August 6, 1861:

ATTORNEY GENERAL'S OFFICE, June 23, 1862.

SIR: In my opinion of the 16th inst. on the question of the power of the Governor of Kansas to depose Col. Wm. Weer from the command of the Fourth Regiment of Kansas Volunteers, and consolidate that regiment with other Kansas troops, I referred to that section of the act of 22d July (section 10), which directs the manner of filling vacancies in the company and regimental offices of regiments organized under that act, as a recognition of the Constitutional reservation to the States of the right to appoint officers of such regiments. My reference to that provision was merely incidental, and for the purpose of showing that the power therein given to the Governors of States to issue commissions to officers so elected, did not by the remotest implication confer on them the power to depose officers who had been regularly commissioned and received into the service of the United States.

But I did not mean to refer to that section of the act of July 22, 1861, as providing the method by which vacancies in company and regimental offices are to be filled. For, by the 3d section of the act of Aug. 6, 1861, chap. lviii, that section is repealed in these words:

"That vacancies hereafter occurring among the commissioned officers of the volunteer regiments shall be filled by the Governors of the States respectively, in the same manner as original appointments. And so much of the 10th section of the act approved July 22, 1861, as is inconsistent herewith be and the same is hereby repealed."

This provision, also, in recognition of the constitutional reservation referred to, of course furnishes the rule by which vacancies in the offices of volunteer regiments are to be filled, and, I may add, does not, any more than the section it repeals, confer on the Governors who make such appointments the power to depose the officers so appointed.

This explanation, which in no wise affects the point considered in the opinion of the 16th inst., is made because I learn that the publication of a single paragraph of that opinion has created the impression that the 10th section of the act of 22d July, 1861, is regarded as the existing rule for filling vacancies in company and regimental offices. Any one who reads the whole of the opinion referred to will see that the allusion to that section was not made for that purpose, but simply, as I have said to illustrate the position that Gov. Robinson could not sustain the power he claimed. Respectfully, your obedient servant,

EDWARD BATES, Attorney General.

The Hon. E. M. STANTON, Secretary of War.

NEWS FROM REBEL SOURCES.

REBEL LOSSES AT FAIR OAKS.

The Richmond papers continue to be flooded with the lists of killed and wounded at Fair Oaks. From *The Dispatch* of the 13th we learn that the 14th Georgia lost 74 killed, wounded and missing, and the 4th North Carolina 77 killed and 294 wounded and missing.

From The Baltimore American, June 25.

The steamer Georgeanna, Capt. Pierson, got into port about six o'clock yesterday, with about two hundred passengers, a large proportion of whom were connected with the army and navy, and came up on official business.

TRIP UP THE JAMES RIVER TO CITY POINT.

The steamer Metamora, Capt. Thomas, bearing a flag of truce, started on her second trip to City Point on Saturday evening, for the purpose of conveying there several Secessionists, among whom were Mr. Hamilton and daughter, and a son of Mrs. Bagley, late of the old Capitol Prison.

The steamer landed near City Point early on Sunday morning, and sent off a cutter filled with men armed with Enfield rifles, loaded. Upon reaching the wharf, Capt. Hopkins, of the Virginia Cavalry, and commanding the station, denounced the sending of the boat there with loaded arms, adding that he had and always would respect flags of truce, and he would not receive another such party. Explanations were made, when he permitted the Metamora to come to the wharf. Soon afterwards about a dozen Confederate officers came down, and for the time good feeling prevailed, the latter accepting refreshments which they declared were unexpected favors.

Before the parties to be landed could proceed permission had to be received from Petersburg, which caused a delay of four hours. The Metamora, after hearing several Union boats lying off, steamed up, and returned to Old Point, reaching there at 5 o'clock on Sunday evening. The officers say that the weather during the trip was fine, and declare the scenery on the James River far surpassed their anticipations. Vegetation was at its height, and there were many like scenes of vernal beauty.

THE UNION GUNBOATS.

The officers who were on board the Metamora and came up in the Georgeanna state that the gunboats Galena, Jacinto, Port Royal, Wachusett, and others, were stationed in the James River, and some were receiving coal. The steamer Jacob Bell, which got aground off City Point and towed into by a Confederate battery consisting of two Parrott guns, nobly defended herself, and, with the aid of other boats, damaged a number of buildings near the Point. The palisadoes made by their balls were plainly visible, and the attack occasioned a complete desertion of the battery.

[Extracts from late Virginia Papers.]

LIBERAL OFFER OF A MARYLANDER.

SUBSTITUTE.—Any one wanting a discharged Marylander as a substitute to go into a cavalry company, and willing to pay $200, may be accommodated, if an early application be made to George Bagby, Fluvanna place.

ATTENTION OF MARYLANDERS.

J. Louis Smith, Capt. Co. F, 1st Maryland Regiment, opens an office on Pearl street for the purpose of filling up the company, with the almost positive certainty of carrying the war across the Potomac River. He appeals loudly to the feelings and nerves of Marylanders. James Mullen, late of Baltimore, First Lieutenant in the same company, also advertises for recruits.

A SUBSTITUTE OFFERED.

A foreigner, who has his exemption papers from his Consul, desires to substitute for the war for $300. Address Cash, at The Dispatch office.

RECRUITING THE MARYLAND LINE.

The Maryland Line, Col. Bradley T. Johnson, is now stationed at Staunton, Virginia, for the purpose of recruiting. All Marylanders who desire to join it will repair at Staunton immediately. This paragraph is followed by a proclamation, commending their gallant conduct on the 6th of June, in driving back the invaders of the soil of Virginia.

EIGHT SONS IN THE ARMY.

Mrs. Martha Tyler, a widow, living in Henrico County, Virginia, ten miles west of Richmond, has eight sons in the service of the Confederate States, viz: Three in Courtney's Artillery, two in the Hampden Artillery, two in the 15th Virginia Infantry, and one in Capt. Wren's company of cavalry.

From The Petersburg Express of the 26th.

We learn from a source entitled to the fullest credit that Yankee troops to the number of 6,000 had advanced from Norfolk and Suffolk, to a point on the Seaboard Railroad, known as Franklin Depot, 50 miles from Portsmouth and 30 from Weldon. The aim of this force is, beyond doubt, to advance to Weldon and cut off railroad connection at that place with Petersburg and Richmond. At Weldon the railroads from Wilmington and Raleigh converge with that of Petersburg. It is an important position, and of course will be held by our forces at all hazards. We have no information as to the preparations made to receive them, but believe that our authorities will see to it that they are ample. This explains the recent visit of Burnside to Old Point and the White-House, on the Pamunkey, where he and McClellan compared notes.

ARREST OF AN ALLEGED SPY.

An important arrest was made on the Seaboard train, on Wednesday, while the cars were crossing the bridge at Weldon, on the up-trip. A suspicious-looking character, having attracted the attention of the guard on the train, was seized and searched. A large quantity of letters, from Norfolk, to supposed Union men in Eastern Carolina, were found on his person; also, a passport from Gen. Wool, and a document certifying that the bearer had taken the oath of allegiance to the Lincoln Government, and was a good and loyal citizen thereof. Unfortunately, the emissary threw away two letters, when first seized, which floated down the Roanoke, and they were not recovered. We have been unable to ascertain any further particulars, but it is believed that this arrest will place our authorities in possession of most important information, at this peculiar juncture of affairs.

DESERTERS FROM THE EIGHTEENTH VIRGINIA REGIMENT.

Col. H. E. Withers of the 18th (Rebel) Virginia Infantry, advertises heavy rewards for the arrest of not less than 44 deserters from his regiment, all having deserted within a recent period. Their full names are given in the notice.

SENTENCED TO BE SHOT.

A Lieutenant of the C. S. A. appeared yesterday at Castle Godwin, and in presence of Capt. Alexander, the custodian of that institution, read to three of the inmates thereof sentences passed on them by the General Court-Martial now in session. The accused, who have been on trial for several days, were all members of the Purcell battery. Two of them, John Wilson and Henry Smith, had been found guilty of deserting from their company. The sentence was, that each of them should have his head shaved, be branded on the left thigh with the letter D, and then be drummed out of camp. The third prisoner, whose name is John Squires, was found guilty of attempting to desert to the enemy, and sentenced to be shot to death in the usual manner, on Monday, June 16.

We understand that all of the sentences will be carried into execution on that day. In references to Squires, we may say that we heard, prior to knowing anything of his trial, that on a recent occasion, when his company was between Richmond and Fredericksburg, while acting as guard to a wagon train, he stealthily left his comrades, some of whom, suspecting his design, followed him for more than a mile, and found him on the edge of a river calling to the enemy, who were on the other side, to send a boat and take him off. They thereupon seized him. His fate, while it may be considered terrible, is yet necessary as an example. [Richmond Dispatch, 15th.

THE BATTLE OF FAIR OAKS.

To the Editor of The N. Y. Tribune.

SIR: The following is an extract of a letter from a soldier in the 85th N. Y. S. V. to his friends in the North. I send it to you, hoping it may help to remove the stigma of cowardice heaped upon this and other regiments in Gen. Casey's Division. J. R. IRISH.

Delaware, June 22, 1862.

"FAIR OAKS, Monday Morning, June 2, 1862.

"DEAR COUSINS: You will have heard of the fight long before this reaches you. We were surprised by an overwhelming force who drove in our pickets. We had been throwing up an earthwork in the center of the field, which was occupied with rifle-pits extending out on either side. When the alarm was given, we (the 85th) were ordered into the pits on the left of the fort, which we held until we were nearly surrounded. Two regiments charged upon us, but could not make it work, and retreated with a loss of two-thirds of their men. Our boys did not give an inch until their retreat was nearly cut off. Out of forty-two of our company (C) who were engaged, three were killed, eleven wounded, and eight missing. We were unfortunate enough to lose all we had, except what we had on, and have not so much as a blanket. Our bed for the last two nights was made of green leaves, without a thing over us. It seems quite tough, but I guess we can stand it.

"Yours, for the right, HARVEY."

NEW-YORK SHIP-YARDS, ETC.

We continue this morning, as below, our list of steam vessels, recently constructed in New-York and vicinity. The dimensions given are correct in every particular:

THE SIDE-WHEEL STEAMER PORT ROYAL.—Hull built by Thomas Collyer; machinery by P. Hammond; at present in Government service; owners, P. Hammond & Co. Length on deck, 160 feet; breadth of beam, 32 feet 6 inches; depth of hold, 5 feet 10 inches; draft of water at load line, 3 feet 6 inches; tonnage, 125 tons. Frame of white oak, &c. Vertical beam engine, with one cylinder, 28 inches in diameter; length of stroke of piston, 6 feet; diameter of water-wheels, 17 feet 4 inches; material, wood. One flue boiler, located in hold.

THE SIDE-WHEEL STEAMER D. E. CHARL.—Hull built by Lawrence & Foulks; machinery by Stanton & Mallory; route of service, New-York harbor; owners, F. G. Gray & Co.; length on deck, 75 feet; breadth of beam, 18 feet 9 inches; draft of water at load line, 2 feet 9 inches; tonnage, 100 tons. Frame of white oak, &c. Floors molded, 9 inches; sided, 6 inches, and are 26 inches apart from centers. Non-condensing engine, having one cylinder, 22 inches in diameter; stroke of piston, 20 inches; diameter of paddle wheels, 7 feet. One flue boiler, located in hold.

THE PROPELLER JOHN S. WILLIAMS.—Hull built by Lawrence & Foulks; machinery by Stanton & Mallory; route of service, New-York harbor; owners, B. M. Cary & Co.; length on deck, 110 feet; breadth of beam, 20 feet; depth of hold, 9 feet; draught of water at load line, 8 feet; tonnage, 175 tons; frame of white oak, &c. Condensing engine, with one cylinder, 26 inches in diameter; stroke of piston, 28 inches; diameter of propeller, 8 feet 4 inches. One flue boiler, located in hold.

THE PROPELLER DANIEL S. MILLER.—Hull built by Lawrence & Foulkes; machinery by Fletcher, Harrison & Co.; route of service, New-York to Cassadaigo; owners, Hamilton Smith & Co. Length of deck, 150 feet; breadth of beam, 34 feet; depth of hold, 9 feet 8 inches; draft of water, 8 feet 6 inches; tonnage, 593 tons. Frame of white oak, &c. Vertical beam engine, with one cylinder, 44 inches in diameter; stroke of piston, 6 feet; diameter of propeller, 16 feet 3 inches. One flue boiler, located in the hold.

THE SIDE-WHEEL STEAMER JESSE HOYT.—Hull built by B. C. Terry; machinery by Fletcher, Harrison & Co.; route of service, New-York to Newburgh; owners, Van Santvoord & Co. Length on deck, 225 feet; breadth of beam, 29 feet; depth of hold, 9 feet; draft of water, 4 feet 6 inches; tonnage, 575 tons. Frame of white oak, chestnut, &c. Vertical beam engine, with one cylinder 46 inches in diameter; stroke of piston, 12 feet; diameter of water-wheels, 28 feet. Two flue boilers, located in hold.

THE SIDE-WHEEL STEAMER J. N. HANCOX.—Hull built by Hogeland & Taylor; machinery by Randle & Hoile; route of service, New-York Harbor; owners, J. A. Post & Co.; length on deck, 124 feet 6 inches; breadth of beam, 23 feet; depth of hold, 8 feet 6 inches; draft of water, 3 feet 6 inches; tonnage, 230 tons; frame of white oak and chestnut; vertical beam engine, with one cylinder 30 inches in diameter; stroke of piston, 7 feet 6 inches; diameter of water wheels, 17 feet 6 inches; one vertical tubular boiler, located in hold.

THE PROPELLER BRANCH PAGE.—Hull built by J. S. Bishop; machinery by Stanton & Mallory; route of service, New-York Harbor; owners, D. S. Page & Co. Length on deck, 90 feet; breadth of beam, 18 feet; depth of hold, 8 feet 6 inches; draught of water, 7 feet; tonnage, 125 tons. Frame of white oak, &c. Non-condensing engine, with one cylinder 22 inches in diameter; stroke of piston, 20 inches; diameter of propeller, 7 feet. One flue boiler, located in hold.

THE SIDE-WHEEL STEAMER MATTEWAMAN.—Hull built by F. C. Terry; machinery by Fletcher, Harrison & Co.; route of service, New-York to Keyport; owners, Keyport and Monmouth S. B. Co.; length on deck, 210 feet; breadth of beam, 28 feet; depth of hold, 8 feet 8 inches; draught of water, 6 feet 6 inches; tonnage, 399 tons; frame of white oak, &c.; vertical beam engine, with one cylinder 42 inches in diameter; stroke of piston, 12 feet; diameter of water-wheels, 26 feet; one flue boiler, located in hold.

THE SIDE-WHEEL STEAMER MOHAWK.—Hull built by Thomas Collyer; machinery Novelty Iron Works; route of service, New-Bedford to Edgartown; owners, N. B. V. & N. S. B. Co.; length on deck, 150 feet; breadth of beam, 28 feet; depth of hold, 9 feet 6 inches; draft of water, 8 feet 3 inches; tonnage, 498 tons. Frame of white oak, &c.; vertical beam engine, with one cylinder, 40 inches in diameter; stroke of piston, 10 feet; diameter of water-wheel, 27 feet; one flue boiler, located in hold.

THE SIDE-WHEEL STEAMER G. E. WINANS.—Hull built by Hogeland & Taylor; machinery by Curtis & Tompkins; route of service, New-York Harbor; owners, O. E. Winans & Co.; length on deck, 180 feet; breadth of beam, 31 feet; depth of hold, 6 feet 6 inches; draft of water, 4 feet 6 inches; tonnage, 450 tons; frame of white oak, &c.; vertical beam engine, with one cylinder, 40 inches in diameter; stroke of piston, 10 feet; diameter of water-wheel, 27 feet; one flue boiler, located in hold.

THE SIDE-WHEEL STEAMER HENRY REBOKER.—Hull built by Neal & Bell; machinery by Henry Loder & Co.; route of service, New-York Harbor; owners, P. A. Burden & Co.; length on deck, 138 feet; breadth of beam, 24 feet; depth of hold, 8 feet; draft of water, 3 feet 6 inches; tonnage, 200 tons; frame of white oak, &c.; vertical beam engine, with one cylinder, 32 inches in diameter; stroke of piston, 8 feet; one flue boiler, located in hold.

THE PROPELLER TRADE WIND.—Hull built by T. T. Webster; machinery by J. M. Hunt Webster & Co.; has no route of service at present; owners, J. M. Hunt Webster & Co. Length on deck, 150 feet; breadth of beam, 26 feet; depth of hold, 13 feet; depth of hold to spar-deck, 10 feet 6 inches; tonnage, 450 tons. Frame of white oak and chestnut, and fastened with copper and treenails. Floors molded 10 inches, sided 10 and 8 inches, and are 26 inches apart from centers; the frames are not filled in solid. Vertical direct engine, with one cylinder 36 inches in diameter; stroke of piston, 2 feet 6 inches; diameter of propeller, 9 feet; material, cast iron; pitch of propeller, 16 feet; one flue boiler, located in hold; rig of vessel, three masted schooner.

THE SIDE-WHEEL STEAMER NEW-ENGLAND.—Hull built by John Englis; machinery by Morgan Iron Works; route of service, Boston to St. John's, N. B.; owner, J. B. Coyle. Length on deck, 230 feet; breadth of beam, 32 feet; depth of hold, 12 feet 6 inches; draft of water at load line, 7 feet 6 inches; tonnage, 866 tons. Frame of white oak, &c., and strapped with iron, thus rendering it of great strength; water wheel guards fore and aft. Vertical beam engine, with one cylinder 55 inches in diameter; diameter of water-wheels, 30 feet. One flue boiler, partly on deck; rig of vessel, schooner.

THE PROPELLER WHITEHEAD.—Hull built by Hogeland & Taylor; machinery by J. T. Sutton & Co.; owners, D. B. Martin & Co. Length on deck, 95 feet; breadth of beam, 20 feet; depth of hold, 8 feet; draft of water, 5 feet 6 inches; tonnage, 150 tons. Frame of white oak, &c. Has two inclined engines, with two cylinders 18 inches in diameter, and a stroke of piston of 20 inches. One flue boiler, located in hold.

FIVE HORSES DROWNED.—The Warren Association of Firemen, of this city, made an excursion, yesterday, to Bath, in a mammoth stage, drawn by ten horses, from the stables of the Broadway and Twenty-Third street Stage Co. On their return, last evening, while going aboard the ferry-boat of the South Ferry, on the Brooklyn side, the leading horses became frightened at the hallooing made by the boat hands, giving orders about their being put on the "right" or "left" side of the boat. The deck hands, it stated by a member of the Association who was by the side of the driver, endeavored to lead the horses to one side of the boat, when the six leading horses started furiously, carried away the boat's chains and their supporting stancheons, and jumped into the river. Five of the horses were drowned, one only being recovered with much difficulty. The wooden stancheons are stated to have been of very rotten material, and the Company have several pieces in their possession for inspection. The horses lost were valued at about $1,200.

THE EMPIRE BRIGADE.—A meeting was held last evening at the headquarters of the Empire Brigade, No. 341 Fulton street, Brooklyn, for the purpose of making arrangements to aid in procuring funds to meet incidental expenses not provided for by Government. A number of prominent citizens attended. General P. S. Crooke was called to the chair. Alderman Rufus R. Belknap was appointed Secretary, and Mr. Arthur G. Benson Treasurer.

General Spinola having stated the object for which the meeting was called together, Mr. E. W. Fiske moved the selection of a Committee, with power to appoint other committees from their number as circumstances might require.

The motion was carried, and the following gentlemen were selected as the Committee:

J. S. T. Stranahan, L. B. Wyman, Edmund Driggs, E. A. Lambert, Alexander M. White, J. O. Lowe, S. L. Husted, C. P. Smith, James Humphrey, W. M. Harris, A. F. Campbell, John H. Funk, E. W. Fiske, to which the Chairman, Gen. Crooke, Mayor Kalbfleisch, and the Secretary of the meeting were added.

Gen. Spinola stated, in answer to a question, that some 300 or 400 men were now enlisted, and that he felt confident of having between 2,000 or 3,000 men enrolled within 30 days.

The Committee is to meet again at the same place this evening.

The publisher of Parson Brownlow's book is now printing the *seventieth* thousand.

The Canal Board.

ALBANY, Wednesday, June 25, 1862.

The Canal Board to-day removed Henry Van Vleck, Division Engineer of the Middle Division, and appointed John C. Goodsell in his place. The Board also removed M. T. Kimball and W. H. H. Geere, Resident Engineers of the Middle Division, and appointed Ogden Edwards to take charge of both residences. The Board also removed E. P. Rogers, Collector of Corning, and appointed Thomas McBirney to the place. Canal Commissioners Wright and Skinner voted against all changes, except in the case of Mr. Rogers.

The Maine Telegraph Company.

BANGOR, Me., Wednesday, June 25, 1862.

At the annual meeting of the stockholders of the Maine Telegraph Company, holden in this city to-day, the following gentlemen were unanimously elected Directors for the ensuing year: Hiram O. Alden, James White, Belfast; Albert W. Paine, Jacob A. Smith, Albert Holton, Bangor; Joseph S. Beldon, Wm. P. Morrill, Portland; Aaron Hayden, Eastport; Edward O'Brien, Thomaston.

At a subsequent meeting of the Directors, Hiram O. Alden was elected President, and Wm. P. Morrill was elected Secretary and Treasurer for the ensuing year.

The Philadelphia Races.

PHILADELPHIA, Wednesday, June 25, 1862.

The second day's racing, which, owing to the heavy rain on Tuesday, was postponed, came off to-day. Two races were announced for decision: two-mile heat race for a purse of $500, and the Continental Hotel premium, ladies' gift, worth $300. The first race was won easily by Idlewild in two straight heats, beating West Roxbury and Avalanche. Time, 3:37 and 3:36. West Roxbury was drawn after the first heat. The race for the ladies' prize is indefinitely postponed, owing to the owners of horses entered declining to allow them to start in the heavy slippery condition of the track. Heavy thunder-showers fell at intervals during the afternoon, and the Judges announced the races postponed until Friday and Saturday, to allow the track a chance for improvement should the weather clear up. There was a very good attendance on the ground.

Billiard Match in Boston.

BOSTON, Wednesday, June 25, 1862.

Up to 1 o'clock the match between Mr. Doery of New-York and Mr. Goldthwaite of Boston was not concluded. At that time Mr. Goldthwaite was ahead, with a pretty certain prospect of winning. It was thought the match would be completed by 3 o'clock.

Railroad Accident.

TRENTON, N. J., Wednesday, June 25, 1862.

An extra train, with the Eighth Massachusetts Battery, Capt. Cook, 156 men and 120 horses, ran off the track three miles from Trenton Depot, precipitating five or six cars into the canal. Several horses are said to be killed. So far as known, only one is missing.

Fire in Bradford, C. W.

TORONTO, Wednesday, June 25, 1862.

In the town of Bradford, fifteen or sixt en dwellings and shops were burned last night, in the best part of the town. Loss about $30,000.

Markets—*Reported by Telegraph.*

MILWAUKIE, June 25.—FLOUR firm. WHEAT lc. higher: sales at 81c. for No. 1. Receipts—3,100 bbls. Flour, 15,000 bush Wheat. Shipments—1,300 bbls. Flour, 67,000 bush. Wheat.

ALBANY, June 25.—Receipts by canal light. Sales of FLOUR 3,000 bbls. at full prices. WHEAT—Sales of 5,200 bush. White Michigan in store at $1 20, and in lots at $1 19. CORN very active; sales 55,000 bush. part sound, at 48c., and 49c. for sound. Western less active at 49@52c.

OSWEGO, June 25.—FLOUR firm. WHEAT in active demand; sales last night, 2,[illegible] bush. White Red Ohio at $1 05; 6,000 bush. Ordinary White Canada, $1 06; 8,300 bush. Winter Red Indiana, and 6,000 bush. Winter Red Illinois on private terms; to-day, 5,500 Amber Michigan at $1 09; 7,000 bush. Red Indiana, $1 05; 2,000 No. 2 Chicago Spring at 86c.; 1,000 bush. Amber Iowa, 86c.; 3,500 Winter Red Illinois, $1 04; 5,000 bush. Milwaukee Club, 91c., and 5,000 bush. do. on private terms. CORN scarce and better; sales of 17,000 bush. on private terms; 3,500 do. at 42½c.; 4,500 bush. do., Oct. RYE held at 68c., without sales. PROVISIONS steady. IMPORTS—2,544 bbls. Flour, 13,000 bush. Wheat, 26,000 bush. Corn. CANAL EXPORTS—1,013 bbls. Flour, 25,000 bush. Wheat, 23,000 bush. Corn, 1,000 bush. Rye.

BUFFALO, June 25.—FLOUR quiet. WHEAT better and in good demand; sales of 38,000 bush. at 65c. for ordinary Chicago Spring; 72½c. for No. 1 do.; 75½c. for No. 2 Milwaukee Club; 99½@1c. for No. 1 do.; 86c. for Canadian Spring; 90c. for Illinois Winter; $1 09 for White Winter Ohio; $1 24 for White Kentucky. CORN in good demand and better; sales of 160,000 bush. at 52@53c. OATS quiet; sales of 10,000 bush. to arrive, at 22½c. for Western. RYE better; sales of 36 bbls at 72c. PROVISIONS firm. TORONTO—37 bbls. Flour, 34,000 bush. Wheat, 30,000 bush. Corn, 23,000 bush. Oats. EXPORTS—2,000 bbls. Flour, 99,000 bush. Wheat, 140,000 bush. Corn, and 22,000 bush. Oats.

CHICAGO, June 25.—FLOUR active and firmer. WHEAT higher; sales at 77@78c. for No. 1. CORN slightly advanced, 25@27½c. for old Mixed in store. OATS active, Receipts 25,000 bush. Flour, 69,000 bush. Wheat, 29,000 bush. Corn, 6,000 bbls. Flour, 63,000 bush. Wheat, 102,000 bush. Corn. SHIPMENTS to-day, Flour 24,000 bush Wheat, 102,000 bush. Corn. FREIGHTS ½c. higher. EXCHANGE unchanged. GOLD 7c.

BALTIMORE, June 25.—FLOUR very dull; Howard street Superfine $5 12½@5 25. WHEAT steady. CORN steady. OATS dull. RYE firm at 70c. LARD steady; Western 6½c. WHISKY unsettled at 29½@30c. CHICAGO SUN—sales 2,900 bags.

Business Notices.

DEAFNESS, IMPAIRED SIGHT, NOISE IN THE HEAD, and SORE THROAT cured by the Novel and Scientific principle which restores hearing in the most hopeless cases, by the well-known Oculist and Aurist of New-York, Dr. VON EISENBERG, No. 20 Clinton-place, 8th-st.

NEW-YORK, June 14, 1862.

I have great pleasure to add my testimony to the number of others which Dr. Von Eisenberg's great skill has already gained for him. I was suffering from deafness, accompanied by a very unpleasant discharge from my ear. The Dr. operated on my ear, removing a polypus with a gentleness that fully demonstrated the efficiency of the scientific system peculiar to himself. I am completely restored to hearing.

JOSEPH MANNING, No. 103 West 26th-st.

Consulting Rooms 20 Clinton-place, 8th-st., W. Broadway.

READER, you can have an enduring, always ready, and reliable GOLD PEN, exactly adapted to your hand and style of writing, which will do your writing vastly cheaper than Steel Pens. If you want it, see "The Pen is Mightier than the Sword," in another column.

PEARL MOTTLED SOAP IS THE BEST and most economical for laundry and family use, being particularly adapted for flannels and all kinds of woolen goods. Manufactured and for sale by E. MORGAN'S SONS, No. 211 Washington-st., and No. 449 West-st.

Also, FAMILY, PALE, and No. 1 Soaps.

AT JEFFERS', No. 573 Broadway, Ladies' BALMORAL and Elastic GAITERS, Boys' and Youths' Calf BALMORAL BOOTS, Gents' Fine SHOES, GAITERS and SLIPPERS, all in great variety, at low prices. JEFFERS', 573 Broadway.

S—T—1860—X.—DRAKE'S PLANTATION BITTERS of this celebrated brand appears to be in every one's mouth, as well as on every one's table. They are a splendid article and can be relied upon to strengthen and invigorate exhausted nature.

GROVER & BAKER'S CELEBRATED NOISELESS SEWING-MACHINES, acknowledged to be superior to all others. No. 495 Broadway, New-York.

COMFORT AND CURE FOR THE RUPTURED. Sent free to any one afflicted with Rupture or Hernia. Address Box No. 793 New-York Post-Office.

WHEELER & WILSON MANUFACTURING COMPANY.—Sewing Machines with Important Improvements. Office No. 505 Broadway.

DYSENTERY.

For Dysentery and similar complaints of the Summer season, the PERUVIAN SYRUP has proved a remarkable preventive and cure. By imparting tone to the intestinal mucous membrane, it places this surface in the best possible condition to resist the irritation of crude and indigestible articles of food.

MARRIED.

ANDERSON—GOLDING—In Williamsburgh, on Tuesday, June 24, by the Rev. J. L. Peck, assisted by the Rev. F. Bottome, William Anderson to Esther M. Golding.

COFFIN—SLOCUM—On Monday, June 23, by the Rev. Frederick G. Clark, Charles B. Coffin to Miss Phebe S. Slocum.

ELLISON—WILSON—In this city, on Wednesday, June 25, 1862, in Trinity Church, by the Rev. R. Ogilby, Mr. Benjamin Ellison of this city, to Miss Jane A. Wilson of Woodbridge, N. J.

HULBERT—TORREY—On Tuesday morning, June 24, by the Rev. John W. Beach, Edwin M. Hulbert to Miss Emma A. Torrey, both of this city.

Cortland papers please copy.

JONES—WRIGHT—On Tuesday, June 24, by the Rev. M. S. Hutton, Chas. W. Jones to Mary Louisa, second daughter of James Wright, all of this city.

KETCHUM—BENTON—In Brooklyn, on Wednesday, June 25, by the Rev. William T. Karr, Nathaniel Ketchum to Jane E. Benton, all of Brooklyn.

ROSE—DURYEA—On Tuesday, June 24, by the Rev. J. B. Alleger, Abraham Rose, jr., of Jersey City, to Miss Sarah M., daughter of Whitehead Duryea, esq., of Flushing, Long Island.

TOTTEN — TOTTEN — In Tottenville, Staten Island, on Wednesday, June 18, by the Rev. N. Vansandt, James J. Totten to Fannie E. Totten, daughter of E. J. Totten, esq., all of the above place.

WEED—SMITH—On Thursday, June 19, by the Rev. Peter Stryker, Seth Chauncey Weed of New-Canaan, Conn., to Miss Jennie Amelia Smith of New-York City.

DIED.

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