NAVAL COURT MARTIAL.

Trial of Capt. Samuel W. Downing, U. S. N.,

FOR CARRYING TO RIO JANEIRO, IN THE UNITED STATES SHIP JAMESTOWN, COMMODORE J. H. COE, OF THE ARGENTINE SQUADRON, DURING A CIVIL WAR IN BUENOS AYRES, AND FOR OTHER OFFICIAL MISCONDUCT.

THIRD DAY—CONCLUDED.

[From the Pennsylvanian, July 10.]

PHILADELPHIA, Saturday, July 8, 1854.

The court was cleared for deliberation; and on reopening, the Judge Advocate announced the decision of the Court that the cross-examination should now be proceeded with.

First, however, the Court put a few interrogatories to Dr. Foltz, to which he replied, in substance, that a civil war was raging at the time the Jamestown was at Buenos Ayres; that Com. Coe commanded the forces opposed to the city; that it was generally believed that Coe's squadron was procured by bribery; when he (the Dr.) told Capt. Downing that he regretted to see Coe on board, Capt. D. replied that he did not think he had been guilty of any improper conduct; and that Coe had applied to him for protection, which he had given him. Witness did not know that Capt. Downing had any other means of knowing that Coe had sold his squadron, otherwise than by rumor or correspondence. In regard to the thirteen thousand ounces, he merely knew that it was received on board, and afterwards went ashore again; knew not from whence it came, or whither it went.

The cross-examination proceeded—The interrogatories of the accused being presented in writing.

Witness said—Coe left the Jamestown soon after witness reported the shore rumors to Capt. Downing; the gold on board the Jamestown left some days before the squadron went over to the enemy; it was in a boat, and proceeded towards the shore; heard a rumor on shore that Captain Turner had boasted of escaping from Coe, and that his guns were shotted for a fight, but it was not generally believed. heard Lieut. Hall say so; Mr. Hale, an American merchant, asked me if money could be received on board, and I replied that gold, silver and jewels were allowed by law to be received on board; in correspondence with Mr. Cox, a friend at Buenos Ayres, I mentioned the occurrences that had taken place; do not recollect that I spoke of Coe as having been received on board as an open traitor; I had reason to believe that the money on board came through Mr. Hale, or from him; Capt. Downing did express his disapprobation of my remarks, but I understood no prohibition from him in regard to repeating them; when he related to me his suspicions in regard to money going on board the Sisotris, I thought it confirmed my opinions; Captain Downing said that he did not believe Coe to be a traitor; Capt. Downing did say he supposed the money was sent on board, on account of apprehensions of storming the town; and that the place was then quiet, and the money had accordingly been returned.

The Court then at 1½ o'clock, took a recess of 20 minutes.

On reopening, the cross-examination was continued. Witness said—I do not know that Lieut. Page never came on board except when ordered; but I have heard him complain of being ordered on board.

By the Judge Advocate—What was the general reputation of Commodore Coe at Buenos Ayres?

Accused objected to this as a leading question, and it was withdrawn.

Witness—I do not know that Coe came on board as the guest of the captain; but he nevertheless lived in the cabin with him; I am not aware that Coe had any communication with his squadron after he came on board the Jamestown; in regard to the "French officers being more discreet," &c., I gave it as Captain Downing's remark, and not my own; I heard Captain D. use no language in presence of Simonds and Carroll tending to induce them to desert; in my conversation with Captain D. (off Pernambuco), my apprehension of grounding arose from our being so near the shore; I am not aware that any soundings were taked; the cables were not bent when the ship struck; I saw portions of an unfriendly correspondence between Captain D. and Mr. Pendleton (United States Charge at Buenos Ayres); the latter read part of a letter to me.

[Quite a number of questions were asked of the witness in regard to the state of the ship when run aground, but he could give no information in the matter.]

The Judge Advocate was then called upon to read his record of the day's proceedings thus far. Considerable time was thus occupied—the record requiring many corrections and amendments. When this was concluded,

Captain McIntosh rose and protested against the court proceeding any further with the present Judge Advocate, and stated that members of the Court could no longer be subjected to vexatious delays on account of the inefficiency of that officer.

It was agreed that the members remain after the adjournment and discuss the matter.

The Court then adjourned to Monday.

OUR PHILADELPHIA CORRESPONDENCE.

FOURTH DAY.

PHILADELPHIA, July 10, 1854.

The members of the Court Martial assembled at 10 o'clock this morning, with the exception of Capt. French Forrest, who was detained by sickness. The Court proceeded to business after a delay of half an hour.

In consequence of representations of members of the Court, the Judge Advocate has been authorized by the department to employ Mr. Edward G. Abbott as an assistant.

The record of Saturday, prepared by Mr. Abbott, was read and approved without correction.

A conversation ensued with regard to the legal effect of Captain Forrest's absence. There being precedent in prior cases of allowing a member of a Court Martial to resume his seat, and voting, after the evidence taken during his absence had been read to him, Captain Downing waived all legal objections to such a course.

The President said that the matter would be considered upon the re-appearance of Capt. Forrest.

Lieutenant Charles F. McIntosh was called as a witness, and sworn. The charges and specifications were read to the witness, and he testified as follows:—

I am a Lieutenant in the United States Navy, and was First Lieutenant on the Jamestown during the latter part of her cruise, under Captain Downing; on the same evening that the squadron under Coe went over to the inside party, a boat from the Coreo, the flag ship of Coe's squadron, came alongside of the Jamestown, and the officer in charge of the boat desired to see Captain Downing; he was shown into the cabin, and in a short time Capt. Downing sent for me, and said that Commodore Coe had reported to him that the squadron under his command had revolted, and that he wished Capt. D. to give him an asylum on board the Jamestown; Captain D. directed me to send a boat with an officer to bring him on board. As to the second specification, Coe remained on board several days, and then took passage on an American schooner, for Montevideo. A few days afterwards, the Jamestown, on her way to Rio, stopped in at Montevideo. A short time after the ship anchored, Coe came on board and desired to see Captain Downing. After the ship's sails were furled, I went into the cabin to report the ship secure, and observed to the Captain that Coe wished to take passage in the ship to Rio. His reply was, that he could not take him. Several days afterwards Captain Downing showed me a letter from Mr. Hamilton, United States Consul at Montevideo, in which he urged the Captain to take Commodore Coe, and said that he had determined to take him.

In regard to the third specification—Captain Downing mentioned to me that he had made an arrangement with Sinclair for provisioning the ship, and supplying the Americans on shore. I endeavored to persuade him not to do so, but he said he had made up his mind about it, and it was useless for me to mention the thing to him any more.

I know nothing in reference to the fourth specification; and as to the first specification of second charge, I know nothing further than I have already stated. As to the second specification, I know that several letters passed between Mr. Pendleton and Captain Downing in relation to supplying the ship, and also recommending him not to leave Buenos Ayres at the time that he did. And also one from Mr. Schenck on the same subject.

With regard to charge third, I recollect that Capt. Downing consulted me as to whether the ship could be caulked in the river. I told him I thought not.

Of charge fourth—first specification, I recollect that there were several letters passed between Lieut. Page and Capt. Downing, in one of which Lieut. Page said he would not obey Capt. Downing; I know nothing of the second specification, not having then been on board the ship.

As to charge fifth, I was on deck some time a little before two o'clock on the 19th of March, 1854; I remarked that the ship appeared to be drifting in towards the land, and called the attention of the officer of the deck to the fact; he sent down and reported to the Captain, Downing, who sent up word to alter the course; it was done, and her head was hauled up two points to the eastward; a short time afterwards I observed that they had kept the ship off a point, and I inquired of the officer of the deck (the master), why he had done so; he replied that the Captain had ordered him to do so; some time in the afternoon, about five o'clock, I felt the ship strike; I hurried on deck and saw Capt. Downing and the officer of the deck on hawser block; the ship had been luffed up into the wind in hopes of getting her about; finding that she would not go around, we attempted to "tow round" her, when she again struck; we then shortened sail, bent the cable, and as soon as possible; the ship swung to her anchor, and I accompanied aft; we sent a boat to sound, and found there was sufficient water ahead, hauled her off by a kedge, and anchored her in deep water.

In reply to queries by the Court, the witness stated that—I knew there was a reef off there, and that the Captain had a chart in which he could refer to to see how far it extended out; I was not aware of the ship being near the shoal at the time she struck; had no idea we had got along so fast, or reached the shoal; it was not customary on board the Jamestown to keep one cable shackled, unless we intended to anchor.

Capt. Downing had mentioned to me the day before, that if he was headed off so that he could not fetch clear of the land, he would anchor and send a boat to Pernambuco for fresh provisions or fruits. In my opinion there was no necessity for the ship being so near the reef, and that if we were going to share a point there should have been a lead going to ascertain the soundings. The ship was, I should think, inside of a mile and a half from the shore at the time she struck.

I do not know that the chart had been consulted, or her bearings taken to ascertain her position. I know the chart was consulted after we struck. The ship was on shore about half an hour; the purser paid the bills of the expenses; I forget their amount; the shoal was laid down on the chart in use at the time; there was a tide or current setting towards the reef, and this was well known; we had been there before in the Jamestown; I do not think there was any leadsman in the chain when the ship struck.

I had received no orders to have leads there, or to make any preparation for anything whatever; Capt. Downing did not come on deck when informed by the officer of the deck of our nearness to the land, nor until I went below; the ship's course was kept away one point before the captain came on deck; I generally waited for orders from the captain before making preparations for cables and leads on approaching the shore; I do not think there were any general orders in relation to the subject; sometimes I went and asked the captain for orders, and should have done so had the captain informed me he was going into port; when I said the Jamestown could not be caulked in the river, I thought it was too rough in the river, owing to the strong winds, to do the work.

I thought it was necessary she should be caulked as early as practicable, and mentioned it to the Captain; it might have done at Montevideo, but I did not think so at the time. There was an order book kept on board the Jamestown, in which the orders of her commander were registered for the observance of the officers of the day.

Mr. Pendleton went to see General Urquiza, and mentioned to me that the General had granted permission for the ship and the foreign residents living in the city to obtain provisions either at Palermo or the Boca. These regulations were violated by every person going after provisions, who was in the habit of selling them in the city. I know of no authority for this violation derived from the Jamestown.

I know that Capt. Downing employed a different man from the man employed by Mr. Pendleton, Mr. St. Clair, to furnish the ships, who also carried provisions into the city. I do not know that Captain Downing exposed our countrymen or their property to the violence of the contending parties, by leaving Buenos Ayres for Montevideo. I did not hear that Coe intended to desert the party to which he belonged before Capt. Downing sent a boat for him.

Queries were then put to the accused eliciting the following replies:—I did not think there was sufficient evidence of Coe's being a traitor, at the time he was received on board. The letter from Mr. Hamilton, United States Consul at Montevideo, before referred to, was read as evidence for the accused.

CONSULATE OF THE UNITED STATES,
MONTEVIDEO, Feb. 8, 1853.

SIR—Having learned that James H. Coe, Esq., a native born citizen of the United States, has sought an asylum on board the Jamestown, under your command, to avoid assassination, of which he has been in imminent danger (as per common report) during a visit to his family in this city, I beg leave not only to solicit for him, as a fellow citizen, your protection under such circumstances, but that you will extend your benevolence by granting him a passage in your ship hence to Rio Janeiro, to which place his wife and family have preceded him, in the British packet. Mr. Coe had engaged his passage on board the same vessel, but for some unknown cause, to me, was prevented from going in her, by the British Admiral on this station. The distress it occasioned may be better imagined than described and in consequence he was obliged to seek refuge under our flag on board a merchant vessel, in this harbor, until the Jamestown, happily for him, anchored near our port, when he repaired on board.

Mr. Coe has been of late in a foreign service, for the support of his numerous family, and while in that service he was beyond the pale of protection of the United States; but the moment he abandoned it with the intent to return to his native country, he became entitled to that protection which he forfeited for the time being; and taking this view of the case, I doubt not but you will conduct him in safety to his family at Rio Janeiro, and thus confer upon him and them a service which assuredly will be most highly appreciated; but if, on the other hand, he should be compelled to land in this city again, assassins would be on the alert and probably succeed in their murderous intentions.

I am, sir, your obedient servant,

R. M. HAMILTON, Consul of the United States.

Capt. S. W. DOWNING, U. S. ship Jamestown, Montevideo.

The examination on the part of the accused was resumed:—Capt. Downing would not agree to the arrangements made for furnishing the ship with provisions by Mr. Pendleton, and I think the agreement with St. Clair was made afterwards. A letter from the officers of the Jamestown while at Buenos Ayres, asking for a survey of that vessel, and the directions given for her caulking, in consequence of the survey, was read, and identified by the witness as being genuine. Mr. St. Clair was a pilot, and dined several times in the ward room, and afterwards he dined at the invitation of some members of the mess; there was no exception taken to his character.

Adjourned after the reading of the record.

FIFTH DAY.

PHILADELPHIA, July 11, 1854.

The naval court martial reassembled at 10 o'clock, and the record was read and approved. Capt. French Forrest was still absent on account of sickness.

Hon. John S. Pendleton being duly sworn, deposed as follows:—I was at Buenos Ayres, as Charge de Affaires of the United States to the Argentine Confederacy, from August, 1851, till March, 1854, except occasional absences on special missions to Uruguay and Paraguay.

With regard to the first charge: Shortly after arriving in Buenos Ayres, the existing government of Rosas was overthrown by a combination of the Upper Argentine Provinces, headed by Gen. Urquiza, acting in concert with the government of Brazil. Shortly after the expulsion of Rosas, Gen. Urquiza was appointed by the different Provinces of the Confederation Provisional Supreme Director of the same, and he proceeded to the reorganization of the Confederation, which had resulted in the election of a Congress to meet in Santa Fe for the purpose of forming a new constitution. On September 8, 1852, Gen. Urquiza left Buenos Ayres to attend the inauguration of this Congress; but on the 11th an insurrection broke out in the city of Buenos Ayres, which expelled from that city and province the civil and military authorities appointed by Urquiza. In this state of things, in obedience to the instructions of the President of the United States, about the 20th of November, I left Buenos Ayres for Paraguay, and continued absent till April, 1853. I then learned by the official papers of the provisional government of Buenos Ayres, that about September 1st, 1852, a counter revolution, sustained by the population of the rural districts of the province, and headed by Col. Lagos, had besieged the city of Buenos Ayres, and demanded the expulsion of the existing authorities; that two or three months afterwards the Supreme Provisional Director had marched upon Buenos Ayres, with an additional force from the Upper Provinces, and had taken command of the besieging forces. On arriving, I found the city in a close state of siege, being surrounded by the lines of the besiegers, from the river on its northern boundary, to the same river on the south, so that all communication with the country by land was entirely cut off. Commodore McKeever, commanding the United States squadron on that station, was then present in Buenos Ayres. The United States ship Jamestown, Capt. Downing, was then at anchor in the outer roads, and had been for many months. A few days after my arrival, I was informed by Commodore McKeever that notice of a blockade of the port, by authority of the Provisional Director, had been served upon him as commander of the United States naval forces, and that he had signified his recognition of the legality of the measure, and his intention to respect it. Soon after, Commodore McKeever left Buenos Ayres for Montevideo, and from thence proceeded in the United States ship Congress to the United States, via Rio, leaving Captain Downing as senior officer upon the station.

During May and June it was a subject of general conversation in the city that the inside party were engaged in negotiations with Admiral Coe, then commanding the blockading forces, which it was supposed would result in the defection of that officer from the authority under which he held his commission. Of the actual progress of these negotiations I know nothing from my own knowledge, but speak of them only as rumors of common circulation, and the topic of conversation in every circle in which I associated. For several days preceding the 20th of June, it was stated on each day by different gentlemen whom I met, both American and English, that on that or the next day the whole blockading squadron was expected to join the inside party, Admiral Coe having agreed for a large sum of money to deliver up his whole command.

On the morning of the 20th or 21st, Lieut. T. J. Page, commanding the United States steamer Water Witch, Mr. Schenck, Minister to Rio, then residing with me on the special mission, and two or three young gentlemen belonging to the Water Witch, went on a shooting party in one of the boats of the Water Witch, up the river, and returned in the evening. On approaching the shipping in the harbor, Capt. Page's son, a lad about 12 years of age, called our attention to the fact that Admiral Coe was coming in. We saw several vessels coming in from the outer to the inner roads; and the vessels all came in that night, I believe. The roofs of the houses in the city, and other places from which it could be seen, were covered with more than half of the whole male population of the city. I was informed by officers belonging to the Jamestown that at the moment when the Coreo, Coe's flag ship, was in the act of coming in, a boat was sent from the U. S. ship Jamestown, and conveyed Coe with his baggage on board of that vessel. The next day, when passing along the streets of Buenos Ayres, I met Major Vega, who expressed to me his gratification that the Jamestown had acted what he considered a very friendly part to the inside party; for, as he represented, it had been connected in a very friendly way with the proceeding. This man was a Major of the inside party. The same sort of conversation having been held by various persons for two or three days, it became a matter of consultation with Mr. Schenck, Mr. Graham, the United States Consul, Lieut. Page and myself, whether something should not be done to disconnect the Jamestown and its officers from any association with the transaction universally regarded as of the most unqualified infamy. It was decided by those gentlemen and advised that it was peculiarly my duty, as representative of the United States government, to make an official communication to Capt. Downing, in order that he might be informed of what was said in the city, so that if heretofore ignorant of these rumors, he might perceive the importance of vindicating himself if he thought fit, or at any rate put a stop to further remark or imputation by getting clear of Admiral Coe and having nothing more to do with him. It was also determined that Lieut Page should go off to the Jamestown and have a full conversation with Capt. Downing; and, accordingly, I addressed Capt. Downing a note, giving him information of the reports. He read this correspondence with Capt. Downing.

COPY.

LEGATION OF THE UNITED STATES FOR THE ARGENTINE CONFEDERATION, June 24, 1853.

TO CAPTAIN SAMUEL W. DOWNING, Commanding United States sloop-of-war Jamestown, off Buenos Ayres:—

SIR—It is my official duty, in the relations I bear to the public service of the United States on this station, to make to you this communication. I desire it to be understood as made simply by way of information to you, without any advice, discussion or comment by me; nor am I responsible for the truth of any one of the charges made or implied.

It is alleged that Admiral J. Halstead Coe, once a citizen of the United States, and late commander of the Argentine squadron employed in the blockade of the port of Buenos Ayres, has, within the last few days, made sale of the whole squadron under his command, for a round sum of money, and to the enemy against whom he was engaged, and delivered the same in open day.

That at the moment of the final execution of his contract he was transferred, by a boat of the Jamestown, and under cover of the American flag to the vessel under your command, and that he has been for several days, and still continues to be, your guest.

It is further stated that you are about to leave this station, carrying this man and his effects to a place of security.

That the Jamestown has afforded a place of consultation and negotiation for the agents concerned in this transaction, and that she has the discredit (whether deservedly or not I imply no opinion) of being what is called in the streets, and by the natives of all parties, the "alcahuete," or pimp, acting for the convenience of the culprits.

I have only to add, sir, that my information is derived from Americans, foreigners of various countries, and natives, from gentlemen of the diplomatic and consular bodies, from officers and individuals civil and military, and of both parties to the civil war. That these persons inform me that these rumors are current, and the subject of conversation in all circles.

I have requested the American Minister, Mr. Schenck, to make to you such communication as he deems fit and necessary in so painful an emergency. I am your obedient servant, JNO. PENDLETON.

UNITED STATES SHIP JAMESTOWN,
OUTER ROADS OF BUENOS AYRES.

SIR—I have the honor to acknowledge the receipt of your communication of this inst., informing me of scandalous reports said to be current in the city, in relation to late occurrences, in which it is attempted to implicate this ship and the honor of the flag of the Union which she bears.

Of the first allegation I know nothing whatever, nor as I should suppose can it concern any person professing to be neutral in the civil war now raging in the province, whether it be true or false. That the commander-in-chief of the late blockading squadron was deprived of his authority by a mutiny, as I was officially informed, or chose to change sides for good and sufficient reasons, where so many others have set the example—not excepting the illustrious persons at the head of one of the parties—no doubt to the belligerents and their respective friends and partizans, and the quid nunes, it may be of some importance, and I am not astonished at any falsehoods they may propagate.

Of the second allegation, I only know that on the evening alluded to, an officer of the late blockading squadron came to me from his then commander-in-chief, requesting shelter and protection. The officer stated that the officers and crews of all the vessels, had unanimously determined to go over to the other party, because of alleged grievances, and many breaches of promise on the part of Gen. Urquiza, several of which he stated.

I had been an observer, in common with all others in the ship, of the movements of the different vessels composing the blockading squadron during the day, and about midday I was informed that the crew of the Correo had that morning at quarters declared an intention to revolt, because of various grievances, and, consequently, was not surprised at the application, which I granted at once, placing a boat at the disposal of a gentleman who had in all his intercourse with me been courteous, and who in misfortune asked for shelter. I should have done the same for General Urquiza had his troops revolted, or any one of his chiefs, had I been asked to afford them a temporary asylum on board this ship. What fault can be alleged in connection with this occurrence I am at a loss to conceive.

Of the next allegation your informant is in error certainly, for the Commander-in Chief of the late blockading squadron left this ship yesterday, at his own request, and is now, I presume, with his family in Montevideo.

Of the last allegation, the persons, whoever they may be, upon whose information you have thought fit to address me this letter, I can only say that there is no ground for such imputations, as I had not previous to the revolt, seen any person on board this ship for several weeks past who could possibly be supposed to be engaged in any such transactions as you set forth, and which I do not choose to quote, or treat otherwise than with merited contempt.

I have not been out of my ship for a month past, suffering severe indisposition, and cannot be held accountable for the many reports got up by the evil disposed persons for the purpose of gratifying malignity.

Whoever those persons may be who have used the injurious imputations which you relate, or repeated them as deserving of credit, they are in my opinion unworthy of anything further than a bare denial, there being no just grounds upon which to found such base charges. I pronounce any person professing to be a gentleman and amenable to the law which should govern such persons, who dares to express his belief of any one of the injurious reports said to be in circulation, and if he be an American, unworthy of the name—a renegade and an infamous liar. Nor would I have condescended to notice such reports without a name being subscribed to them. I trust you will not suffer them to be uttered again in your presence without such a rebuke as the propagator of slander deserves. I have the honor, &c.,

THOS. W. DOWNING.

Hon. JOHN S. PENDLETON, Charge de Affaires, &c.

Mr. Pendleton also read a response over his signature to the last letter, and a despatch to the U. S. Secretary of State. He stated that it had been his intention not to have transmitted any of the correspondence to the State Department, satisfied with the explanation of Capt. Downing that he had not known the reports circulating, but subsequently learning that Capt. Downing had proceeded to Montevideo and there taken on board Coe, after he had been refused a passage on board the Royal mail steam packet by order of the English Admiral, who had been present at Buenos Ayres during the events before recited, and had taken him to Rio, he supposed it to be his duty to report the case.

In regard to the third specification, Mr. Pendleton stated the arrangements made by him for the supply of the vessels and citizens with provisions, which were very scarce, in consequence of the war and the siege. The arrangement upon which the American citizens and the witness had agreed was sanctioned by Gen. Urquiza upon the pledge given that the articles introduced into the city should not be made the subject of speculation or commerce, nor be used in any other way than for supplying North Americans being neutrals. The witness sent Gen. Urquiza a list of what articles would be daily wanted, certified by the American Consul, and a license was returned to him signed by the Secretary of the Provisional Director, allowing the admission into the city of the articles desired. The testimony was here closed, and the court adjourned.

SAD CASUALTY ON THE FOURTH AT MCCONNELSVILLE.—Two young men and twelve boys were badly burned by the premature discharge of a cannon, while loading. The young man who was loading the cannon was terribly burned in the face and hands. He may recover, but with the probable loss of both eyes. Another young man was standing near, with two or three pounds of powder in his hands, which took fire, burning his face, neck and shoulders. About a dozen boys standing round, each with his quota of powder in his hands, were also badly burned in the face, breast and hands. Three or four, it is thought, will not survive. The accident was caused by neglecting to cleanse the cannon between times. This accident, occurring about nine o'clock in the morning, sent sudden anguish into the hearts of many happy families, and changed the unusual mirth and gaiety of the populace into grief and alarm.—*Zanesville Aurora.*

THE CLOTHING BUSINESS IN BOSTON.—The Boston *Atlas* states that the clothing business of Boston amounts to $12 or $15,000,000 annually. There are four houses which give employment, directly or indirectly, to about five thousand persons each, scattered throughout the New England States, in most of which they have agencies. The garments are made principally in families, by the daughters of farmers and mechanics, who have leisure time upon their hands, and who spend it in making these goods; and in this way they are enabled to obtain many articles of dress, and indulge in many luxuries which they might not otherwise enjoy. There are about thirty merchants in Boston who prepare clothing expressly for the wholesale trade, doing a business of from $100,000 to $1,000,000 annually, and having a stock on hand of from $50,000 to $600,000. Several of the largest dealers prepare their goods expressly for the Western market.

Riot in Lawrence, Mass.

INSULT TO THE AMERICAN FLAG—MILITARY ORDERED OUT—FULL PARTICULARS.

[From the Boston Bee, July 11.]

LAWRENCE, Mass., July 10, 1854.

This city, last Saturday evening, was the scene of an outbreak, which came near leading to consequences of a violent and bloody nature, and which, as usual in such cases, was got up and carried through by ignorant Irishmen. The facts of the affair are these:—Saturday evening about seven o'clock, a report was circulated through the city, that the Irish had hoisted an American flag, Union down, with a cross over it, and that Irishmen were there threatening to murder the first man that attempted to take it down. On proceeding to Oak street (an Irish locality), we found that the report was true, and that an American flag was so hoisted over a rum shanty. The Irish were advised by the police to take it down, when they retaliated with oaths, and stated that it should not come down. Crowds soon began to collect on the spot, and the flag was torn from the building without resistance from the Irish. What followed shows why they did not resist. It was because it was not quite dark enough for them to raise their peculiar arguments, blockbats, which they always use. After the flag was taken down, a pole was procured, and two Americans mounted a ladder and spiked the flag to the top of the building, where it still floats. The Irish dare not take it down. About this time the members of the American Engine Company, Syphon No. 3, (whose house is but a few steps from where this affair took place), raised their banner to the mast head, and as it unfurled itself to the breeze, and displayed its gorgeous stars and stripes, it was greeted with cheer after cheer by the thousands who were assembled and witnessed its ascent. The blood coursed through men's veins with a quicker beat. For ourselves, as we saw that banner, the emblem of our nationality, slowly rising to the mast; and as we thought of the insult which had been perpetrated on it, we gloried in being an American citizen.

After "Syphon's" flag was raised, it was deemed best to make some sort of a demonstration which should be understood by the Irish that the American flag could not be insulted with impunity. Accordingly, the Lawrence Brass Band was procured, and a procession was formed, numbering nearly 2,000 persons, who marched through our streets, with several American banners, to the tunes of "Hail Columbia" and "Yankee Doodle." While passing by the Catholic church, they were saluted by a shower of stones and bricks, which fortunately did no damage. The procession halted for a moment, when, finding nothing more, they again started in line, and had proceeded as far as Common street, between Newbury and Jackson streets, which is infested with nothing but Irish, when they were again assaulted with stones from the houses, which was retaliated by several persons not in the procession. Several windows were broken, and the crowd passed. It was thought that nothing further would come of it, and so confident were they of this, that after retiring to the engine house, and giving three cheers for the American flag, the crowd dispersed quietly, in different directions, to their several homes.

As a party of a dozen, whose route lay through Common street, were passing quietly along, they were assailed from the alleyways and houses with a perfect tornado of stones and bricks. One man was severely cut on the head. This roused the indignation of those present, and the alarm was given. Several volleys of muskets and pistols were then fired from the houses, upon this small party, who retaliated by stoning the buildings from whence the shots were fired. The alarm becoming general, hundreds were rushing to the spot every instant. At this time it did fair to assume a form which could not easily be quelled. Not a light was on the street; not an Irishman was to be seen; but stones and shots were coming thick and fast from the buildings. The crowd which had been assaulted, having no other resource, and having no one against them but sneaking cowards, who dare not show themselves, of course could do nothing but repay them in their own coin, with stones. The windows on the whole line of the street were partially broken, and at one point in particular. Where the majority of the muskets were fired, a stand was made, and the entire front of the building, as far as regards windows, sashes and doors, was demolished. About this time, the Mayor, arriving on the ground, mounted a large stone, and commenced to read or repeat the riot act.

While he was speaking a shot was fired from the building, which started anew the troubled spirits who were present, and the attack was once more commenced. The Mayor then dispatched a messenger with a verbal message and order for the commander of the Lawrence Light Infantry to "be upon the ground with his corps, armed and equipped in the shortest possible space of time;" which order, being verbal, the commander, like a good soldier as he is, and one who knows his duty, replied, "that before mustering his men he must have a written order over the Mayor's signature;" then he would respond to it, and do his duty. This was reported to the Mayor, when he dispatched the necessary orders for them to repair to their armory, and to be in waiting, and ready at a moment's notice. This was promptly done. We do not know whether the Mayor sent this verbal order through ignorance, or whether he was so excited and in such a state of trepidation, that he knew not what he did do. Certain it is that he did do it, and it is also certain that he was much flustrated and excited.

After the excitement and attack had become partially quelled, two persons who had been appointed as special police, volunteered to enter the building from whence the shots were being fired. They had barely entered when a musket was discharged at them, and they, being alone, were forced to retreat. Where then was the brave City Marshal, that he did not collect his posse and enter the building, and secure the originators of the affair at once? He was there upon the ground, and knew of the circumstance; and he also knew that if he gave the order he could have had fifty men, or five hundred, to help him carry out that order. Why he did not give it, he himself can answer best. We know that there was and is great feeling manifested at his inactivity in this affair.

The riot, through the influence and entreaties of some of our first citizens, and also on the part of some of our officers, began to subside, and the crowd, finding that there was nothing to contend with, except wooden buildings, began to disperse, and by one o'clock the ground was all clear and everything quiet. The orders to the Infantry were countermanded, and they were discharged for the night, but were to hold themselves in readiness if they were wanted on the Sabbath.

We have not heard of but one person who was struck with a ball and that barely grazed his leg, merely touching the skin. One watchman informs us that he knows there were as many as thirty shots fired during the onslaught. It is somewhat miraculous that no one was killed or wounded. Some twenty or more were injured with stones on both sides, but none, so far as we have learned, have been seriously injured.

Thus has passed off one of the most exciting scenes that has ever been enacted in this city, and we hope we shall never be called upon to record another of the like. It is true that it was provoked by Irishmen, and that it was a studied plan to insult the American flag and to get up a row with Americans. By this we do not mean to be understood that all the Irishmen of this city were connected with it, for we have heard many of them condemn the motives which first led to the flag's being raised in the manner it was, and also the manner in which they attacked the citizens; nor do we mean to be understood by anything which we have here written, as being in favor of or of counselling a riot, or of getting up any unnecessary excitement.

On the contrary, our best efforts will always be directed to preserve the peace and dignity of the city; but we do say, that if Americans cannot walk the streets, either in procession or out, without being assaulted with stones and firearms in the hands of foreigners, it is high time that some salutary measures were taken to bring about a different state of things. If nothing else will do it, several examples of the "higher law" might be satisfactorily applied. We will close by stating that up to this morning everything is quiet. Yesterday (Sunday) one hundred and fifty extra police were appointed, and a good part of the afternoon they were drilling, and marching and counter-marching, in the City Hall. At dark they came out into the street, under the command of Gen. H. K. Oliver, and marched in divisions. It was well enough to appoint these men, and to take all necessary precautions to prevent a recurrence of the scenes of the previous evening, but it is a matter of doubt in some minds whether a body of men marching out in that manner would naturally tend to allay or to increase excitement.

Appointments by the President.

By and with the advice and consent of the Senate.

John McKeon, of New York, to be attorney of the United States for the Southern district of New York, in the place of Charles O'Conor, resigned, to take effect 20th July, 1854.

Charles L. Weller, of California, to be deputy postmaster at San Francisco, State of California, in place of Thomas J. Henly, resigned, to take effect 1st August, 1854.

TWO MORE VICTIMS OF THE EXPLOSION AT SEYMOUR DEAD.—We learn from Mr. J. N. Cochran, of Aurora, that two more of the sufferers by the explosion at Seymour have died. Henry Doolan, the young Irishman, died on Tuesday the 4th, at 2 A. M. His remains were brought to Cincinnati by his friends for interment. The healthy appearance of the external injuries of John R. Watkins led his physician and friends to entertain hopes of his recovery up to Tuesday morning, when it became apparent that his internal injuries were of so serious a character, as to preclude the possibility of a favorable result. At that time the right lobe of the lungs ceased to perform its functions, when he commenced sinking rapidly, until his death, which occurred at 11.35, on the night of the 4th of July. The two survivors, J. H. Reading and John Bailey, Jr., are doing well. Reading is considered out of danger.—*Cincinnati Gazette.*

HORSE STEALING AND MURDER.—The Salem (Ill.) *Advocate* gives the particulars of a very dreadful affair which occurred in that vicinity last week. It appears that on Monday several citizens of Salem, learning that a fellow by the name of Gay had stolen a horse in the neighborhood of Fairfield, promptly started in pursuit. About 10 o'clock he was overtaken about eight miles northwest of Salem, when he deliberately raised his rifle and shot one of his pursuers, named Joseph Chance, in the abdomen. While his companions were attending to his wound, Gay fled and managed to get out of sight. As soon as this news reached Salem, a large number armed themselves and started in pursuit. He was found concealed in a dense thicket, and was speedily secured. His name appears to be Henry M. Gay, and it is suspected that he is colleagued with a band of horse thieves who have for a long time infested the counties of Wayne and Clay. The wounded man expired on Monday night from the shot he received. He was the son of James Chance, Esq., formerly sheriff of the county, and was one of the most esteemed citizens of Southern Illinois. He was only nineteen years of age, and was an amiable and very promising young man. The affair created a very great excitement at Salem. At one time it was feared that the people would execute summary vengeance upon the murderer, but better counsels finally prevailed. Gay was examined before Justice Merritt, and was committed to jail, strongly ironed, to answer the charge of murder.

MARKETS ELSEWHERE.

STOCK SALES.

PHILADELPHIA, July 11.—(Reported by Keen & Taylor.)—*First Board.* $7,000 Reading Railroad 6's '78, 73¾; $1,000 Frankford Gas 6's, '73, 86; $4,000 Wilmington & R. 6's, 85½; $1,000 City Railroad 6's Pennsville issue 86½, 50 shares Reading Railroad b5 38¾; 150 do b5wn. 38⅝; 100 do, cash, 38¾; 100 do, 3d¾; 100 Morris Canal, b5 11, 75 do, 11; 100 do, 10¾; 50 Norristown Railroad, s5, 58; 300 New Creek Coal Co. 1¾; 23 Schuylkill Navigation preferred 30; 1 Lehigh Navigation, cash 60¾; 10 Harrisburg Railroad, s5 54¾; 20 Penn Railroad, two days 44; 28 do, 44; 30 Philadelphia Bank, 128; 300 Girard Bank, 12. *Between Boards* 7 Bank of Penn, cash, 118¾. *Second Board*—$1,000 Camden & Amboy 6's, '83, b5, 99; $1,000 do, b5wn. 99; $5,000 city 6's, 90; $10,000 do b 5 & Erie, 90; 2 Reading railroad, s5, 35¾; 50 do, 35; 25 do 6 Penn. Railroad 44; 4 Lehigh Navigation, 60; 50 Morris Canal, 11¼; 7 North American Insurance Co. 25 Girard Bank, 12. *After Board*—$9,000 Reading Railroad 6's '70 s5wn, 73¾; 200 Reading Railroad, 36¼, 100 Morris Canal, 11¾; 24 Sus'quehanna Railroad, 53; 200 Long Island Road, 11¾; 64 Girard Bank 12. Closing prices steady.

MARITIME INTELLIGENCE.

Movements of Ocean Steamers.

NAME.	SAILS.	FROM.	DATE.
City of Manchester	Liverpool	Philadelphia	June 28
Asia	Liverpool	New York	July 1
Franklin	Havre	New York	July 5
Niagara	Liverpool	Boston	July 8
Pacific	Liverpool	New York	July 12
Indiana	Southampton	New York	July 12
Europa	New York	Liverpool	July 12
Crescent City	New York	Havana & N. O	July 12
Africa	Liverpool	New York	July 15
Washington	New York	Bremen	July 15
Germania	New York	Bremen	July 18
Hermann	Southampton	New York	July 19
Star of the West	New York	San Juan	July 19
America	Boston	Liverpool	July 19
Empire City	New York	Aspinwall	July 20
Baltic	New York	Liverpool	July 22
Asia	New York	Liverpool	July 26
Franklin	New York	Havre	July 29
North Star	New York	Aspinwall	Aug 5

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	4 39	MOON RISES	9 51
SUN SETS	7 31	HIGH WATER	10 17

Port of New York, July 11, 1854.

CLEARED.

Steamship Europa (Br), Judkins, Liverpool, E Cunard.
Ship Corra Linn, Risk, Glasgow, Dunham & Dimon.
Ship Oregon, Porter, Sheldon, John Riley.
Ship Constitution, Brewster, San Francisco, A A Low & Bros.
Ship Rapid, Corning, San Francisco, Jas Bishop & Co.
Bark Fanny, Simonson, New Orleans, Sims & Hoffer.
Bark Miles (Han) Jurgens, Hamburg, W F Schmidt & Co.
Bark Clarence (Br), McDonough, Dalhousie, Logan & Collins.
Bark Amerland (Olden), Guthen, Charleston, Hennings, Muller & Dosling.
Brig Anabel (Port), Baptiste, Lisbon, J D Machado.
Brig Uranus, Church, San Juan, Dole & Co.
Brig Dorico (Ital), Corvini, St Stephens, Thos Wallace.
Brig Dido, Small, Machias, Mayhew, Talbot & Co.
Brig E A Reed, Reed, Boston, Brett, Son & Co.
Schr T Roberson, White, Georgetown, Dodge & Potter.
Schr Marion Powell, Wilmington, E S Powell.
Schr Mayflower, Williams, Sanger, E F Buck & Co.
Schr William, Slowman, Portland, H Nason.
Schr Cora Kearney, Lovell, Boston, S W Lewis.
Sloop Warren Steinard, New Haven, master.
Sloop W D Mangan, French, Taunton, master.
Sloop J