The Downing Naval Court Martial.

EIGHTEENTH DAY.

PHILADELPHIA NAVY YARD, July 26, 1854.

The court re-assembled this morning and resumed the examination of Midshipman Adams. Nothing of any importance was elicited beyond corroborating the evidence of other witnesses.

Commodore Isaac McKeever, U. S. Navy, was next called, and deposed that he knew nothing of the charges and specifications or charges. In reply to queries by the court, he stated that the caulking of vessels at Montevideo was frequently done; the Jamestown, he thought, could have been caulked in Montevideo above her copper; I was acquainted with Commodore Coe at Buenos Ayres, while blockading that harbor; as to his general character, I know nothing of my own knowledge; I respected him as commander of the Argentine squadron; I heard many insinuations against his character, and but few compliments; if the vessels under my command in the river La Platte, during my late cruise had required caulking, and the interests of the United States had at the same time required their presence, I should not have deemed it necessary to go to Rio to be caulked; I left the La Platte several weeks before the events specified in the charge; I do not recollect receiving any application from Captain Downing for a survey of the Jamestown previous to my leaving the La Platte; I did hear that she required caulking.

The cross-examination by the accused elicited the following:—I saw the correspondence between Mr. Pendleton and Captain Downing in relation to using the ship's boats for the escape of persons from Buenos Ayres, but did not see the correspondence on either side; the vessels under my command were never required to remain contrary to my own discretion, at the risk of the diplomatic representatives; I should never have acted contrary to my own discretion, at times it would have been possible for the Jamestown to have lain in the harbor of Montevideo, though drawing eighteen feet of water, in a sufficiently secure position to afford conveniences for caulkers; during the spring of 1854, Commodore Coe lived nearly opposite to me, in New York; I called on him several times, and paid the usual attentions, having known him and his family for many years.

Question by the Court—When you visited Commodore Coe, in New York, had you been made acquainted with his treachery in leaving his squadron at Buenos Ayres?

Answer—I knew nothing about it myself, and never had any conversation with Commodore Coe in relation to it; I had heard considerable about it: I was pleased with my official intercourse with him, when in command of the blockading squadron at Buenos Ayres, he having shown every disposition to respect the rights of my fellow countrymen there.

The evidence was then read over to the witness, when objection was made to the record by Captain Gardner, on account of the Judge Advocate not having put the question as to his rank in the navy. The President overruled the objection, but the court was cleared for argument of the point, and on reopening the usual question was put, to which the witness replied that he held the rank of captain in the navy, and commanded the naval forces on the coast of Brazil from June, 1850, to July, 1853.

In reply to questions by the accused—By an official letter, dated June 11, 1853, directing Capt. Downing to keep the command of the squadron, my successor, advised of my proceedings; and, until advised of his arrival upon the station, to send copies of his reports to the Navy Department; Capt. Downing was alone responsible for the manner in which the public interests were cared for.

Francis Boom, sailmaker of the Jamestown, deposed in substance as follows, in reply to queries by the accused:—A few days previous to Coe's leaving his squadron, I was alongside the Cyrene, in charge of a boat, and I heard some of the crew remark that if they did not get money and liberty soon, the ship would have to go over to the town; on one occasion, the boat's crew, of which I was one, were all taken prisoners while on a visit to the shore for provisions, and marched up to the commanding officer of the station; after examining our permits, we were allowed to pass on, but he retained the permit, after which we were liable to be stopped by sentries stationed a quarter of a mile apart on the creek; we returned to our boat, and remained all night, without having accomplished our object; on another occasion we were detained all night by stress of weather, and we were also frequently detained by the commanding officer being on the field, engaged in skirmishes with the insurgent party, so that we could not procure our permit.

Midshipman Wm. H. Cheever was next called. He served on board the Jamestown from August 1851 to the end of her cruise. He deposed that some weeks before the squadron went over he was sent ashore, and brought off some doubloons, which remained on shore several days, and I then took them ashore again; the day that the Jamestown arrived in Montevideo, I visited the American merchant ships in the harbor to obtain information; I learned that Commodore Coe was a refugee on board some vessel in the harbor; on my return I reported it to Capt. Downing, and also that he had been refused a passage in the British mail steamer to Rio; Capt. Downing remarked, "they will say I came down to carry him to Rio;" a few minutes after I left the cabin, Commodore Coe came on board, and remained till we arrived at Rio; St. Clair supplied the ship with provisions about three times in the week; on other days in the week, while I was in a ship's boat lying near the Mole, I have seen St. Clair bring loads of provisions and land them; in relation to the ship's leaving Buenos Ayres, I only know that I copied for Capt. Downing a remonstrance addressed to him by the Consul at Buenos Ayres; my knowledge of the correspondence with Mr. Pendleton is only derived from copying the letters for Capt. Downing, while acting as his clerk; while the ship was at Rio I was employed on one occasion in carrying Commodore Coe's baggage from the shore to the American vessel that brought him to the United States, and on bringing his family on board the Jamestown.

Nothing of interest was elicited from this witness, and at the conclusion of his evidence the Court adjourned.

Our Amboy Correspondence.

PERTH AMBOY, N. J., July 27, 1854.

Alarming Fire—Want of Water—Imminent Danger of the City—Old Fogies in Power, &c., &c.

A fire occurred last night in this city about nine o'clock, in the cork factory of Mr. William King.

The building was situated in the rear, and about the centre of the block on Smith, High, Market, and State streets, and fortunately was situated about two hundred yards from any other building, or the whole city would have been laid in ashes.

Scarcely any water was to be had. There is not a public pump nor cistern in the whole city, nor will the city council even put into two public wells pumps to obtain water, although $250 was appropriated by the town meeting last spring for that purpose. The city council have decided, in their wisdom, "that the citizens have no authority to vote money for such a purpose, and the city charter does not authorize the city council to do so," consequently, the citizens must go without water.

There is not a ladder, nor hook, nor fire bucket belonging to the city. Some few citizens have fire buckets, which were of essential service in preventing the extension of the flames. Several roofs took fire, but were extinguished by the intrepid young men on the houses, with pails, tin pans, chamber furniture, wet blankets, &c.; and the women were seen in all directions, carrying pitchers of water, and even milk, to aid in the general safety. Had it not been almost a calm these exertions would have proved fruitless. There was a large amount of cork in the building, and immense piles outside, nearly all of which was consumed, with the entire building and its contents. An immense heap of cork in bundles, some thirty feet from the building, was burned to ashes, taking fire from the reflected heat of the factory, and merely for want of help to remove it, the active citizens being engaged in protecting other dwellings. There were enough gentlemen (?) looking on, for half an hour previous to its taking fire, to have removed the whole; but hard work is not in the line of their profession. The Mayor was seen actively engaged in carrying water and removing cork—women and boys lent their aid, and many stout men and boys regaled themselves and shouted for sport, while robbing the fruit trees in close proximity to the burning building.

The loss of Mr. King is very considerable, being only partly insured. The estimate of the amount consumed is about twelve thousand dollars. Mr. King is a very worthy, enterprising citizen, and the loss of his factory will do much injury to the place, throwing some fifteen or twenty hands out of employ, and their families on the sympathies of the public, who were dependent on Mr. King and his factory for support.

It is not known how the fire originated, but it is well known that the old fogies of this ancient city would rather see the whole town consumed than depart from the ancient usages and customs of their venerable ancestors, by adopting modern notions of supplying a city with water and fire apparatus.

ONE OF THE CROWD.

P. S.—I forgot to mention that the boiler in the engine house began to blow off steam and water at the safety valve, loaded with 70 lbs., about half an hour after the fire was discovered. It continued to blow off about fifteen minutes, and exhausted itself without explosion; but at the latter end the noise was shrill and terrific, like the loudest steam whistle.

The Mail Route to the Pacific.

TO A. O. P. NICHOLSON, EDITOR OF THE DAILY UNION, WASHINGTON.

SIR—Our attention has been called to an editorial article of the *Union* of this date, headed "The California Mails." In this our names are frequently mentioned, and certain questions are asked of us direct, or the purpose, no doubt, of enlightening the public with our answers on points connected with our contract. Called upon, as you witness, we cheerfully listen to reply, in order that you may spread the same before your readers without delay. You wish to know—"First, Whether the grant of certain transit privileges through Mexico, from Vera Cruz to Acapulco, which are claimed by Ramsey & Carmick, have not been forfeited because of the non-performance of the conditions of the grant?"

To this enquiry we answer that these transit privileges have not been forfeited—nor are they subject to forfeiture; that the conditions have all been performed. And, furthermore, we have received every encouragement, assistance and kindness from the government of Mexico, up to the latest dates, in forwarding our enterprise. We also believe, from every assurance received from the Mexican government, that they are anxious for the success of our undertaking.

Question second is replied to in the above answer. The information on which you predicate the assertion, "we understand there have been two extensions already" of the transit privileges, is incorrect. There was a former contract on the same subject which was amicably set aside, as it did not meet the wishes of either party.

The third question is, "whether there is any application pending for a waiver of the forfeiture of the grant by the Mexican government?" We answer that there is no occasion for any such application, and none has ever been made or pending. We would here remark that the Mexican government (executive) never forfeits grants or contracts, because forfeitures are left to the action of the courts of law; nor does the executive annul contracts. The sacredness of contracts is too inviolate in that country for the executive ever to interfere.

"Fourth, whether there is now any grant of transit privileges through Mexico, forming a line of communication to and from the Pacific, binding and obligatory on the Mexican government except to the Tehuantepec Company, which is recognized and made more valuable by the Gasden treaty?" Our reply to this inquiry is that we have a contract for transit mail privileges across Mexico more valuable than any contracts or grants for the same object at the Isthmus of Tehuantepec, where only an ideal line of communication at present exists. As there are two Tehuantepec companies, we cannot define the value of the rights of either. But between these two the Garay grant is certainly the more favorable for mail facilities, as the other and more recent grant requires a touching at Vera Cruz and Acapulco, and sailing from those ports to the Isthmus under the Mexican flag, which would be productive of much inconvenience.

"Fifth, whether the Acapulco route is, or is likely to be put, in any condition for the use of wheel carriages, and whether, with all the newspaper and pamphleteer talk, there has ever been any mail matter conveyed over that route weighing as much as twenty pounds?" To this the answer is that the whole route between Vera Cruz and Acapulco is three hundred and eighty-four miles, by exact measurement lately made under our direction and supervision. Twelve miles of this is railroad in operation. From thence to Orizava and Puebla one hundred and forty-nine miles there is an excellent turnpike national road, which cost several millions of dollars, and is now equal to any turnpike road of the same extent in the United States. From thence to the Mescalla river, one hundred and two miles, the road is in all respects as good, and from the Mescalla river to Acapulco *only* forty-eight miles of the distance require repairs suitable for wheel carriages, which can easily and rapidly be completed. The Mexican mails are now carried daily between Vera Cruz and Puebla, weighing from three to six hundred pounds, and to Acapulco twice every week, weighing from one to two hundred pounds. The running time taken for the whole distance is exactly five days. This is the oldest mail route across the American continent, dating from the year 1566. For two centuries it was the only Spanish route from sea to sea for the trade in merchandise, &c., between India and Spain. As you desired information on the points answered, we refer you to the "Guide Book of Mexico," by his Excellency General Almonte; "Alaman's History of Mexico;" "Humbolt's New Spain," and to many other authorities.

Having thus in trust fully answered all your questions, we humbly hope it will do much to remove the general scepticism in relation to the Ramsey route.

And now, Mr. Editors, having replied in all candor and good faith to your enquiries, permit us to call your attention to a few questions which we herewith put to you. As you enjoy a high and deserved reputation for proposing, on behalf of the public, interesting questions to all classes of citizens, from candidates for the Presidency down to mail contractors, we will call you before the same tribunal, and hope out of respect for it, you will enter no plea to the jurisdiction.

1. Was this editorial article—"The California Mails"—written by you, or at your suggestion?

2. Was it not written by another party interested with you in the *Union*, or at his suggestion?

3. Is not that party Arnold Harris?

4. Is he not also largely interested in the Tehuantepec contract?

5. Was not the article written to advance the interests of the Tehuantepec route for a mail contract, at this session of Congress?

6. Was it not written for the purpose of speculation in mail contracts, out of which some one interested with you in the *Union* would make money?

7. Do you think it right or proper for those interested in the organ of the democratic party to speculate in government mail contracts, while the paper is professing to advocate political principles only?

8. While thus speculating in mail contracts, do you consider that the assertions and opinions of your paper on the subject ought to have much weight with Congress and your democratic subscribers?

9. You say—"Short as the time is before them, we hope Congress will yet move in the matter, and give a weekly mail service between the Atlantic cities and San Francisco." Was not this written to advance the interests of Arnold Harris, by a mail contract via Tehuantepec? and does not his party propose to carry these mails twice every month, for $700,000, while the contract by our route is $424,000.

10. Is it the fact that there is no road at present at the Isthmus of Tehuantepec by which a mail could be carried; and also, that a plank or railroad is first required to carry mails with even moderate despatch?

11. Would not a mail contract by the Tehuantepec route at this time be a bubble only for fancy speculation in Tehuantepec stock, without any probability of performing the service?

12. Are not the Postmaster General and Arnold Harris both advocating, at this time, the adoption by Congress of the Tehuantepec route for mail purposes?

These questions, we hope, will be satisfactorily answered, which "will do much to remove the general scepticism in relation" to the Tehuantepec Company.

The editorial article in the *Union* has done us much injustice in attributing to us the remarks in the NEW YORK HERALD and *Daily Times*. We disclaim all participation in their production. We are not the clients of these or any other papers. We are not interested, directly or indirectly, in any newspaper. But if you can impute their remarks to us because they advocate our route, how much stronger ground have we to charge your article to Arnold Harris, who has some kind of an interest in the *Union*? It may reasonably be supposed that the remarks in the New York papers reflecting on Judge Campbell, were caused by his own imprudence and indiscreet zeal in desiring a correspondent of a penny paper to write down the Ramsey route and to advocate the Tehuantepec. It is also true that the public journals are sensitive on this subject, because they are alive to their own interests. The associated press in New York, New Orleans and San Francisco proposed to pay us $1,600 per month for transmitting news in advance of any other route, which we declined receiving because we had made a stipulation with the Department to carry a public mail without pay until we obtained an appropriation from Congress. This arrangement was broken by Judge Campbell. However, we still furnished news to the press gratis in advance of the mail route. Hence the sympathy manifested for our success, for which we thank them and appreciate their kind attentions. We have not complained of any "wrongs" and "outrages," as you can perceive by our memorial to Congress.

By the law of 1851 our mail contract can be taken from us whenever a shorter and more speedy route is established. If, therefore, the Tehuantepec company are satisfied they have the shorter route the Post Master General can be compelled by the terms of the law to transfer the contract to them so soon as they are prepared to enter into bonds for the performance of the service. The opposition, therefore, of the Tehuantepec company is very extraordinary, and can only be accounted for on the supposition that they know they cannot compete with our route.

ALBERT C. RAMSEY,
E. H. CARMICK.

Washington, July 26, 1854.

SPORTING INTELLIGENCE.

Fight Between Bill Poole and John Morrissey—Poole the Victor.

A large number of shoulder-hitters and roughs of all kinds mustered at the foot of Amos street, yesterday morning, to witness a rough and tumble fight between Bill Poole and John Morrissey, for $100 aside. The parties met the night before at a hotel in Broadway, and after considerable wrangling, agreed to meet in the morning at seven o'clock and have a fight. Poole went to Hoboken, and stayed there during the night, to avoid arrest, and came over in a row boat at the appointed time.

Morrissey went up in a carriage, and on arriving at the corner of West and Amos street, took off his coat and threw it into a store. He then called for Poole, who had been waiting for him and was ready for the fray.

They got to work pretty quickly, and commenced sparring and dodging for some seconds, when Morrissey made a desperate blow at Poole, which the latter dodged, and stooping at the same time, caught Morrissey by the leg and threw him heavily on the ground. He was on top of him in an instant, where he remained, pounding, gouging, bucking and biting, until Morrissey cried "peccavi." Morrissey was horribly beaten and mutilated.

The fight lasted but twelve minutes; and in half an hour's time from the commencement of the fray not one of the fancy was to be seen in the neighborhood.

John Ling, one of Morrissey's backers, was also badly beaten. It is said that he undertook to take Poole off of Morrissey before the fight was decided, and that one of Poole's friends knocked him down, and beat him badly. Several others had their dials embellished during the melee.

Where were the police during the affray?

PROBABLY FATAL EFFECTS OF SKYLARKING.

Yesterday afternoon several friends of William Poole were congregated at O'Neil's porter house, corner of Washington and Amos streets, talking over the victory achieved over the pugilist Morrisey, and during the discussions incident to the conflict, a butcher of Washington market, named Smith Ackerman, and John Quinlan, also a butcher, the two disputing which was the strongest man, when a wrestle took place, and Ackerman was thrown by Quinlan down a flight of steps. Ackerman fell on his head, and it is feared received a concussion of the brain. He was picked up insensible, and conveyed subsequently to the New York Hospital, where he was placed under the care of Dr. Peters, who applied the usual remedies. But the impression is that the injury will prove fatal.

City Intelligence.

MEETING OF PROPERTY HOLDERS AT SAN JUAN.

An informal meeting of American citizens, who suffered pecuniarily by the destruction of San Juan Del Norte, was holden at the Irving House yesterday afternoon. A memorial to Congress, praying that the signers be recompensed for damage sustained, was drawn up, and received the signatures of William H. Deforest and seven others. Messrs. Charles Durand, Albert Horn and William B. Gerring were appointed a committee of correspondence, &c., and then the meeting was dissolved.

ACCIDENT IN A PISTOL GALLERY.—Yesterday morning, between the hours of 1 and 2 o'clock, an accident occurred in the pistol gallery of John Travis, under the St. Nicholas Hotel, in the basement, by which a negro boy employed in the gallery, named George, hardly escaped death. A visitor was shooting at the target, and while preparing the pistol for a shot, it accidentally exploded in his hands, the ball taking effect in the forehead of the colored boy, who was standing within two feet of him, watching the visitor while examining his pistol. The ball entered the scalp about half an inch above the left eye, and not penetrating the skull, but passing between the scull and scalp, the ball made the circuit of the forehead, and passed out about six inches from the entrance, making no perceptible wound excepting at the place of entrance and exit. It is most remarkable that the boy was not killed. The ball, when afterwards found, was flattened on one side, and cupped or excoriated on the other, suggesting that the excoriation was made by the contact with the scull, and flattened by the ceiling, which it struck with full force, after passing from the head. Dr. J. P. Garrish, of No. 546 Houston street, was immediately summoned, and, upon examining the wound, pronounced it to be not fatal, but very extraordinary. The boy is now alive and doing well, and the parties may congratulate themselves that they had the advantage of skilful surgical aid, to which, in a great measure, it is owing that the affair had not a more serious termination.

ATTACKED BY ROBBERS—DESPERATE ENCOUNTER.—A man named David Callahan, who recently returned from California, is now lying at the New York Hospital, suffering from almost a score of wounds, which he received on the Isthmus from the cutlasses of three Mexicans, who, while he was unarmed, attempted to rob him and take his life. It appears, that as he was walking through a track of woodland, the three men suddenly rushed upon him, and one of them dealt him a powerful blow upon the arm with his cutlass; another then made a pass at him with a similar weapon, but was knocked down by a blow under the chin dealt him by the fist of Callahan. In his fall the cutlass flew out of his hand, and was immediately seized by Callahan; the other two then attacked him with redoubled fury, and many wounds were inflicted on both sides, but he managed to drive off the rascals, and soon after fell in with some Americans, by whom he was kindly treated, and had his wounds dressed. His prospects of recovery are reported by the physician attending him at the Hospital to be good, and he says, if he ever reaches his family in Illinois, he will be contented to stay with them for the future.

EMIGRATION TO KANSAS.—An advertisement was published in yesterday's paper, inviting all who were anxious to emigrate to the territory of Kansas to meet last night at No. 68 East Broadway, to organize a society for that purpose. Accordingly, last night about fifty persons assembled, and the meeting was called to order by electing Mr. Paul chairman, and Mr. Ames secretary. The President stated the objects of the meeting to be to discuss together the best means to ensure an organization for the mutual benefit of all who wished to emigrate to Kansas, and concluded his remarks by inviting all who wished to go West to put down their names, and at some future time a plan of organization would be matured. A few signed the paper, signifying their desire to emigrate; and after some speeches by others as to the best mode of organizing, the meeting adjourned.

CHOLERA AND LOBSTER SALAD.

We are reliably informed that within the last two weeks no less than fourteen persons have died of cholera in a certain boarding house in Wooster street. This house is now unoccupied, the tenants having moved and closed it up within a day or two past.—*Morning Paper.*

For cholera read cholera morbus, and for fourteen read four. The persons who died had eaten of lobster salad to excess at each meal during the two days preceding their death.

ERRATUM.—In a notice of the Waters' complimentary benefit at the Bowery, we inadvertently stated that 2,000 tickets were sold. It should have been $2,000 worth of tickets were sold. The error was entirely accidental.

CORRECTION.—In recording the death of Mr. Wm. Hanley in our edition of yesterday, as caused by a fall from a fourth story window, an error was made in stating that he was a native of Ireland, twenty-five years of age. He was born in Connecticut, and was twenty nine years old. He was a member of the order of United Americans, and first lieutenant of Capt. Hand's company of Continentals, of Newark, N. J. His body was interred on Wednesday, at Newark, and followed to the grave by four military companies and by the order of United Americans. He was universally esteemed by his acquaintances for his excellent qualities.

Williamsburg City News.

MISTAKEN FOR A THIEF AND SHOT.—A private watchman named James Doran, employed to watch the shipyard of Mr. Perine, at Green Point, was shot about two o'clock yesterday morning by a sailor named George Boyd, belonging on board the schooner Entire, of Hackensack, N. J., who mistook Doran for a thief. The vessel, which is lying at the dock at this yard, was robbed of various articles the night previous, and the sailors on watch had received instructions to shoot the robbers if they should make another attempt. Doran, who was on his rounds, came near to the vessel, when he was discovered by Boyd, who mistook Doran for one of the thieves, and immediately cried out, "look out for yourself," and discharged a gun loaded with buck shot. The charge took effect in the left thigh, causing, it is feared, a mortal wound. The injured man was immediately conveyed to his residence, where he was attended by Drs. Olcott, Welch, and Harris, who succeeded in extracting thirty-three shot. Should the patient survive, it is thought amputation will be necessary. Boyd was arrested yesterday forenoon by officer Bradley, of the Second ward police, and was committed to the cells by Justice Boswell to await the result of the injuries.

ROBBERY ON A VESSEL.—During Tuesday night, some person went on board the schooner Wm. Pitt, Captain Cranmer, lying at the foot of South Tenth street, and stole $40 from the captain's pantaloons' pocket, while he was sleeping in the cabin.

BURGLARY.—Wednesday afternoon, the house of Messrs. E. F. and W. T. Harris, No. 6 Second street, was burglariously entered while the families were absent, and robbed of $40 in money, thirty six silver spoons, and a black silk dress pattern, valued at $150 in all.

SUSPICION OF HIGHWAY ROBBERY AND BURGLARY.—Two boys, named Fred. Tobley and Eugene H. Gillen, arrested by officers Miner and Sherman, were brought before Justice Boswell yesterday, on suspicion of having, on Tuesday afternoon, knocked down and robbed an unknown man of a watch on the Newtown road. They were also suspected of being the persons who broke open the house of Mr. Shoemaker on the same night. They were committed to the cells to await the arrest of another boy believed to have been concerned with them in these and other robberies.

ENCOURAGING THIEVING.—A man, named Hugh Gonagan, keeper of a junk store, who has been in the habit of purchasing lead pipes, copper, &c from boys, thus encouraging them to steal, was yesterday sent by Justice Boswell to the Penitentiary for four months.

KINGS COUNTY HOSPITAL.—Extract from the report for the week ending July 29th:—Remaining in hospital, 479; received by order of Superintendent, 102; born, 5—586. Transferred to Alms House, 6; discharged, 71; deceased, 17—94. Total remaining, 492. Remaining in small pox hospital, 7.

State Temperance Convention.

The undersigned, committees appointed for the purpose by leading temperance organizations of the State, hereby call a STATE TEMPERANCE CONVENTION, to meet in the city of AUBURN, on WEDNESDAY, the 27th DAY OF SEPTEMBER next, at 12 o'clock, M., to take into consideration the present exigencies of the cause, and in view of the demands upon us as citizens wielding the right of suffrage, to decide upon the course which may render our suffrages the most effective in obtaining the legislation which we demand.

Each Assembly District will be represented by four delegates, duly chosen in such manner as the friends of prohibition in each district may decide.

It is hoped that those only will be selected as delegates who consider the enactment of a law prohibiting the Liquor Traffic AS THE QUESTION OF PARMOUNT IMPORTANCE IN OUR STATE LEGISLATION.

A MASS RATIFICATION MEETING will assemble at the same place the next day, THURSDAY, at 12 o'clock M., which will be addressed by prominent Temperance Speakers from this and other States. It is hoped that both conventions will be fully attended.

WM. RICHARDSON, Albany,
J. J. CHAMBERS, Westchester,
GEO D. BEERS, Tompkins,
DAVID WRIGHT, Cayuga,
R. N. HAVENS, New York,
Committee New York State Temperance Society.
JOHN REI , Albany,
E. W. ROGERS, Essex,
H. S. ALLEN, Washington,
GEO HALL, Kings,
JAMES MACKEAN, New York,
Committee G. D, Eastern New York S. of T.
CHARLES E. FORD, Genesee,
G. W. GERMAIN, Niagara,
DANIEL H. MARSH, Oswego,
BENJ. JOY, Tompkins,
W. BAILEY, Oneida,
Committee G. D. Western New York S. of T.

ALBANY, July 26, 1854.

Extensive Railroad Ticket Forgery.

[From the Albany Journal, July 27.]

Several days since, T. W. Stockton, assistant superintendent of the western division of the Central Railroad, received information which led him to believe that forged through tickets on the road were being sold in Boston. He proceeded at once to that city, and very soon ascertained where the suspicion properly rested. Without making himself known, he purchased one of the tickets believed to be spurious, and, on comparing it with the genuine, found earmarks sufficient to fasten forgery upon the party from whom the ticket was purchased.

After coming to this city, and arming himself with testimony, he returned to Boston on Monday, and on Tuesday arrested a ticket agent by the name of M. L. Ray, in whose office sixty of the spurious tickets were found, a large number in a satchel about to be sent West, and the wood-cut from which the ticket was printed, and which was intended to be a fac-simile of the through tickets sold in this city.

The person who printed these tickets was also arrested on a charge of conspiracy with Ray; but after examination, he was discharged, as it appeared that he simply did the work without knowing its fraudulent character. Ray, after the preliminary examination, was held to bail in $400 for an attempt at fraud, and $1,000 on a charge of forgery, in counterfeiting the name of D. L. Freymyre, whose signature is affixed to all the tickets. A further examination is to take place to-day. It is believed that Ray has not succeeded in disposing of many of these fraudulent tickets, which are susceptible of easy detection by close examination.

DREADFUL STORM.—About five o'clock yesterday evening our city was visited by one of the most destructive storms we have ever witnessed. The large new three story brick building of H. Wickersham & Son, on Brady street, next to the Post Office, occupied as a tin and stove store, was entirely demolished, and some ten persons covered up in the ruins; the foundry of Messrs. Le Claire, Davenport & Co., was also blown down, burying beneath it two or three persons. All who were buried in the ruins of both these buildings have been rescued; none were killed, but two of them are not expected to live. Two large three story brick buildings on Main street, near Front, not completed, and a number of smaller buildings, were blown down, a number unroofed, and a great many considerably damaged; but we have heard of no injury to any person as yet, arising therefrom. The steamers Golden Era, Ben Campbell, and some stern-wheel boats at the landing, are perfect wrecks. These are all the particulars we have been able to gather up to the hour of going to press. The loss of property is very great, and the ravages of the storm, no doubt, have extended beyond the limits of this vicinity.

P. S.—The two men injured at the foundry have since died. We also learn that Mr. Le Claire's large new brick building on the bluff was blown down.—*Davenport (Iowa) Banner, July 21.*

MARITIME INTELLIGENCE.

Movements of Ocean Steamers.

NAMES.	LEAVES	FOR	DATE.
Glasgow	Glasgow	New York	July 11
Indiana	Southampton.	New York	July 16
Hermann	Southampton.	New York	July 19
Canada	Liverpool.	Boston	July 22
Philadelphia	New York.	Havana & N. O	July 27
Arabia	Liverpool	New York	July 29
St Louis	New York	Havre	July 29
Niagara	Boston	Liverpool	Aug 2
Union	Havre	New York	Aug 2
Prometheus	New York	San Juan	Aug 4
Arctic	New York	Liverpool	Aug 5
Geo Law	New York	Aspinwall	Aug 5
North Star	New York	Aspinwall	Aug 5
Glasgow	New York	Glasgow	Aug 5
Africa	New York	Liverpool	Aug 9
Hermann	New York	Bremen	Aug 12

☞ *All packages and letters intended for the* NEW YORK HERALD *should be sealed.*

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES.....4 52 | MOON SETS 9 36
SUN SETS.....7 20 | HIGH WATER..... 11 20

Port of New York, July 27, 1854.

CLEARED.

Steamship Philadelphia, Windle, New Orleans, M O Roberts.
Ship Rhine, Doane, London, Grinnell, Minturn & Co.
Ship Stormaway, Jordan, St John, NB, Fosdick & Scammon.
Ship Wm Stetson, Jordan, St John, NB, Nesmich & Sons.
Ship H Wade (Br), Lea, Buctouche, H F & W Myer.
Ship Sting Ray (new), Kirby, San Francisco, Sutton & Co.
Bark John Bird, Ulmer, St Thomas, J W Guion.
Brig Azores, Dean, St Thomas, J W Elwell & Co.
Brig Gwenvarra (Br), Stannis, St John, NB, T Richardson & Co.
Brig Isabella (Br), Austin, Gloucester, H S Routh & Sons.
Schr Mary Rendgee, St Pierre, Dugan & Leland.
Schr Angenette, Broadman, Nassau, J Holmes.
Schr Catharine (Br), Snellgrove, St Stephen, Jed Fry.
Schr J Darling, Osborne, Charleston, McCready, Mott & Co.
Schr Isaac W Hughes, Fields, Newbern, Davis & Holmes.
Schr Surprise, Cole, City Point, J Hunter & Co.
Schr A B Preston, Miller, Philadelphia, R J & S Godwin.
Schr John Hart, Smith, Portsmouth, White & Duncan.
Schr Lamartine, Hamilton, Newburyport, Wadleigh & Knox.
Schr River Queen, Fowler, Providence, master.

ARRIVED.

Steamship Africa, Shannon, Liverpool, July 15, with mdse and passengers, to E Cunard. July 15, 5 30 PM, passed steamship Canada, from Boston for Liverpool; 23d, at noon, off Cape Race, passed steamship America, from Boston for Liverpool; 26th, spoke ship Fidelia, from Liverpool for New York, 350 miles from Sandy Hook.

Steamship Glasgow (Br), Craig, Glasgow, July 11, with mdse and 311 steerage passengers, to J McSymon. July 21, lat 46 28, lon 48 20, signalized brig Thomas King, bound E.

Ship Calcp (of Boston), Jones, Boston, 5 days, in ballast.

Bark Pirro (Tuscan), Tancredi, Alicant, Malaga, and Gibraltar 34 days, with lead, &c, to Aguirre & Galway.

Bark Carolina, Sherwood, Charleston, 4 days, with cotton, &c, to Dunham & Elmon.

Brig Laura (of Machias), Bradbury, Neuvitas, 11 days, with sugar, &c, to Thompson & Hunter.

Brig Æolus (of Portsmouth), Knowlton, Cienfuegos, 18 days, with sugar, molasses, &c, to Moses Taylor & Co.

Schr Venus (of Mystic), Fish, Matagorda Bay, 34 days, via Key West, 7 days, with cotton, &c, to master. July 18, off Hatteras, spoke brig Nancy, of Baltimore, steering West.

Schr Caroline Grant (of Bucksport), Genn, Union Island, Ga, 10 days, with yellow pine, to Peck & Church. July 23, off Hatteras, spoke schr Wm Carroll, from Jacksonville for Philadelphia.

Schr Echo (Curtis, late Potter), Georgetown, 14 days, with naval stores, to Raynor & Gilmore. On Monday night, at 11 PM, 30 miles north of Cape Hatteras, the E was struck by a squall from SW, jibed the mainboom which knocked overboard Capt E Potter, who was drowned; every exertion was made to save him but it proved in vain.

Schr Rosa, Wilson, Boston, 3 days, for Philadelphia.
Schr Joseph Rogers, Wellington, Portland, 3 days.
Schr Chieftain, Brewster, Rockland, 4 days.
Schr John Hart, Smith, Rondout for Portsmouth.
Schr Lamartine, Smith, Rondout for Boston.
Schr Sarah Gardner, Jones, Rondout for Boston.

BELOW.

Ship Anna Tait, from ——.
Also, one brig, unknown.

SAILED.

Steamship Philadelphia, New Orleans; ship Rhine, London; Try (Br), St Stephen, NB.
Wind during the day, NNW, sunset, W.

Memoranda.

LAUNCHED—At Noank, recently, from the yard of R & J Palmer, a fine centre board schooner of about 200 tons, called the Connecticut, owned by Captain C Barrows, and others, and intended for the freighting business.

Telegraphic Marine Report.

NEW ORLEANS, July 26—Arr steamer Nautilus, New York; bark Salem, Boston.
Sld steamship Crescent City, New York via Havana.

Herald Marine Correspondence.

PHILADELPHIA, July 27, 4 PM—Arr bark L & A Hobart, Hodgdon, Matanzas; brig Comet (Br), Rees, Turks Islands.

Cld bark Anna (Prus), Eppert, London; brigs Wm Crawford, Perry Wareham; Alex Mitchell, Potter, New Bedford; schrs Triton, Higgs, Eleuthers; J Preble, Stout, and Moses Brown, Baker, Boston; Benj English, Brown, New Haven; Jas McCluskly, Arm M, Hartford; W P Phillips, Watson, Boston; H Smith, Kelly, Cambridgeport; M P King, Leeds, Albany; Chas S Teasley, Foster, Providence; steamer Beverley, Smith, NYork.

Disasters.

BR BRIG SENECA, at Portland 22d inst from Liverpool, sprung her mainmast 31st May, lat 49, lon 9 52.

SCHR DAN P KING, before reported seen on her beam ends and stripped, was bound to Judique from Boston. The schr Mary Anne, from Boston for Charlottesville, had previously taken in wh ker in the Bay of Fundy, capsized in a squall in the Bay of Fundy. The M A took off the crew and landed them in the Gut of Canso.

Whalemen.

Arr at Provincetown 25th inst, schr Richard, Young, North Atlantic, 129 bbls sp oil. Spoke July 12, schr Monterey, of Edgartown, 80 bbls sp, 20 do bkfish oil. July 23, lat 40, lon 56, ship Twilight, of and from NBedford July 20, for Pacific.

Cld at NBedford 26th, ship Mary Wilder, Luce, Pacific Ocean; brig Amelia (of Sandwich), Hamlin, Atlantic Ocean.

At Jeremie June 28, Rothschild, Small, Boston, 22 mos out, 300 sp. Sent home from Western Islands 200 sp.

Passed down Vineyard Sound 24th, Alpha, Congdon, of and for Nantucket, with 1,500 bbls sp oil.

At Payta June —, by letter from Capt Lawrence, Elisa Adams, NB; had taken 160 bbls sp oil since leaving the Sandwich Islands. Also reports at Tombes June 8, Garland, Parsons, NB, clean. Spoke May 1, on Off Shore Ground, Sappho, Sandford, do 700 sp all told; Paulina, Stanton, do 22 sp; 15th, Joshua Bragdon, Swain, do 60 sp; off Gallipagos Islands abt May 15, Keeka, Howland, NB, clean; Clarice, Gifford, do 40 sp; Mary Frances, Warren, 400 sp; Balena, Dorman, NB, 200 sp; President, Folger, Nant, 550 sp; Congaree, Mallory, NB, 400 sp this cruise; no date, lat 1 N, lon 84 W, bark Mercator, Norton, NB, 100 sp 140 bbk; lat 2 N, lon 88 W, Nautilus, Seabury, do 25 sp since leaving Talcahuano.

Lying off and on at do June 16, Eliza Adams, Lawrence, NB, 2,500 wh 700 sp. Heard from, near the equator, no date, Congaree, Mallory, NB, 1,000 sp. Off St Felix in May, Ansiess, Cash, NB, 300 sp 400 wh; Paulina, Stanton, do 250 sp.

At anchor under Puna 26th, Janet, Ricketson, of Westport; Atlantic Ocean, Dominica March 23, of and for Westport with 550 bbls sp oil. Spoke May 28, lat 31 40 N, lon 51 W, Thos Winslow, Blake, Westport, 40 sp; June 28, lat 31 50 N, lon 51 20 W, Dr Franklin, Russell, do, 250 sp and blackfish, all told, (the Dr F spoke 24th, Mattapoisett, Smith, do, 250 sp) July 6, lat 32 N, lon 52 W, Samuel & Thomas, Pool, Matta, unk, bd home in 6 weeks; 11th, lat 32 N, lon 52 W, Emma C Jones, Jenney, NB, 100 sp since leaving St Catharines.

Arr at Woods Hole 25th, bark Awashonks, Lawrence, Arctic Ocean, 95 days from Auckland, NZ, with 450 bbls sp and 1,050 do wh oil on board. Spoke, on Curtis Ground Feb 19, Hope Gifford, do, 1,050 sp, sp reported.

Arr at Nantucket 25th, ship Alpha, Congdon, Pacific Ocean, Bay of Islands Jan 23, with 1,400 bbls sp oil. Spoke Feb 22, off French Rock, Jas Arnold, Sullivan, NB 170 sp on board; 24th, Canton 24, Folger, do, 1,150 sp, all told, (who reported Feb 10, Lexington, Brock, Nant, 220 sp; Daniel Webster, Starbuck, do, 350 sp; Miantonomi, Clement, NB, 100 sp)

At Talcahuano June 14, by letter from Captain Handy, Globe, NB; had taken 65 sp since leaving the Sandwich Islands, making in all 265 sp 700 wh

Spoken—July 20, Twilight, and Europa, from NBedford for Pacific Ocean.

Spoken.

Ship Chas Sprague, from Mobile for Liverpool, 20 days