

HINT TO FEMALES WHO RIDE IN RAILROAD CARS.

A correspondent of the Cincinnati Commercial is credited with the following reasonable anecdote:

A gentleman entered the "ladies' car" upon one of the eastern roads, and as the day was chilly appropriated an entire seat in the vicinity of the stove. Passengers crowded in at every station, and soon every seat was taken except the one occupied by himself. Presently two ladies (so they appeared) entered the car, and as no one seemed inclined to offer a vacancy, at his own discretion, our friend, whose gallantry is proverbial, gathered up his shawl, portmanteau, and himself, arose, motioned the ladies forward, assisted them into the seat, and took a standing position not far distant. Not so much as a smile or look recognized the kindness—it was evidently considered a mark of respect due to female dignity—a privilege which any gentleman might be proud to acknowledge.

"Coolly done," remarked an individual in juxtaposition to our friend.

"Decidedly," was the laughing reply, "but I'll give them a lesson by and-by, and one they'll be likely to remember."

"Why, they won't say anything, surely?"

"I judge I will—the opportunity is too good to be lost," and somewhat annoyed, it must be confessed, though less by the loss of his seat than by the rudeness of its ungracious occupants, he walked away to the window and occupied his vision with the things without. Another station—another lady in the ladies' car to depart. They had nearly reached the door, when a lady, usually called out "Ladies." There was a general hush, while every eye was turned upon the serene countenance of our traveler.

"Ladies, you have occupied my seat during the ride from L—, and I cannot allow you to leave without expressing my sense of the obligation, also the hope that when next you enter a railroad car and a gentleman treats his seat for your accommodation, you will at least have the politeness to thank him."

A shout of applause rewarded the speaker and the ladies (lowering their confused faces, retreated hastily to digest as best they might this sudden but merited rebuke.

Every lady especially every party lady—knows there is always in every car, omnibus, steamboat or other public conveyance, notwithstanding the ordinary exterior aspect of its occupants, a self-appointed jury watching her actions, and ready to pass sentence thereon, she would look well to her "manners" and in cultivating those indispensable outward semblances of good will, she would unconsciously foster the germs of an ardent and wide spreading benevolence. Unobtrusive words of kindness cost nothing to say, and the effort of speaking, and many a weary passenger has been brightened thereby. It is a simple thank you, confined in the heart and sung upon the lips with the genuine heartiness of a "thank you" in a more efficient whisper than the sound of the computer.

THE COUNCIL THROUGH.—There is much more intelligence in birds than people suppose. An instance of that kind occurred the other day at a late quarry belonging to a friend from whom we have the narrative. A thrush, not aware of the extensive properties of gunpowder, thought proper to build her nest on a ridge of the quarry, in the very centre of which they were constantly blasting the rock. As she was very much occupied by the fragments flying in all directions, but still she would not quit her chosen locality. She observed that a bell rang whenever a train was about to be fired, and that at the noise the workmen retired to safe positions. In a few days, when she heard the bell, she quitted her exposed situation and flew down to where the workmen sheltered themselves, dropping close to their feet. There she would remain until the explosion had taken place, and then return to her nest. The workmen observed this, and told it to their employers, and it was told to citizens who came to view the quarry. The thrush naturally expressed a wish to witness the curious operations of intellect, but as the rock could not always be blasted when the workers came, the bell was rung instead, and for a few times answered the purpose. The thrush flew down close to where they stood, but she perceived the change, and it interfered with the process of incubation; the consequence was that afterwards when the bell was rung, she would creep over the ledge to ascertain if the workmen did retreat, and if they did not she would remain where she was.

London Literary Journal.

A curious anecdote is related of Handel during the time of his residence at Catania. It is said that on one occasion, as Handel was going to Catania, he was caught in a shower of rain, and, of course being accompanied with an umbrella, the gentlemen never can take cognizance of the common necessities of life. He was obliged to seek shelter in a blacksmith's forge. Either Handel was in silent mood, or else the blacksmith showed no conversational symptoms; for, in a little while, the latter began hammering away at his anvil, accompanying his work with a song. He little thought that the visitor was making of him and his anvil, for it is said that Handel was listening all the time to the strokes of the hammer on the anvil, which by producing two harmonic sounds, according to time and tune with the air the man sang, formed a beautiful accompaniment. He wrote down both, and there sprang the composition known as "The Hammer and Anvil."

BILLIARDS AND CENTR IN CANADA.—The Provincial Legislature of Canada having passed an act requiring all the accounts of that government to be kept in dollars and cents, after the first of January, 1857, many of the banks of the Province have given formal notice that all bills or notes intended for discount or collection and falling due on or after the first day of January next, be expressed in dollars and cents. They have likewise given notice that all checks and other forms in use for banking purposes, be adapted to the decimal system.—Western Advertiser, September 2.

SERIOUS INJURY.—A young gentleman of this city (says the Alexandria Sentinel) has just emerged from five weeks of confinement and suffering in a darkened chamber, occasioned by receiving a blow in his eye while travelling on the Baltimore and Washington Railroad. The rider was of mail, and burned into the coating of the eye just over the pupil, where it had to be removed by a physician. We are sorry to add that his sight is likely to remain considerably injured by the untoward accident.

North Carolina Delbig.



CHARLOTTE: Tuesday, September 29, 1857

Bank Suspended.

Information has been received in town, that all the Banks in Baltimore and Philadelphia had suspended specie payment. It was also reported that the New York Banks had also suspended, but we understand a letter was received in which a gentleman, which states that they were still paying specie. We notice that Banks have suspended in Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New Jersey, New York, Maryland, Ohio, Virginia, Tennessee, Indiana and Illinois. Our Banks will necessarily be compelled to adopt the same course, to protect themselves.

Loss of Union.

A friend has kindly sent us the rate in Union county on the subscription of \$60,000 to the Wilmington, Charlotte & Rutherford Rail Road. It will be seen that the subscription in that county has been carried by a large majority. Thus every county on the line of the Rail Road has voted in favor of the road except Rutherford, and another vote will be taken in that county. This should induce Mecklenburg to go the same way on next Thursday. We give the vote at the different precincts in Union county, as follows:

Table with columns: Precincts, YEA, NAY. Lists precincts like Monroe, Asheville, Rogers, etc., with corresponding vote counts.

Majority for road (3 to 1) 424

Gen. Pillow's Letter.

We have given this week the editorial letter of Gen. Pillow as a chapter in the history of the times. According to his statement he must have been a very necessary appendage to Gen. Scott's army in Mexico. But many of our readers, perhaps, recollect the account published in him by the N. O. Picayune when on route for Mexico—that he paraded about the city in his uniform and letting every one know that he was Maj. Gen. J. J. Pillow, that he ordered two or three copies of the Picayune, one was sent to Mrs. Gen. J. J. Pillow, Tennessee, and the other to himself in Mexico. From this a person would suppose that his present object was to cut another caper by running about of "fuss and feathers"; but it seems he is to be disappointed, for Gen. Pillow has replied in his letter and says it is filled with entirely false particulars, which are often species of most detestable falsehood. Relative to the protesting against the payment of money to Santa Anna, Gen. Hitchcock says:

So far from Pillow's having protested against the payment of the money to Santa Anna, as a bribe, General Hitchcock who was present at a council of the general officers to whom the matter was referred, and took notes of the proceedings, says that he came out very fully in support of the measure, only stipulating, as a condition, that the United States should have such a treaty as was desired. In allusion to the article which General Pillow condemns so strongly, he says:—General Pillow holds fault with the armistice granted by General Scott to the Mexicans while their government was intact within the city, and had the highest motives for wishing peace to prevent leaving the streets of the capital dishonored by the tread of a foreign army. General Scott knew that the city was virtually in his possession on the evening after the battle of Chapultepec, and I heard him tell the Mexican Commissioner so at the moment they presented the application of Santa Anna for an armistice. General Scott knew that he could enter the city, but he knew, also, that his doing so would disperse the government, and that it might require whole months afterwards to find a government in a condition to make a peace, as proved to be the case where finally he did enter the city. There was reasonable hope of avoiding that delay by acceding to the armistice. That it was not avoided General Pillow has had the wit to see, after the fact, and now comments upon it."

We will give Gen. Hitchcock's letter in our next. He handles Maj. Gen. Gideon J. Pillow with gloves off and places him in rather an unenviable light.

Infamously left.—We regret to learn, that on Saturday night, the 19th inst., E. C. Davidson, Esq., of this county, had his dwelling house, furniture, Library, Clothes and some sixty dollars in money entirely consumed. He was in Charlotte on that day and when he reached home, about 11 o'clock, he found everything in ashes. The negroes were at home, but they could tell nothing about how the fire originated. As there was no necessity for his (Davidson's) being in the house, it is supposed to have been the work of an incendiary.

Loss of the Central America.

The destruction of this steamer is one of the most destructive that has occurred in our recollection, and has cast a gloom over many a heart. It is authoritatively announced that the following is the number of persons on board when the steamer arrived at Havana:

Table with columns: Passengers, Officers and Crew, Total on board at Havana, Landed at Havana.

On board when leaving Havana, 587. Supposed to be saved, 173.

Number missing 414. All the Ladies and Children were saved.

We have read the statement published by the chief engineer, and according to his statement we incline to the opinion that there was evident neglect in keeping a sufficient supply of coal at hand to work the steamer. It is true when the emergency came upon her, he did what he could to have a supply, but that it was too late as the water had covered the coal. It is supposed he was not sufficient for the emergency although he had perished at least forty one trips on this steamer, and the manner in which, as an officer of the ship, he had deserted his post, had such an effect on Capt. McTear, of the Empire City, that he would not permit him to take passage on his vessel. After all the ladies were saved but three, Ashby, who desired to go to the brig, is represented by some of the passengers as having promised Captain Herndon that he would return. The captain had expressed his fears that Ashby would not return, and upon this expression of his doubt he said, "I promise you, captain, most solemnly, that I will come back to the steamer and not desert her," or words to that effect. It was certainly a most trying occasion and the captain and the passengers are represented as meeting death as became brave men.

It was hoped, as several ladies were seen on the night that the steamer sunk, that some more of the passengers had been saved. But the following article shows that the last hope is gone.

BRISTON, September 24.

The mysterious or unknown steamer which passed under the stern of the lost steamer Central America on the evening of the wreck, and regarding which mention has been made in several statements of the passengers, proves to have been the schooner El Dorado, Capt. Stone. She arrived at this port this afternoon, and the captain makes the following report: "On the 11th inst., in lat. 29 40 N 78 20 W, experienced a terrible hurricane, during the prevalence of which she lost her masts. On the 13th, at half past 6 P. M., in lat. 21 25 long. 77 10, spoke the steamer Central America, the wind at the time blowing a gale. We laid under her lee until 9 30 the following morning. Her lights disappeared at 10 minutes after 7 the previous evening. Wrecked and ran aground near a spot, but saw nothing of the wreck or passengers, either from the deck or aloft." It had been hoped that this schooner, the lights of which had been seen by some of the rescued of the wreck, had succeeded in picking up some of the unfortunate passengers; but she neither brings any nor did she see anything of them or the vessel on the morning following the distressing calamity. The painful inference, therefore, is that the remainder of the passengers, officers and crew will never be heard from any more.

Visit of Kingles.

We saw in the hands of John M. Tucker, Esq., of Cleveland county, in this State, some beautiful specimens of Kingles found on his plantation lying a few miles from Shelby. It appears that many years ago some persons had been digging at this place for something or other, and he was induced to examine to see what they were after and had sunk a shaft to the depth of about five feet when he came across the Kingles, and he brought to the surface a large quantity of it. In his examination he found two holes in the solid flint rock which had no doubt been drilled for blasting by some persons, but which he seemed to think might have been brought about by a natural cause—Kingles is becoming very useful for many purposes, and we hope this discovery may be turned to a profitable account, and be the means of bringing into North Carolina to Mr. Tucker a handsome amount of money.

Public Weigher and Inspector.

By reference to the proceedings of the Commissioners of Charlotte, it will be seen that they have appointed a Weigher and Inspector for this town. This, in our opinion, a very necessary appointment, and will be well filled by Capt. Harrison.

\$1,000 Reward.

It appears that the fire which occurred in Charlotte a few days ago and consumed property to the amount of \$50,000 was the work of an incendiary, and the Mayor has offered a reward of \$1,000 for the discovery and proof to conviction of the perpetrator of the act.

From the Yorkville Enquirer.

Celebration of the Battle of King's Mountain.

A Celebration of this interesting occasion will take place during the week, commencing October 4th, 1857, by the Officers and Cadets of the King's Mountain Military School, who will encamp near the town of Yorkville.

Wm. Gilmore Simms, L. L. D., will, during the week, deliver a course of lectures, and on the Anniversary, will deliver an Address. This day will be celebrated with appropriate solemnities.

The friends and patrons of this School, the Officers of the 8th and 46th Regiments, the Masonic, Odd Fellows and Temperance bodies, the Ladies and Gentlemen generally of the District, and all those interested in the perpetuation of a day held dear to the memory of every patriot, are respectfully invited to participate. A programme will be published next week. Yorkville, Sept. 24, 1857.

FOR THE S. C. WHIG.

IMPORTANT TO THE PEOPLE OF MECKLENBURG.

MR. EDITOR: It has been my purpose for some time past to give my humble views to the people of Mecklenburg, through the columns of your valuable journal on the proposed subscription of sixty thousand dollars to aid in the construction of the Wilmington, Charlotte and Rutherford Rail Road, and I have delayed performing this duty so long that I fear I now have to be generally heard as I could wish. But I believe that I can accomplish anything of great value. It is proposed that the people of Mecklenburg County shall, through the medium of the Ballot Box, on the first Thursday in next month, authorize the next County Court to subscribe the sum of sixty thousand dollars, or twelve hundred shares, at fifty dollars a share, of stock, to aid in building the Wilmington, Charlotte and Rutherford Rail Road. There seems to be a good deal of misapprehension in some portions of the County, and of prejudice in others against this proposition. It will be my purpose, on this occasion, to make a plain, unbiased and unprejudiced exposition of the subject as it will be explained to affect the interests of the people of the County. In the first place, it is not the object of the proposition to make a mere naked loan, or absolute gift of the money to the Rail Road Company but on the contrary, it is intended to be a safe, permanent and interest-paying investment of the proceeds of the former, enabling the Company, by which the County is a stockholder, will be entitled to be represented by her agents, in all the meetings of the Company, receive her dividends and pay them into the County treasury, and do all other things that any other stockholder may lawfully do, to further the interest of the County. The Bonds of the County will be issued at seven per cent, the principal of which will be redeemable in twenty years, and the people of the County will only be taxed for a few years to pay the annual interest, until the road gets fairly under way in business, when it is expected that the dividends of the County will not only be sufficient to discharge the annual interest, but also gradually to reduce the principal until it is all paid off from this source alone. But suppose, merely for the sake of argument, that the road will never be able to declare a dividend, and the people would be forced to pay both principal and interest by taxation, still we say that the investment would be a profitable one to the farmers of the country, whose interest, by the introduction of rail roads, have been placed high above those of all other classes of society. This building of the proposed road will greatly enhance the value of all the real estate of the County by opening new markets, and creating more competition for the products of the farmer, enabling the latter to sell his own produce wherever they please. Besides, this is certainly an increase just and equal to that which is proposed for constructing these great improvements which tend to benefit all agriculturalists in an equal ratio. But we do not know of many large landed proprietors in the county whose property has been improved and increased in value by the construction of rail roads, but who never subscribed one dollar to bring about this result. This, it is perhaps, enough to explain any misapprehensions which may exist upon this important subject.

But we have said that there are certain amount of prejudices arrayed against the proposition under consideration. It is enough to put to shame our source of the ungenerous feeling to assert that it springs from the booms of certain men in the county, who own considerable amount of stock in the Charlotte & South Carolina Rail Road, and who fear that their stock will be depreciated in value by the construction of the proposed road. Without stopping to dispel their unfounded fears by argument, which could be done by a little more, we desire to remove a more formidable source of prejudice, because it arises from the most ungenerous and unimproved impulses of the heart, and is often used by the former class of men to effect their own selfish object. We allude to that lowest and most contemptible of all passions, which originate in, and emanate from the human heart, of arraying the animosities of the country against the citizens of the town—both portions of one and the same community as nearly allied, and as much dependent the one upon the other, as human friendships based upon worldly interests can possibly make them. It is stated by those who harp upon this hobby, that if the county were to authorize the subscription to the road, it will benefit the citizens of town by relieving them from the payment of their subscriptions of twenty-five thousand dollars. Suppose it does; do they not still pay their just proportion of the sixty thousand? The men who make this objection would be willing to see the town taxed for the whole amount of the sixty thousand, and they would be glad to derive to themselves these benefits from the imposition. But we feel sure that there are very few uneducated minds in the county that could be actuated by such petty motives. The truth is, that while the producers and the whole community of those who live in non-producing countries are alike benefited by the construction of rail roads, because by these a larger amount of the necessities of life are thrown into the markets of those communities than was done before the introduction of rail ways, the non-producing portion of the community in producing countries are much worse off than they were before their introduction, because now they are forced to pay the same rates, sometimes deducting freight, that the consumer does in the non-producing countries, otherwise the necessities of life will be shipped to the latter. Now it is well known that the citizens of town are generally non-producers and consumers, and that they are compelled to pay almost as much for what they consume as do the citizens of Charlotte or New York. Yet under these circumstances the citizens of Charlotte nobly stepped forward in a spirit of civility and patriotism pride, and subscribed more for the benefit of the country than for themselves, twenty-five thousand dollars to aid in completing this great work, and now a shameful effort is made to disgrace and dishonor the same and fair fame of noble old Mecklenburg by a set of unworthy sons of noble sires, whose patriotism is measured only by the depth of their breeches pockets, and that, too, to gratify the meanest and most selfish of human motives. P. H. G. O. L. A.

REMARKABLE DEED.—In Newark, New Jersey, last week, J. A. Scott was arrested for arson in burning the rented dwelling he occupied, there being more for the benefit of the poor than a man could be paid for burning his own property, and that the rented house was his own property for the time being.

From our Correspondent.

CHARLOTTE, Sept. 22, 1857.

We were visited on Sunday morning last by one of the most extensive and destructive conflagrations that has befallen our ancient and beautiful city for many years. It broke out about one o'clock in the morning on the east side of E. C. Phillips street between Morris and Radeffe, in a large of stables belonging to Johnson's Hotel. The buildings in the vicinity being mostly of wood, and a strong westerly wind blowing at the time, the fire spread with irrepressible rapidity, making its track of ruin and devastation in the direction of King street. It being the dead hour of the night, it was some time before the citizens could be fully aroused, and before much assistance could be rendered by the engines, nearly one half of the block was on fire, and the sea of flame was rolling and surging like an ocean of liquid fire, and sending out incessant tongues of forked flame in all directions, and striking from house to house like the mighty giant of destruction—the ruling spirit of the raging element, decked with the coronal of fire. The sight was grand, gloomy and fearful, as the flaming turrets fell screaming in the air, and the women and children fled in wild dismay from the falling buildings.

Raging and thundering along its flood track, defying the well directed efforts of the firemen, it soon reached King street, and the whole block was a hissing mass of ruins, and house after house sunk and disappeared like ships in a storm. It was hoped that the narrow space occupied by King street would present a sufficient barrier to the flames to enable the firemen to check their course at this point, but all such hopes were soon found to be fallacious, and vanished like thin air. The immense heat charred and scorched the buildings on the opposite side, till a gust of wind dashed a sheet of flame across the intervening space, and in ten minutes the fire had crossed the street, and a dozen houses more were simultaneously in flames.

By this time the water which had been short at first, began to fall, and the efforts of the firemen were, on that account very much paralyzed. Those who had fled with their families and portions of their effects across the street, as a place of safety were again driven before the relentless fury of the raging element, and compelled to seek a more distant point of safety. Many feats of bold daring were accomplished by the firemen and citizens, while children who had become bewildered and lost in the danger and confusion were plucked from the flames and restored to their frantic mothers.

The whole city was lighted up by the lurid glare emitted by the burning mass, and thousands rushed to the scene but to swell the crowd and increase the confusion. Onward and still onward, with awful strides the raging element lent his fearful course, and the hearts of many grew sick and sick with the sight of the fearful prospect. No solid work to be done or to tell where the flood of fire would meet an effectual barrier against which its proud waves would dash and be driven back.

All eyes were now turned to the new Rail Road depot that lifted its walls of brick and roof of tin, and completely crossed the track of the wasting deluge of fire. And to that point was every effort of the Fire Department now directed. All the water that could be commanded, and all the force that could be mustered was now directed to this point. For a long time the struggle was fierce and doubtful; now the surging sea of flame would sweep round the base of the building and drive the firemen from their posts, and then again it would recede and they would rally to the charge.

The walls of this immense edifice were charred and scorched, and the tin roof heated to a white glow, while the wooden doors were often open on fire and some of them were entirely consumed. But the efforts of the firemen, assisted by the barrier presented by the fire proof material of the depot, finally gained the ascendancy, and effectually checked the progress of the flames. Had they crossed this point, there is no telling where they would have stopped.

This is the largest and most destructive conflagration that has occurred in Charlotte since the great fire of 1842. Nearly two whole blocks are lying in smoking mass of ruins, including more than thirty houses, and a loss of not less than seventy-five thousand dollars, and one half of which was covered by insurance. It is to be hoped that the burnt district will be rebuilt with brick, although the brick has not yet in force in that part of the city. But if the owners of the property will consult their own interest they will never subject themselves to the consequences of such another scourge, by building with combustible material. ASHLEY.

WASHINGTON, September 22.

FROM WASHINGTON.—Senator Shields has received a letter from Senator Benjamin, dated the city of Mexico, 4th inst., announcing that he and his colleagues had succeeded in making satisfactory arrangements with the Mexican Government relative to the Tehuantepec transit route, and that President Comstock acted in this matter against the earnest protest of our Minister, Mr. Forsyth, who thwarted Messrs. Benjamin and La Sere to the extent of his power, and causing them by his opposition the loss of a million of dollars. Mr. Benjamin promises at an early day to set forth all the facts in proper form, to be laid before the President of the United States.

It is further stated that Forsyth was overruled by Mr. Sule, who is represented as the attorney of parties who are opposed to that transit route. The Administration having sanctioned or advised the movement which has resulted in the annulling of the Sule and Gary grants, it is reasonably inferred that our Government will take the conduct of Mr. Forsyth into serious consideration. Senator Shields has submitted Mr. Benjamin's letter to the President.

The United States Indian Agent at Fort Laramie has informed the Interior Department that the Normans have initiated measures to control the trade with the Indians by making settlements every twenty or thirty miles. He calls on the Secretary to remove them, saying if this be not done the Normans will become exceedingly troublesome, and defeat any policy our Government may adopt with the Indians. It is plain the Normans are acting in that matter in violation of law.

The information in the possession of our Government relative to the complexity of Gen. San Houston with an expedition supposed for the invasion of Mexico, to help the inhabitants of Texas who are disaffected against their Government, is derived from reliable sources. The movement being conducted with more than usual secrecy, full information upon the subject cannot as yet be obtained.

STEAMSHIP DISASTERS.

The appalling loss of life on the Central America has to parallel in the annals of American steamship navigation. The next approach is the disaster which befell the steamship Arctic on the 27th of September, 1854, by which something like three hundred and fifty lives were lost. The steamship San Francisco, belonging to the Pacific Mail Steamship Company, which foundered in the Atlantic on the 25th of December, 1853, was lost under circumstances similar in many respects to the disaster which has just occurred; but the number of lives sacrificed was much less—no varying from two hundred, including 130 U. S. troops.

Taking a retrospect, with a view to recount the various catastrophes which have befallen ocean steamships owned in or trading with the United States, we find that the following have been entirely lost:

Table with columns: Name, Date, Value. Lists ships like Arctic, Pacific, Central America, etc., with their respective dates and values.

Exclusive of about \$1,000,000 in specie. If the cargo was included, these figures would be more than doubled. The President was lost in the year 1841; no one knows how or where. The Columbia, in nautical phrase, "broke her back" on the rocks of the American shore of the Atlantic. The City of Philadelphia went to pieces on the rocks near Cape Race. The City of Glasgow sailed from Liverpool March 1st, 1854, and was not afterwards heard of. The Great Britain came near being included in the list, having lain ashore for some months at Dundrum Bay, coast of Ireland, but is now engaged as a transport for India. The Franklin and Humboldt went ashore and broke in pieces—the former on Long Island, and the latter near Halifax. The Arctic and Pacific were lost as already recorded. The iron steamer Tempest, measuring 1,500 tons, sailed from New York Feb. 12, 1857, with a crew of from thirty-five to forty men, and was never heard from. On the Pacific, several fine steamers have been lost, generally of a smaller class. The Independence, for instance, was totally lost, 120 lives; and the Tennessee, St. Louis and Yankee Blade, Winfield Scott and others, became total wrecks.

English steamers, in waters contiguous to the United States, have fared little better. Within a short time, we have had to record the loss of the fine iron steamship Canadian, on the St. Lawrence; also the steamship Clyde, and several steamers in the West Indies. An estimation as to the number of lives lost in these steamers, make a total of about seventeen hundred. The loss being irreparable, no consolation can be derived from the fact that a large portion of it might have been prevented by a division of these ships into compartment water-tight bulkheads; but there is opportunity to make the adoption of such a means of safety compulsory upon the owners of all sea-going steamers, and thereby doing much to prevent the recurrence of catastrophes such as we too often have occasion to deplore. [N. Y. Journal of Commerce.]

New York, September 18.

EFFECT OF THE DISASTER IN NEW YORK. The steamship disaster with the loss of \$2,000,000 in gold had less effect upon the stock market than was expected, and the prompt action of the insurance companies has resulted in less disturbance in the values at the stock board than could have been the case under other circumstances. The principal effect of the disaster upon the Pacific Mail Steamship Company's stock which, however, has no connection with the loss. That stock opened at \$60, but it was better subsequently, and rallied to 64.

It is now ascertained that there was no insurance on the vessel, which was valued at \$250,000. About one million of the specie was insured in England and the balance here. Reclamations upon the foreign companies will form the basis upon which to draw bills of exchange, and thus stand as equivalent to shipment of specie to the same amount. Our own companies are fully able to meet their losses, and will pay them at once. Among the amounts insured are the following:

Wells, Fargo & Co., \$300,000; Danen, Sherman & Co., \$150,000; Robb, Hall & Co., \$150,000; Apswell & Co., \$100,000; William Hoge & Co., \$50,000. Wells, Fargo & Co. have open policies in the Marine Insurance Company, the Indemnity Mutual Marine (London) Assurance Company, and the Royal Exchange Assurance Company. The freight lists and other papers of the ship are all on board, and duplicates cannot be obtained from San Francisco under six weeks.

Lieut. Herndon, the commander of the Central America, leaves a wife and daughter, now in this city. The deceased was a native of Virginia. He was under Commodore Perry in the Mexican war, and was engaged, on behalf of the Government in the exploration of the Amazon some time ago, for which Congress voted him a handsome gratuity. His loss is universally deplored.

New York, Sept. 21.

INVESTIGATION OF THE DISASTER TO THE CENTRAL AMERICA.—CAUSE OF HER LOSS. The company who owned the lost steamship Central America have resolved upon a thorough investigation of every thing connected with the disaster, receiving statements from every person said, if possible. A strong impression begins to prevail that the vessel was lost through the carelessness of the passengers in leaving the port holes open, through which the water rushed in. There is a story here that the man which was out away and thrown overboard for the purpose of making a drag with which to try and bring the ship before the wind, knocked a bolt in the ship's bottom; but Mr. Roberts, the president of the company, thinks the statement unreliable. It does not appear that there was any fault in the pumps, and it is now established that they were worked to good advantage until broken. She had two fine iron pumps connected with the engines, but these pumps of course were useless after the engines stopped. Ashby publishes a statement denying the charges against him, and demanding an investigation of his conduct.

IS FALLIBLE CURE.—Burdock leaf, especially internally, is said to be an almost infallible cure for Neuralgia.

WHY ARE PROVISIONS SO HIGH?

Under this heading, the Cincinnati Inquirer contains the following important remarks and statistics, to which we invite serious attention:

It is a great evil to many people why the prices of provisions continue so high, but an inspection of the census returns and of the matter. In 1840, for instance, the United States produced 84,820,000 bushels of wheat, 168,000,000 bushels of Irish and sweet potatoes, and 14,070,000 head of cattle. Had agriculture remained simply stationary, considering the increase of population, it ought to have produced in 1850 115,240,000 bushels of wheat, 149,000,000 bushels of potatoes, 20,340,000 head of cattle; instead of which, it only yielded 100,450,000 bushels of wheat, 104,000,000 bushels of potatoes, and 18,375,000 head of cattle.

Thus the diminution of these articles during a period of ten years, amounted to about 15,000,000 bushels of wheat, which is a falling off of one seventh; 41,000,000 bushels of potatoes, which is a falling off of one third; 20,000,000 head of cattle, which is a falling off of one tenth of the production of 1840—duly taking into calculation the increase of population.

Here, then, we have one reason for the advance of provisions. While agriculture thus proved unable to keep pace with the growth of the population, the exportation of breadstuffs increased prodigiously, which, of course, reacted upon the home market.

The value of breadstuffs and provisions exported, average per annum for the period, from 1840 to 1849, \$12,000,000; from 1850 to 1859, 27,000,000; from 1850 to 1856, 41,000,000. Thus the exportation more than doubled in ten years, and nearly doubled in seven years. This furnishes a second reason for the advance of provisions.

Our exports have more than doubled in ten years, while at the same time the supply of provisions in proportion to the population has thus not only remained stationary, but has actually declined. Agriculture has begun to keep pace with the increase of manufactures and commerce. We want more farmers.

WASHINGTON, September 15.

FROM WASHINGTON.—The Administration is determined to enforce the neutrality laws, and to day took the initiatory step for the purpose. In addition to information having been received of the fitting out of three several expeditions, viz: New York, New Orleans, and Mobile, for the invasion of Nicaragua, under the leadership of Gen. Walker, intelligence from an official quarter has come to hand of another expedition, having its centre in, or near, Mexico, and it is supposed the source of the State of Texas. General San Houston is, by the reports received, impatient as its leader.

To day the form of instructions was prepared by the executive authority, and copies of which will be dispatched to the United States Marshals and District Attorney on the seaboard, as well as to the officers of the Army and Navy, to see all efforts made at their command to prevent any expeditions leaving the United States for the invasion of any country with which we are at peace—in other words, enjoining them to strictly enforce the neutrality laws. At present, no Presidential proclamation will be issued.

New York, Sept. 18.

TREASURY ON BOARD THE CENTRAL AMERICA.—It is stated that the Central America took on board, previous to leaving Havana, specie to the amount of \$200,000. It had been so, and the amount already on hand (received at Panama) was correctly reported (\$1,000,000), she would have a total of \$2,000,000. Add to the \$230,000, as the amount in the hands of passengers, and the grand total would reach two and a half millions.

It is ascertained that three fifths of the gold on board the ill-fated steamer Central America is insured in London. The balance, with vessel and cargo, is insured here. The underwriters here propose to pay the insurance on the gold at once. The calamity is the principal topic of conversation here to-day, and it is truly a melancholy occurrence. Stocks are lower in consequence of the disaster.

St. Louis, September 16.

FROM KANSAS.—The Kansas Constitutional Convention was organized by the choice of John Gilman for President, who made a speech in favor of submitting the Constitution to the people. Five hundred United States troops left Leavenworth on the 6th inst. for New Mexico. A despatch from Leavenworth says that the Constitutional Convention had adjourned to the third Monday of October. The free State delegates were refused seats in the convention.

WASHINGTON, September 18.

PROCLAMATION AGAINST FUGITIVES.—In consequence of information as to expeditions being fitted out against Nicaragua and Texas, strict instructions have been issued to all officers of the Army and Navy, to prevent the departure of any vessels for the purpose of carrying on any expedition against Nicaragua or Texas. The reports received by the Government state that three expeditions are in preparation against Nicaragua under Gen. Walker, and one against Texas under Wm. San Houston. The points of departure are believed to be New York, Mobile and New Orleans.

Augusta, September 19.

POISONING OF THIRTY SEVEN PERSONS.—