

Special Dispatch to The N. Y. Tribune.

WASHINGTON, June 23, 1865. The interview between the South Carolinians and the President yesterday, must have deeply impressed those gentlemen not only with the unimpeachable honesty and impartiality of Mr. Johnson, but with his earnest determination to follow out the evident course plainly indicated by the events of the past four years.

To the Associated Press.

WASHINGTON, Saturday, June 24, 1865. A delegation from South Carolina consisting of the following named persons, had late this afternoon, an interview by appointment with the President: Judge Frost, Isaac E. Holmes, George W. Williams, W. H. Gillett, J. A. Sternberger, Frederick Richards, William Whaley, James H. Taylor, R. H. Gill and Joseph A. Yates.

The President said it was his intention to talk plainly, so that there might be no misunderstanding. Therefore, it were better they should look each other full in the face and not imitate the cautious sneers which, when they met one another, could smile at their sneers in deceiving the people.

The President replied that he always thought that Slavery could not be sustained outside of the Constitution of the United States, and that when the experiment was made it would be lost. Whether it could or could not, he was for the Union, and if Slavery set itself up to control the Government, the Government must triumph and Slavery perish.

Mr. Holmes—You always so claimed to be. [Laughter.] The President replied that he always thought that Slavery could not be sustained outside of the Constitution of the United States, and that when the experiment was made it would be lost.

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Crime

Vol. XXV.....No. 7557.

NEW-YORK, MONDAY, JUNE 26, 1865.

PRICE FOUR CENTS.

FROM RICHMOND.

Legislative Proceedings.

From Our Special Correspondent.

On the assembling of the Legislature this morning a message was received from the Governor requesting the members to reconsider that portion of his message referring to taxes. By more recent developments he felt certain 15 cents on the \$100 would not be sufficient to defray expenses, and he would therefore recommend that it be increased to 25 cents.

The following act, passed in the Senate, was tabled in the House as "tending to legislate exclusively for a one-sided class, who certainly could have found time, and so do not merit, to have arranged this matter without such unjust action."

An act to amend and re-enact the third section of the Act passed January 21, 1864, entitled "An Act staying the collection of certain debts."

At a meeting of the Board of Supervisors, held on the 24th inst., the following resolutions were adopted: Resolved, That upon all debts and liabilities accruing before the 1st day of July, 1861, the debtor, or party liable, shall, upon demand of the creditor, pay the interest and demand thereof, one-fourth of the principal within twelve months after demand thereof, with interest, one-fourth within three years after demand made, with interest, and the balance within five years after demand made, with interest, and for failure to do so, the creditor may proceed as if this act, or any other act for staying the collection of debts, had never been passed.

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double columns, in the capitals of which pigeon now roost, and no flight. Into the spacious rotunda once came gay crowds of young planters, who spent noon in banquets and were worshipped by the servants. Now a few parties of Rebel officers, in shabby gray, lounge in with slow step and gloomy eye. In neat, new uniforms sit the officers of our army on the faded chairs of the house, and look with a smile on the change of times.

The broad trottoir on Canal-st. no longer swarms with gay crowds of the young princes of the Mississippi, and the frail fair sex, but in their place is to be seen a thin stream of a more quiet sort of people, among whom one sees a good share of our young and manly officers, going along, not with slouch or swagger, but with easy gait and erect heads and figures.

In the old times this was the great place of meeting in the early morning. To it every one went for his or her cup of coffee, and there was to be seen a people of all classes and shades, from the pure croak to the negro. As early as four in the morning the crowd would begin to gather, and at six it would be dense. From the stands cups of coffee were served out by the hundreds and the hum of voices in French and English, with some Spanish and German, was incessant. Now one may go to the market and and he will see a number of people, and he will also see them drink coffee, but the life and fashion of the thing is gone, and the fun with it. "Oh, everything is changed now," say the croak, and they speak as if it was all the fault of the "Nero."

Steps are being taken to increase the water supply in this city. It is intended to lay more pipe, and no bed effects, in a sanitary point of view, are looked for from the opening of the "batture" earth along the streets where the pipe is to be laid. In 1857 a contract was made to add to the Water Works, but the war put a stop to that as well as to many other things. Now the new work will soon be carried out, and free will be less destructive in effects than they were. There are a few steam fire engines in the city, one of which played a part in front of the St. Charles the other day, and threw a fine stream of water with 400 feet of hose.

The city is now very clean, and in a good state of health. After the 15th of this month the hottest part of the season will have passed, and the nights will grow cool, though in the day time the heat will be excessive.

Another copious shower of rain is at this moment falling.

Three thousand seven hundred and ninety-one bales of cotton, received from the Red River on account of the Louisiana State Bank, have been sequestered in favor of this State on a heavy claim.

Of this the "Change article of the Delta of to-day says: It is tolerably well understood by this time that the sequestration of the cotton received from the Red River on account of the Louisiana State Bank, which claims a balance of \$462,732. The total quantity arrived and stored is 3,741 bales, which may not, if judicially disposed of, at about present prices, to \$375,000.

I was told to-day that some 5,000 men of the late Rebel Army of Texas have gone over the Rio Grande to enter the Mexican service. They are mostly Missouri and Texas, and my informant is a young officer of a Texas regiment. He said that the men declared they would not live under the United States flag, and would even fight with negroes against it. This he said to show how far they would go, and how bitter is their feeling still. The young Texan added that a heavy bounty is offered to the men to enter the army of Mexico. I told him that it would be well for those men to look before they leaped, for they would find themselves in a poor service, the pay of a Mexican soldier being only five or six sous a day—the pay of a French soldier. To this he said: "It's the bounty they go in for—and they can't stay at home."

who has played a conspicuous part in the war as a Confederate General is now stopping at the St. Charles Hotel. He is a man of middle size, well made and about 40 years of age. He is free and easy in his manner and takes the change of fortune with a light heart if one may infer that from his careless air, etc. Along with the General are some officers of his late staff.

The Army of the Rio Grande is now talked of a good deal here, and most of the papers take the view that Government is doing well to show in a firm way that the Monroe Doctrine must be carried out, even at the cost of a war with France, in which, they think, we have nothing to fear, and that success on our part would be certain.

There may be a prospect of our boys fighting them again on Mexican soil.

GEN. CANBY'S STAFF. HIGGS, DEPARTMENT OF THE GULF. NEW ORLEANS, La., June 15, 1865.

GENERAL ORDERS, No. 87.—The following named officers are hereby announced as composing the Staff of the Major General Commanding, and will be obeyed and respected accordingly.

Brigadier-General Geo. L. Andrews, Chief of Staff, Lieutenant-Col. C. T. Christensen, Assistant Adjutant-General.

Major R. Des Anjos, Assistant Adjutant-General. Major Alfred Fredberg, Assistant Adjutant-General. Capt. J. Lovell, Assistant Adjutant-General. Capt. J. C. Stone, Assistant Adjutant-General. Rev. Lieut. Col. J. Schuyler Crosby (Aid-de-Camp), Acting Assistant Adjutant-General.

First-Lieut. G. W. Lyon, 10th Ill. Louisiana Cavalry, Acting Assistant Adjutant-General. Second Lieut. George L. Wilbur, 1st New-Orleans Volunteers, Acting Assistant Adjutant-General. Lieut.-Col. John M. Wilson, Assistant Inspector-Quartermaster.

Capt. James G. Patton, 3rd Missouri Volunteers, Acting Assistant Inspector-General. Major De Witt Clinton, Judge-Advocate. Col. S. B. Holabird (Additional Aid-de-Camp), Quartermaster.

Col. E. G. Bookwith (Additional Aid-de-Camp), Chief Commissary of Subsistence. Surgeon H. M. Alexander, U. S. Army Medical Director. Brigadier-General Geo. L. Andrews, Corps of Engineers, Chief Engineer.

Capt. C. J. Walker, 24 U. S. Cavalry, Inspector of Cavalry. Col. E. A. Starring, 73d Illinois Volunteers, Provost-Marshal-General. Capt. S. M. Eaton, Chief Signal Officer. Capt. C. T. Barrett, Aid-de-Camp. Capt. Edward Ames, 7th U. S. Infantry, Acting Aide-de-Camp.

By order of Major-General E. R. S. Canby, C. T. CHRISTENSEN, Lieut.-Col., Asst. Adjt.-Gen. Official: GEO. L. WILBUR, Lieut. and Acting Asst. Adjt.-Gen.

Coming Home. BOSTON, June 25, 1865. The steamer Ariadne from Richmond, Va., with the 10th and 12th New-Hampshire regiments, and the steamer State of Maine with the 13th New-Hampshire regiment, arrived here to-day. They proceed to Nashua to-morrow by rail.

THE ST. CHARLES HOTEL. From the princely pile it has fallen to a shabby, third-rate house, but still a fine pile with a noble portico of

the new—so that the present status is the same as before the order of Gen. Pope was issued. The joy of the Copperheads was short lived after all. Two regiments of Rebels raised in this State arrived here yesterday from the Red River. About nine-tenths of the men took the oath of allegiance and were discharged. They stood on the sidewalk in front of the Provost-Marshal's office for about two hours, and although there are numerous Secession families near by, they offered no help or food save in about three cases. It most strike the reader that ours is the most liberal Government in the world. Here are 600 ignorant miserable Missourians, who go off and fight for Rebellion hundreds of miles from home, on their own responsibility, yet when they surrender, the Government steps in and pays their passages back to Missouri. If this liberality it would be well to have a new definition of that word settled. The probability is that three-quarters of this batch of Rebels will hang around St. Louis, getting their living by stealing and begging, until they are arrested as vagabonds. They hear too much about the stern measures held in reserve for Rebels in the country to venture in that direction.

The reports from the interior for the first time tell us the story of Peace. The tide of returned Rebels has stopped, and the few who now remain in the country are so closely watched that they are not likely to do any mischief immediately. Portions of Case, Bates and Jackson Counties, it will be remembered, were depopulated by order of Gen. Ewing after the massacre at Lawrence in 1863 by Quantrell's butchers. The owners of abandoned farms in this district were about half and half on the Union question. They owned some of the finest farms in the State, and are now wending their way homeward. A few possess small means and will be able to live on their old farms; but others merely take possession, awaiting the land speculators who have thronged the State from Ohio, Pennsylvania, Indiana and Illinois. Throughout North Missouri there is more security felt for life and property than has been known since the Rebellion broke out. The reestablishment of the Courts has had a good effect, since the collapse of the Rebellion became a fixed fact so plain that even Rebel Missourians could see it.

The official returns on the New Constitution election have not all been received yet, but the result is ascertained beyond possibility of doubt. The New Constitution is ratified by a majority ranging from three to five thousand. The Copperheads had nothing to say about the open, palpable perjury committed here under their noses in St. Louis on the day of the election, but now that their hopes of the defeat of the New Constitution are blasted, they are terribly troubled by the stories of outrages at the polls, which prevented Rebels from voting in the interior counties.

On Monday the delegation from the Union Merchants Exchange went to Boston to visit the Boston Board of Trade returned here. One of the objects of their visit was to interest the capitalists of the modern Athens in a line of first-class steamships between Boston and New-Orleans, to connect with the steamboat lines hence to the latter city. They were ridiculed by Chicagoans for this effort, but have succeeded in starting the matter upon a basis which promises success. St. Louis subscribes to \$200,000 worth of the capital stock, which is to be \$500,000.

Blair's old brigade, composed of the 37th, 29th and 21st Missouri regiments, returned here from Louisville a few days ago to be mustered out, and received a handsome welcome.

A mass meeting has been called by a large number of leading citizens to sustain Gov. Fletcher's action concerning the Judges of the Supreme Court. It will take place to-morrow evening.

FROM FORTRESS MONROE. J. D. Davis is Good Health—He is Not in Irons, But Has Comfortable Quarters.

Fortress Monroe, Friday, June 23, 1865. As incorrect statements (not emanating from this point) have appeared in several journals regarding the health and condition of Jefferson Davis, we would inform the public that his health, at the present time, is much better than when landed here from the steamer Clifton. This morning he was seen by our informant engaged in smoking, and apparently in good health. He is not in irons, and his quarters are very comfortable.

The steamer Zambie sailed last evening for Texas. The Eagle No. 3, arrived from Baltimore with a load of Rebel prisoners, the steamer Eliza Hancock at New York. The steamer Constitution and Northern Light sailed for Washington. The propeller Sea Gull sailed for New York, with large St. Nicholas in tow.

Gen. Nelson A. Miles, commanding this post, has established quarantine regulations at the entrance to Hampton Roads.

The steamer Thomas A. Morgan, Capt. Edgar from City Point, arrived this afternoon, with the 12th Illinois Regiment, bound for Baltimore. The propeller Andrew Hardy, from Richmond, with horses, arrived.

FROM MISSOURI. Conservative Agitators—Edward Bates in Old Age—Return of Rebel Regiments—Affairs in the Interior—The Supreme Court Judge Case.

St. Louis, June 21, 1865. The Conservatives have been very busy during the last week, trying to create an excitement in relation to the action of the Governor in forcibly ousting the old Judges of the Supreme Court. They held an indignation meeting on Saturday night, which was in the hands of the old political hacks belonging to the Claybank-McClellan party. It was a failure in everything but numbers. They studiously circulated a report that the Governor would call out the militia to suppress the meeting, and in anticipation of a row hundreds attended to see the sport. When they found there was to be no row they retired home. The most singular development of this struggle is the rabid madness displayed by Judge Edward Bates, late Attorney-General. He worked so hard, and to such good purpose, trying to persuade Rebels to vote on the ratification of the Constitution, whether it troubled their consciences or not, that since the defeat of his labor has been assured he has gone off into a fit of raving, which is only explainable by the presence of the dog days. Judge Bates is trying hard to array the people against the Governor for his action in the Supreme Court matter, and lately issued a card to the people, wherein he tells them how they are to proceed to impeach and punish the Governor. He says the people must rise in their strength and execute the mandates of the courts. The simple answer to all this stuff is that the Governor was carrying out the will of the State Convention, and has the people of the State upon his side. This matter has created scarcely a ripple outside the city.

The Copperheads were immensely pleased last Sunday on reading an account of the ousting of Governor Fletcher's appointees in Pettis County, and the reoccupation of the Clerk's office there by the old incumbent, a rabid Copperhead. It seems that the first forcible expulsion was accomplished with the aid of a company of the 4th Wisconsin, stationed in the county. When Gen. Pope heard this he considered it a breach of duty, and preferred to leave the matter entirely in the hands of the State authorities. So he ordered the same company of troops to restore the former status by ejecting the new and giving possession to the old clerk. As soon as this came to the ears of the Governor he ordered the militia to put out the old clerk and restore

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DISASTER AT SEA

WRECK OF THE GOLDEN RULE.

Escape of Both Passengers and Crew.

They are Eleven Days on a Desert Island.

The steamship Golden Rule, belonging to the Central American Transit Co.'s line of California steamers via Nicaragua, left New-York May 22, with 525 passengers and a crew of 100, all told, for San Juan (Greytown). Everything proceeded favorably until the afternoon of the 29th, when the weather became very dark and squally with torrents of rain, which continued through the night. On the morning of May 30, at 3 o'clock, the ship struck on Roncoeur Reef, in lat. 13 53, lon. 80 04, and in 30 minutes tilted. About ten minutes before the ship struck the reef was seen, the helm put hard a starboard, the engine stopped, and had made a half turn back when she struck. Every exertion was made to save the ship, but she came broad-side on the reef, and at the same time the engine reported the breaking of the main steam-pipe and the water gaining very fast. The boats were immediately lowered and brought under the lee-side of the ship, the masts were cut away, and the ships company were preparing to build rafts for the safety of the passengers and crew. During the day there was a high breeze from Eastward with very heavy rain squalls and a very heavy swell which broke completely over the ship. During the afternoon discovered an Island to the N.W. and sent the first Assistant-Engineer, Win. Underhill, to report on the practicality of landing the passengers and stores. On his return, he reported the Island to be about 12 acres in extent, destitute of vegetation, with a number of small wells on it. Before night they succeeded in constructing rafts from the hurricane deck, and the tops and sides of the deck houses, and embarked the women and children, and by 1 a. m. had safely landed 230 by means of a small boat. In the meantime dispatched Mr. Prindleton, the first officer, to the nearest land—Old Providence—90 miles distant, for assistance. At daylight on the 31st, five of the boats were loaded from the raft with passengers, sails and provisions and sent to the Island six miles distant; the remaining boat was occupied in transporting passengers from the ship to the raft, made fast to the rocks inside of the reef, and before night every man, woman and child, except the crew, were safely landed on the Island. On the night of the 31st, the ship commenced to break up, and from that time until June 5, they were entirely engaged in securing provisions, stores, baggage, mattresses, blankets, &c., necessary to sustain life on the island. About half of the baggage and stores was saved, the latter in a very bad condition. At 1 o'clock p. m. June 2, dispatched the second boat in charge of the second officer, Mr. Reid, with the purser, Mr. Rogers, to Aspinwall, 250 miles distant, for assistance. On the 3th and 6th of June, the ship became a total wreck, and nothing more remains of her but a part of her engine. On the 7th the Captain proceeded to the island, where he found tents erected, bedding distributed, and everything working well. Mr. Spat, the chief engineer, had put a condenser, which would make from seventy to eighty gallons of water per day, and was in perfect working order, in case the wells on the island had given out. On the 8th the first officer returned with two small fishing vessels of 25 tons each. Capt. Dennis had partly succeeded in making arrangements with the captain of the schooners to transport as many of his passengers as they could carry to Aspinwall, when, on the morning of the 5th, Mr. Reid, the second officer, came to their rescue with two Government gunboats—the Huntsville, Commander Devine, and the State of Georgia, Commander Preble, from Aspinwall. Mr. Reid having reached that place in less than three hours. The passengers and crew were distributed on board the two steamers, with bedding and provisions for the passage, and reached Aspinwall in safety on the 11th at 5 a. m. The passengers were immediately landed and left for Panama at 9 a. m., and for California at 9:30 p. m., in the steamer America. They were 10 days on the island and, with very few exceptions, every one was well. The thermometer ranged from 85 to 87 during the day, and there was no rain after the first night. Capt. Dennis says that the only way he can account for the loss of the ship is owing to a strong north-west current. He felt perfectly confident of his position at noon, May 22, as he had good sets of observations that morning, and the course steered would have given the ship a berth of 25 miles from the reef.

ADDITIONAL PARTICULARS.

The Panama Star has the following additional particulars: The United States steamships Huntsville and State of Georgia returned to Aspinwall from the wreck of the steamship Golden Rule on Sunday morning, the 11th inst., bringing down the passengers of that unfortunate vessel, who were immediately transported across the route to Panama, and embarked on board the steamship America, which sailed the same night for San Francisco. After being 11 days on the barren Island of Roncoeur, it is astonishing to see how well and in what good spirits these passengers appeared upon their arrival at Panama. They looked much more happy than the passengers of the America, who had been cooped up on the ship for 30 days. We heard few or no complaints from them, all appearing satisfied that everything possible to do for their comfort after the accident was done by the officers of the ship. In fact, many of them, now that the danger is past, look back upon the incident as rather an agreeable episode in their lives, though probably few of them would care to enjoy it a second time. As last accounts the ship had broken up and was in the hands of wreckers.

Large Sale of Government Vessels.

WASHINGTON, Saturday, June 24, 1865. At the Government sales to-day of vessels lately belonging to the Potomac flotilla, the following steamers were disposed of: Wooden side-wheel steamer Baltimore, length 200 feet—\$15,000; purchaser, Thomas Childs of Philadelphia. Propeller Watch, length 62 feet—\$2,400; purchaser, Robert Lear of Baltimore. The single engine propeller Teaser, length 80 feet—\$2,500; purchaser, James Bigler, New-York. The double engine propeller Resolute, length 81 feet—\$4,300; purchaser, T. J. Southard, Richmond, Mo. Single engine propeller Zeta, length 53 feet—\$450; purchaser, Gilbert Vanderwerker, Georgetown, D. C. Wooden propeller Mystic, length 157 feet—\$9,500; purchaser, T. J. Morgan, Baltimore. Wooden propeller Western World, originally from New-York, 178 feet—\$4,000; purchaser, H. R. Hasselhurst, Baltimore. Vessels were offered but withdrawn at the prices named, because not approaching the valuation.

The Bat, side-wheel steamer, built of steel plates, length 230 feet—\$38,000. The engines of the Bat are said to be worth \$75,000. Two other blockade-runners were also withdrawn.

Several tug propellers were offered, but there were no bidders.

It was announced that three weeks from to-day there will be another large sale of Government vessels.

An Accident—A Discharged Sailor Has Both Arms Blown Off.

PHILADELPHIA, June 25, 1865. This afternoon, while a salute was being fired, in honor of the late Admiral Dupont, by the Cooper Ship Refitting Yard Company, the leader of the gun, Samuel Danby, had both arms blown off by the premature explosion of the cannon. Danby had recently received an honorable discharge from the Navy,