HURSDAY, SEPTEMBER 24, 1857

es advanced are sound, and such as outhern man and every other lover of a nal Union throughout the country, will approve. We hope and believe that a party resting on such a pure and solid foundation, will soon overturn the rule of Black Republicanism in that

CONFIDENCE-NORTH AND SOUTH.

ers there exceeds anything ever before known, and one for myself." especially in the city of New York. This but carefully every bill presented for payment of any

It is not surprising that this should be the case in a city so rife with dishonest speculations and I know I can trust you." projects as New York has now become-growing worse and worse every day. Nor is it surprising that this result should follow the scandalous defalcations, the corruption and robbery in public and in private, committed by persons moving in respectable and influential circles. Even the City Fathers, a short time ago, committed breach of trust and public robbery, of which plunderers of the common sort would have been ashamed. Do any of these persons lose caste by these de-

Imquencies? Bless you, not a bit of it. They are as " respectable" as ever-perhaps more so, in sportion to the amount they have accumulated in this way " of their vocation."

We are pleased to find that the credit and charunimpaired and unimpeachable, in all the north- erence, as the was fully manned. ern cities; not even excepting New York, where there is no ground for supposing any one to be honest, independent of the facts and figures conwe trust they will long retain It.

The fact is, southern people in general, and hose of our own State especially, do not know aw to cheat. We have occasionally a visiter, who gives lessons in this science; but our people are very dull scholars-and they would be great renowned for public and for private worth, and whose virtues have been impressed upon the minds and the hearts of their successors too deeply to be easily eradicated.

There is one great difference between southern and northern people. A detected scoundrel cancry rarely, hold rank in southern society. He cannot stay-he is obliged to go somewhere else, where the moral atmosphere is less nure. Now and then, to be sure, we see a scamp poking his nose into decent circles—but he does 5t with a consciousness that he is the object of universal scorn. Not so in the free States. In them, we might almost say: "the greater the scounded the better his luck "-if he be only successful. He must take care of that, for a poor scoundrel is buted there as bad as anywhere.

THE RECENT TERRIBLE DISASTER AT

The Norfolk Herald of Monday rays: At the meeting of citizens on Saturday, to afford relief to the rescued passengers of the Certral America, the following gentleman were present and by request narrated all the circumstances of that terrible cata-trophe; Mr. Easton, Capt. Burt, of the Marine, Mr. Payne, and Judge Munson, of California, which were fistened to

There seems to be a difference of opinion in regard to the Engineer; and his conduct if not free from censure during the gale, was not obnoxious to it on account of his leaving the ship, which was with the facit consent of Captain Herndon, on his suggestion that he could be more serviceable in attending to the transportation of passengers from the ship to the brig; and his conduct when on board the latter clearly showed the ep interest he felt in performing his duty.-Judge Munson, Mr. Easton and Mr. Payne each bore the meet bonorable featimony to the conduct of Capt. Herndon throughout the storm and until the vessel went down. He was calm and manifesting no unnecessary excitement. is example inspired the passengers with of fortitude soldom witnessed on any pared for the worst. When the beats I will not leave the ship while there is a lining. Here-take my watch and fe." His utterance became chok- diately supplied. ald add no more. When the Marine Cent. Herndon caused it to be known should get into the boats until s order was as chivalrously -and thus the helpless were saved

of Capt. Burt, they were most elod expressed their sense of nanity, and his assiduous orts of those who had been ar bis charge in the most exalted

ore of Capt. Burt, of the brig Marine, n, of the Norwegian barque

another example in contrast for the "consideration" of three It was the steamer City of sens of Norfolk have subscribed about

afolk Argus of yesterday. As the letter of our that the ship would soon go down. I lly ladened

gaze my watch and purse to one of the passengers, Mrs. Thomas, and requested her if she was saved, to give them to my mother.

About 2 in the afternoon, we saw the brig Marine, Capt. Bust, who bore down and hailed the and promised Capt. Herndon to lie by usus,' the brig herself was disabled with the loss of the New York Democracy, adopted at a meeting of a Convention in that State.—

then lowered by order of Capt. Herndon. We had six boats in all; one was washed off the dament the dament of the dament of the Convention in that State.—

wits on Friday night, and the port forward boat

Whilst I am sincerely will be found the Resolutions.

Whilst I am sincerely will be found the Resolution in the Resolution was lost in lowering.

I was then ordered by Capt. Herndon, to launch the metallic life-boat from the upper ducted themselves in a more noble manner whilst deck, which I did with twelve or fourteen men, on board my vessel. She stove to pieces with me in her, under the starboard guard I came on deck again, and Capt. II. ordered me to put all the ladies and children into the three remaining boats. He inquired if I was armed. I told him I had a knife A friend of ours recently from the North in- which a passenger had given me in the mornforms us that the want of confidence among deal- ing. He said: 'I will try to get a pistol for you,

When all the ladies and children, but three, firms the impression that previous reports had had left-the boats going and coming, and the made, though we have from this quarter details brig being three or four miles to leeward, Capt. that furnish lessons on the vast influence of de- H. expressed a wish to have the brig nearer and moralizing habits among those who move in the more boats. In consultation on the upper deck more important range of society. Distrust, sus- both he and the first officer, Mr. Charles Van picion, and apprehension of a swindle, pervade Rennsalner, concurred with me in the opinion all ranks and degrees. Even the market buck- that she could not live till night. I said "If I sters have a counterfeit detector and examine can be of any use to you, command me." He said "Yes -go in the next boat and get the brig's boat. Offer him every inducement to come near and stay by us as long as po sible. Do this for

When the next boat came, after the last three ladies and three or four males were put in, I asked Mr. McCarty, a passenger, if he would go with me, and "see me through-" to which he agreed. He and I then got in-and a passenger timped down from the upper deck on my shoulders. I drew my knife on him, as a threat to prevent others from doing the same, and the captain called to me not to cut him. We then shoved off-Capt. H. through his trumpet reiterated his orders to me.

After pulling about four miles, we arrived at the brig, nearly at dark. I landed the passengers, and went on board with Capt. Herndon's message. While I was on board, the boatswain, without my knowledge; shoved off with the boat, acter of southern merchants and traders remain I intended to go back in her; but it made no diff-

Captain Burt told me that his boat was at my disposal, such as it was; but he thought it would not live three minutes in such a sea, as it was a nected with trade. Persons of this class in North mere yawl boat. He said he would carry the Carolina stand pre-eminent in this category. This bilg as near as he could. She was disabled; and has been their position for many long years and had only five seamen on board, and one sickhardly enough to work the brig.

Two other boats came; bringing some more of the passengers and some of the crew-who immediately jumped aboard the brig, leaving only the steersman in each boat. I ordered the crews into the bonts again—as also did Capt. Burt and Virginia; Hawley Mrs. Ada and two children, characters but the men refused saving that their California, Harris Mrs. Jane and child. California fools to suppose they can be otherwise, after the others; but the men refused, saying that their example and practices of their ancestors, who are lives were worth as much as others, and that the ship would go down before they could get to her. The boat in which I came got back to the ship just in time to see her go down, and Capt, Herndon ordered her off.

> did my duty, and more than my duty, upon the Kittridge Miss Elmira A California. terrible occasion. It was God's will that the ship should be lost and none of us had power to pre- Mrs. Harriet, San Francisco; Lockwood Miss

I avail myself of this occasion to tender to Capt Burt and others who have showered kindness upon me and my fellow sufferers, my most grateful acknowledgements. GEORGE E. ASHBY.

We append the certificates of others testifying. to Mr. Ashby's uniform gentlemanly conduct, and bis faithfulness and skill: NORFOLK, Va., 19th Sept. 1857.

I was a passenger in the ill-fated Central America last week, and was much with Mr. Ashby do ring the trying hours of peril. I cordially bear testimony to his faithfulness and skill, and am witness that he did his full duty up to the last CHARLES MCCARTY.

Chief Engineer Steamer "Golden Gate." Nonrolk, Va., Sept. '57.

I am acquainted with Mr. George E Ashby

late chief engineer of steamer Central America. I believe him to be a faithful and skillful officer and an estimable man, and have no doubt that Rannel Heary A; Rudwill Mrs. Mary, Nevada his conduct at the time of the loss of the ship will | count, Cal. discreditable to him. Wst. M. Witson. M. D. Norfolk, Va.

Last year Mr. Ashby received from passengers in the same ship, an honorable tribute in the shape of an elegant gold watch, whose inscription speaks for itself :

GEORGE E. ASHBY. Chief Engineer of the steamship George Law y the passengers of that vessel, as a testimonial of their appreciation of his services in extricating his ship from her perilous position when ashore on, Pickle Reef, coast of Florida, Sept. 10th, '56. Mr. Ashby was on his forty-fifth voyage in the same stamer at the time of her loss.

CARD FROM THE LADY PASSENGERS The ladies who were rescued from the wreck of the Central America, were most of them, accommodated at the National Hotel, Norfolk. They like occasion. As the danger culminated, all arrived in the city in a most forlorn condition,-Several of them had on sailor clothes which the were about to leave for the Marine, Mr. Payne | brave tars had generously furnished. Their situasked blee if he was not going. His reply was ation (some of them with helpless children) naturally attracted the sympathy of all who saw them; and their more pressing wants were imme-

> Most of the sufferers left on Saturday afternoo in the boat for Baltimore. Before leaving the Mr. New York; Branni Dr, California; Brenner male passengers and crew of the hotel the ladles prepared the following card, which they have requested us to publish :

> > CARD. TO THE CITIZENS OF NORFOLK :- The undersigned passengers, rescued from the wreck of the Central America, by the brig Marine, Capt. Hiram Burt, would take this occasion to express towards the citizens generally, Mr. and Mrs. Walters, of the National Hotel, and especially to the ladies of the house, their heartfelt acknowledge-ments for the devotion to their welfare and the many acts of kindness and generosity extended

to them during their brief stay.

The hand of kindness is always appreciable, but never more so, than when advanced under such peculiar circumstances as we were placed in.
May the blessing of Divine Providence always be with them, and though our acquaintance has been but that of a moment, yet memory will ever retain the true benevolence which actuated their

> Mrs. A. Ellis, Mrs. James Travis, Mrs. Jane Fell, Mrs. R. A. Lockwood,

CARD OF CAPT. HIRAM BURT, OF THE BARQUE

of accommodations on board my vessel, the cab- San Francisco; Rudwill John, Navada n being small and cramped, could not accommodate more than six or eight persons, consequently the remaining number, (90 or 95) were obliged to lie on deck, exposed to the sea and spray which was constantly breaking over her, and taking their meals under the same circumstances, thereby adding to their already innumeral discomforts, a-

gan J N., Nevada, Cal. rescue, I can truly state that I could have rescued none more worthy and none who could have con-

HIRAM BURT, Respectfully, Captain, Brig Marine, Boston Norfolk, Va., Sept. 19th, 1857.

NAMES OF THE SAVED AND LOST.

NAMES OF THE RESCUED.

The following from the New Y. Herald, is an alphabetical list of the persons known to be saved, and is, we believe, almost complete, there may have been a few picked up by the unknown schooner that are not in this list :-

Ailord Henry, Montreal, Canada East; Ashby George A., Chief Engineer of the Central Ameri-ca; Agulo C. Lima, Peru; Adams William A., Placer county, California; Athronsahn Mrs., of

Ureka;
Badger Captain, Baltimore; Bennet Lonis, child, with Mrs. O'Connor; Bliss William, California; Bassford Joseph M., California; Brumwell Henry, Teswell county, Illinois; Badgedeley Morgan New York; Borew Lewis, Albany, N. Y; Bailey Mrs. Mary, California; Birch Mrs. Virginia, San Francisco, California; Bride Thomas, California; Brown Edward, sailor; Brough-am, Frederick, sailor; Bruyne George, Ulster county, New York; Black John, catswain; Burt Hiram; Badger Mrs, Jane A; Brown Mrs; Badger Captain Thos W; Brown Robert T; Birch Billy ; Browley Mrs. and two children. Chace William, Michigan; Cummings John, Wisconsin; Casey J. M. Arkansas; Carey Ran-dolph, California; Clark James, sailor; Clash

John fireman; Childs H. H., East Thirty second street, New York; Casey W. J; Crafts John M; passengers, a large cargo, and the California and Colwell S; Colwell, S. S; Curathers Mrs. Eliza O., Placer county, California; Comming John, Nevada county, California. Dawson Lucy, stewardess of Central America; Dayer Michael, waiter; Davidson John, sailor; Davis John, sailor.

Ettoreell Susan P., stewardess; Emmons John

D; Easton Adsel J; Easton Mis., Adle Mills. California; Ellis Mis. Cynthia and four children, Calfornia; Edis Mis. Cythia and four children, Calfornia; Ede William, Fryer Thomas; Fletcher W. T., Maine; Frazer James M., second officer Central America; Fra-zer Thomas, New York; Frasier Finley, quarter-master of Central America; Fredericks Adolph, California; Fallon Miss Winfired and brother,

California; Fallon Miss Winffred and brother, San Jose, California; Forrester J A; Falleto J N., Cincinnati, Ohio; Fell Mrs. Jane and two children, California; George John, England; Geary, W W Jersey England; Gadagher James, New York; Gardiner Alexander, Philadelphia; Gly Mr., El Dorado county, California; Garrison John, Captam Hervdon's servant.

Higgins Ed., seamen; Howes Jahez, San Francisco; Hariman Henry, New York; Holcomb Astron R, salvon enok of Cartral America: Harden. tron R salvon cook of Co: tral America; Hardenburgh Henry, ship's cook; Hutchipson Robert nia; Hodges Edward, St. Johns, N. B; Hethring-ton Henry, fireman; Harv y O; Heggs Edward, Illinois; Holland H; Hahned Mrs. Rosalie and

three ch'ldren, California.

James John, fireman; Jones Frank O. Sacranento California; Jackson William, quartermas don ordered her off.

The above is a plain statement of facts; and in Keeper Henry, Second Assistant Engineer; it I seek to extenuate nothing. I know that I Kimball Henry, St. Lawrence county, New York Penu; Long Robert, Quartermaster; Lockwood

> lose Alice, San Francisco: Lockwood Miss Har-Het, San Francisco; Lockwood Master R A San Mc'-lean James, seaman; McCoy M L Sacramen'o, California; McCabe John; McCarty Chas., Chief Eng. of Golden Gate; McNeish Thos. Bloomsburg Penr; McCarty Barc'ay, coal passer; McKe g Timo by, sallet; McNell Mrs. Anne, San-Francisco: McLane James, sailor; Morse Edward, Boston, Massachusetts; Monson Ju ige A G Sacramento; Marvin Mrs. Amanda, California. Malone E. P., Wisconsin; Moore Edward; O'Conner Henry T Albany, N Y; O'Connor Mrs E Albany N Y; sbourne W W Panama; Plass William, Hudson,

N Y; Palved Mrs and three children, California; Theodore, San Francisco; Priest Albert, Sacramento; Payne Thomas, Stamford, Ct. Quencen Jacob, Watertown, NY
Rutherford Dougias, Wisconsin; Reed Charles
N Y; Rockwell Mary And, California; Redding
Mrs. Ann, California; Ruhan Mrs F, Bell eville,
Ill; staymond David, quartermaster; Reed Richfrom 1846 to 1857, inclusive. ard, sailor; Rich Ague, of Lims, Belgian Consul;

Stetson Julius, Kingstown, Mass; Segur Benjamin. St. Louis, Mo; Segur Mrs. and two children St Louis; Swan Mrs. Mary and child, California; Shaw Mrs. Caroline, California, Steward, George, fireman; Syger Berjamin; Small Mrs. Ann and child, Massichusetts, Smith Miss Eliza, Tuolomne county, Cal. Schuler Joseph, California.

Taylor John C Cohoes Falls, N Y; Thayer Mrs. B B and two children. California; Testher Gritan, Genoa, Italy; Travis E Jemes, sailor; Travis Mrs. Ann and two children, Alvarado, Cal.; Thomas Miss Francis A California. Vose Charles A Francistown, N H; Van Hagen

Mrs. H. Nevada, Californ'a. Wells F A Leyden, Mass; Wells S. A.

NAMES OF THE LOST.

The following is as complete a list as can be publishished of the persons known or supposed to have been on board the Central America at the time she was lost, and who probably went down with her:-

Buddington George, third assistant engineer; Brown Fred., seaman; Bell Arnold, coal passer; Bell Richard, coal passer; Banks John, ashman; Breslin James, waiter; Blue John, waiter; Boyd Charles H seaman; Byrnes Wm; Bride Patrick; Brush Gabriel D baggage master Pannama Railro d; Birch J E President California Mail Stage Company; Brown Mr. flem of Taft & Co; Bekee James, ashman

Benj, Hancock county, Illinois.

Davison John, seaman; Dawney John, fireman; Dean Henry, New York; Dobbin Mr. brother to late Secretary of the Navy , Deyle Edward, fire-Evans Patrick, ashman; Ellis E, California

Eu Oreil captain's servant. Freeman John S, waiter; Flynn Wm, firemen's mess boy; Fallon Lawrence, California. Grant Alexander, fireman; Gwinn Patrick, coal passer; Gillespie John, coal passer; Gaynor Bartlet, waiter; Gillian Jacob D, barber; Gilbert Rickard, help boy; Gibbs Dr, Columbia, Cal.

Henden Wm. L. captain Central America; Hulls E. W, purser; Hull W. H, ship's storekeeper; Hyde

in, fireman; Hogan John, waiter; Henry James, waiter; Henry John, cook; Hare Wm, waiter; Hawley F S, California; Herne John, Missouri; Herne Hanson, Missouri.

Jones Wm, 4th assistant engineer.

Kiernelly John ashman; Kelly Peter

Lawrence Samuel, sesman; Libby Elias, waiters Chas. A, third officer of Centrale Donald Donald, fourth assistant

Smith John, fireman : Sarvant Wm., porter Stephens, Wm., walter; Shi ler, San Francisco; Swan

Threther, Jr., N. S., 61 Tompkins Isaac, 177 Eldridge street, NY kins James, New Rochelle; Taylor Cha Van Rensselear, first officer of C A: Van Ha-

Wrigglesworth Wm storekeeper; Wilson Geo, waiter; West James, cook; White John, cook; Waters Francis, seaman; Walton Richard, Quincy county, HI; White Mr, cacramento. Yancey James, steerage steward; Young John, waiter; Yagar Hernen, coal passer; Young, Wm; Yamrey Don, San Francisco.

THE PROBABLE NUMBER LOST. When the Central America arrived at Havana he reported at the office of the Captain General as follows :

Number of passengers on board, Landed at Havana,

Havana passengers, about Total on board when she left Havana,

Leaving,

Saved from Central America, Number missing,

It was supposed that several had left the .Central America at Havana, and had gone to New Orleans in the Philadelphia, but it appears that such was not the case. The New Orleans Picawave of the 18th says :-The United States mail steamship Philadelphia,

S. P. Griffin, commander, left New York September 2, at 2 P. M., arrived off the Moro on the night of the 8th, and sailed for New Orleans on the afternoon of the 9th. The Philadelphia did not enter the harbor, but remained hove to at sea. She landed 101 passengers at Havana, and brings 71 Pacific mails for this place. Owing to the rigid quarantine regulations she brings no passengers from Havana nor California for this place. IMPORTS AND EXPORTS OF THE UNITED

STATES. The Union publishes from an official source the subjoined statement, exhibiting the value of foreign merchandise imported into and exported from the United States during the fiscal year ending June 30, 1857; also the value of domestic produce exported during the same period :

ance callering anting the st	ime berion:
Imports—Specie - Free goods - Dutiable -	- \$12,461,799 - 54,267,507 - 294,160,885
Total,	s - \$360,890,141 - 9,658,570 s - 4,318,862 - 10,591,647
Total, Domestic exports—Specie Merchan	- 523,964,079 60,078,352 278,906,713
	Age-1 age-1

Total exports, foreign and domestic \$362,049,444 that they were worked to good advantage until statement to the more easy comprehension of those whose time does not enable them to analyze such exhibits, places the balance sheet in the

IMPORTATIONS. Free Goods Foreign Goods, dutiable, -5298,985,065 EXPORTS. Free Goods, foreign, \$4,313.862 Foreign goods, dutiable, 10 591 647 Dome tie werchaudise. 278 500,713 \$294 812 222 Total of importations, -\$348 428 340 Total of exports, 294,812 222 Exp't of specie, excess beyond imports, 56 675,128

Nominal balance in favor of U. States, \$2 059 003

Years.	Specie and bullien,	Free Goods.	Dutiable Goods.	Total.
1846	\$8,777,702	\$20,990,007	\$96,924,068	\$121,691,707
1847	24,121,289	17.6516347	104,773,002	146,546,638
1848	6,660,224	10,556,399	102,282,326	154,998,928
1849	6,651,240	10,420,420	125,479,774	147,857,435
1850	4,028,792 6,453,592	10,061,000	155,427,988	178,138,318
1552.	6,505,044		183,259,608	216,224,932
1853	4.201.382	90 189 169	236 595 113	212,945,442 267,978,647
1854	6,958,184	20 327 637	271,276,560	304,562,381
1-66	3,669,812	86,480,824	921.878,184	261,468,520
1856	4,207,632	52,748,074	257,684,236	314,639,941
1867		54,207,507	294,160,535	260,890,141

U. States to foreign countries from 1846 to 1857

Years.	For'n mer- chandise,	Domestie produce.	Specie & bullion.	Total
846	\$7,865,206	\$101,718,042	\$3,905,268	\$113,488,516
847	6,160,754	150,574,844	1.907,024	158,641,622
548	7,986,806	130,203,709	15,841,616	154,032,131
849	8,641,091	131,710,081	0.404,648	145,755,820
850	9,475,498	134,900,233	7,529,904	151,898,720
851	10,295,121	178,620,138	29,479,752	218,388,011
852	12,037,043	154,931,147	42,674,135	2095641.064
863	13,096,213	189,859,162	27,486,876	230,452,250
954	21,648,304	215,156,304	41,436,458	278,241,064
886	26,158,368	192,751,135	56,247,343	275,156,846
856	14,781,372	266,438,051	45,745,485	326,964,908
857	14,995,509	278,906,713	69,136,923	362,949,144

exclusive of specie and bullion, in 1857 of \$348. 428.342, against \$310,432,310 in 1856; while our exports, exclusive of specie and bullion for the W. Walker, do., commanding company B. do. former frear amounted to 5293 812,222, and for do.; Lient, A. N. Shipley, do. comman ling com-Clark Joseph, Fourth Assistant Engineer; the latter to \$281 219 423. The specie imported to State of the latter to \$281 219 423. The specie imported pany C, do., do.; Lt. Wm. Dickinson, do., comported in specie \$9 037.349 and in bullion \$21,ported in specie \$9.037,349 and in Dillion \$21. 221; making an aggregate of \$9.058,670, and Railer in several cases of cholera morbus, within leaving a clear cash balance in our favor of \$3. a f:w years past I most cheerfully recommend its 403,229, which, carried to the value of our exports, exclusive of specie and bullion, leaves a a res due of \$51,212,891 against us to be paid in specie and bullion of domestic produce. To meet this amount we have exported \$28,777,872 dren were taken shown with scatter fever or canin specie and \$31 300,980 in builion; making the total amount of specie and bullion of domestic in cutting the canker, and throwing out the rash. produce exported \$60 078 352; leaving a clear so that in about five weeks my family were entire balance in our favor from the year's operations by recovered, and I recommend the same as a safe of \$8 865 461. - Union.

> CHARLESTON BAR. CHARLESTON, Sept, 22 .- The ship Alliance, the property of Messrs. JNO. FRASER & Co., of this city, laden with a cargo of wheat, naval stores and cotton, went to sea over Charleston bar yester.
> day, drawing seventeen feet five inches (17 feet 5 inches,) being the heaviest draught that has properly there have been many medicinal preparations before the publicaince its first introduced by the second second second in their line. left this port for so ne years. It errtainly is good It this port for so ne years. It certainly is good duction, and large amounts expended in their inses not lessen. Appearances so for indicate that had Family Medicine the new dredge boat of the Messia. Hason now working on the Beach Channel, will be a great success; in that case the channel near Sullivan's id Beach may be made in another year to ad- work and one drawing eighteen feet at ordinary 10 to 20 feet at spring tides. Should the present attempt to deepen Beach Channel impaired in early death ancered, the same process may be applied to of an impaired in make a channel at "Pompkin Hill" near Ship that is known to be a channel at "Pompkin Hill" near Ship

> > may be had, which would be

THE COLORED UTOPIAS. The New York Express has the following corerning recent developments in Hayti: Africa, native, barbaric Africa, presents the ne gre at home in savage barbarism and slavery, hun-

dreds and hundreds of years old, but here in America, in Hayti, he has an Utopia, where he reigns supreme, under a government nominally Well, how goes Hayti, then ? What lesson-what

example shows us the negro's experiment of governing himself in Hayti? The Island is divided into two factions-the blacks and the colored-Soulouque being Emperor of the former, and Gen. Baez President of the latter. Two parties exist, and are now at war, one fighting for the return of Gen. Santana, now an exile in St. Thomas, and the other for Bacz, The army of Santana being very numerous, and pressing hard on Bacz, has compelled him to call to his aid the blacks under Souloque, preferring to give up his pretentions rather than submit to his powerful rival. There has already been a great deal of bloodshed, and every likelihood of its continance for some time. General Baez, the Mulatto General, has, it seems turned great financier. He issued a redundant paper curency, which he continued to exchange for gold-at the rate of \$800 per doubloon-its measure of value when in circulation. The Senate allowed him to issue five millions more paper, which he turned into twenty-"for his own private purposes." To make sure then of the gold among the people, he raised his paper price to sall only be people. The raised his paper price to sall only be people, he raised his paper price to sall only be people. The raised his paper price to sall only be people, he raised his paper price to sall only be people. The raised his paper price to sall only be people his the gold they had-with all their tobacco-giving in exchange paper only. "The People," finding this out, rose against Bacz, and shut up "the traitor" in the city of St. Domingo. Baez is shut up by some 8,000 men outside, whom Soulouque (the black) is invited now to disperse. It is deplotable to see an island such as that is, and abounding with such valuable productions, in the hands of so barbarous a set. Now, when here, in this our land, a St. Domingo would be made of us, if possible, and the like equality, and like featernity, be given to the negro here that he has perties, give a tone and elasticity to the who there—it is well to remember such facts as the

INVESTIGATION OF THE DISASTER TO THE CENTRAL AMERICA.

New York, Sept. 21 .- The company who owned the lost steamship Central America have resolved upon a thorough investigation of everything connected with the disaster, receiving statements from every person saved, 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 mast which was cut away and thrown overboard for the purpose of making a drag with which to try and bring the ship before the wind, knocked a hole 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 A contemporary, in order to reduce the above broken. She had two nine inch bilge pumps connected with the engines, but thes pumps of course were useless after the engine stopped. Ashby publishes a statement denying the charges against him, and demanding an investigation of his con-

> THE BOSTON MONEY MARKET, &c. Bosron, Sept. 21st -The money market here opened tight this week. The lanks refused today to receive New York checks on deposit. The report in circulation that C. H. Mill's &

duct.

Co, are about to resume is untrue. o day ran into an engine at the lower depot, by which the tender and three passenger cars were badly injured. None of the passengers were seriously hurt.

* POISONING CASE IN ALABAMA. Augusta, Sept. 21st .- On Sunday last, in Pile soundy, Alabama, thirty-six persons were poison ed, of whom six are dead, by a negro cook mixing arsenic in the food of the family, baving been instigated to the deed by a Hungarian named Cem iska. Thos. Frazell, the overseer, wife and two children, Mrs. Cland and Frazell's grand-daughter, are dead, and the others are lying in a critical condition. The negro woman was burnt, alive, and Cemiska was reserved for the same fate on

FORT LEAVENWORTH, Kansas Territory, Sept. 8. Officers and Toops for New Mexico." A detachment of 520 U S troops will leave here to morrow for New Mexico. The following officers accompany it viz: Lient, Col. D. T. Chandler, third infantry commanding detachment; Lt. W. H. Wood, third infantry, adjutant; Lt. Wm Craig. eighth infantry. A. A. C. S., Lt. C. D. Hendren, third infantry, A. A. Pr. Mr ; Assistant Surgeon P. A. Quinan, Med. Staff; Acting Assistant Surgeon McKee, do.; Majo J. H. Carleton, first dragoons, commanding mounted rifle regiment; C pt Thomas Duncan in sunted rifles. commanding company A. mounted rifle recruits; Lt. Orsen Chapmin, first dragoons; Lt. Jackson mounted rifle; Lt. Wm. Averill, do., commanding company B, mounted rifle recruits; Lt. J. G. Tilford, do . commanding company C. do., do.; Maj. Wm T. H. Brooks, third infantry, commanding battalion infantry recenits. J. McL. Hildt. do. commanding company A, utantry recruits; Lt. T.

manding company D, de, do. Messrs. Penny Davis & Son : - Having witness and sure cure for the very dangerous disease of Parker, on the North Carolina coast, during the scarlet fever, by giving one teaspoonful three times a day every other day and coast, during the a day every other day, and eve y other day Castor CORNELIUS O VANDERNBURG.

Saratoga Springs. PERRY DAVIS' VEGETABLE PAIN KILLER, after a

PHILLIPS & JENNINGS, WHOLESALE PRICES CURRENT

JOBBERS IN

FOREIGN & DOMESTI DRY GOODS

BOUGHT EXCLUSIVELY AT

HOFFORA

Nos. 1 and 3 Bank Street, below Mark BETWEEN SECOND AND THIRD STS.

PHILADELPHIA, Penna.

BOO K AGENTS !- 1,000,000 WANTED !! To Greulate RAPID SELLING, UNSUEPASSINGLE POPULAT FAMILY WORKS, which attract b their low prices, interesting contents, and larg and superbly colored plates. My three-fold exp rience of nearly twenty reats, as Authon and Pu disher, or as an Agent, alike at the East and at the West, gives me unequalled advantages in knowing exactly how to make books that will sell fast and satisfy when sold, how to arrange my business so that industrious Agents cannot fail of suc cess. My own Azents only are allowed to se my books, and each has the exclusive right to h September-8.

THE HAIR! THE HAIR!!

What Lady or Gentleman would be deprived a beautiful head-of Hair, when by the use of Li

IN'S KATHAIRON such an one can so easily

had? Too much value cannot be placed or fine head of Hair-not only as an adornment the person-and no person is well dressed with out well-arranged. Hair-but, also, as intimate. connected with the general health of the body for this connection is much closer than general ly supposed. The KATHARON preserves an beautifies the Hair, making it soft, curly, an glossy; and by its cleaning and invigorating pro

HEATH WYNKOOP & CO. Proprietors and Perfumers. 63 CIBERTY-T., New York. A SYLLOGISM!

PROPOSITION 1st Every Ludy and Gentleman desires a beautificed of Hair. PROPOSITION 2d. The use of LYON'S KATHAIRON will, withou

ail, produce such an one. THEREFORE:
Every Lody and Gentleman will, of course, in mediately commence using LYON'S KATHA RON. All pronounce the KATHAIRON to

the finest and most agreeable preparation i the Hairever made. Its immense sale - nearly 1,000 000 bottles pe year-attests its universal popularity.
everywhere for 25 cents per bottle.
HEATH, WYNKOOP & CO., Proprietors and Perfumers,

63 LIBERTY-ST., New-York. Holloway's Pills and Gintment. - Avoid 1 spo. ture I - As there may be counter feits in the man ket, it is well to know that there is a aftre protect ion to the purchaser in the Water-mark that ex ists in every leaf of the genuine book of direction viz: the words, "Holloway, New York and London," which can be seen in the paper itself on be ng held to the light. In external inflamation there is an unnatural rash of blood to the paraffected. The effect of the Ointment is to dispers

IMPORTANT INFORMATION by which man uffering and misery in families may be avoide ent to married men, and those contemplation The northern train which arrived at Lau rence | Dr. L. F PROBART, Box 3603, New York Cit June 18 40-3m

the local fever. The Pills relieve the system

through the bowels of all morbid and iritating i

DIED At Quincey, Florida, on the 17th of July bes CATBERINE MOLTON CONDREY, daughter of the

MARINE NEWS.

tate James Hall, termerly of this place.

TORY OF WIL MINGTON, SEPTEMBER. 24.

ARRIVED. 21. Schr. Village Gem, Phinney, 60 hours from Philadelphia, to T. C. Worth. Brig Joseph Albion, Fifield, from this port 1st nst. for W. Indies, with lumber, encountered heavy gal s on the 9 h and 10th inst., put back with sails split, loss of deck load, and leaking to Pierce

& Dudley. 22. Schr., Wm. II. Howard, from wreck of schr. New Republic, to G. W. Davis. Schr. Caroline Virginia, Donglas, from wreck Schr. New Republie, to G W. Davis. Schr. Snow Squail, Smith, from wreck of Schr. New Republic, to G. W. Davis. Schr. Mary. Smith, from wreck of Schr. New Pea Nots, per bushel;

Republic, to G. W. Davis. Sehr. Star, Moore, from Swansbore', N. C., 23 U S. M. Steamer Sprzy, Price, from Smith-ville, to A. H. Van Bokkelen,

Schr. R. W. Brown, Derrickson, from New York, to A. D. Cazoux. CLEARED 21 Hanoverian Galliott Johanna, Roosfee for Emd n, by H. B. Eilers; with comber, timber

22. Schr. Jonathan Johnson, Pierson, for New York, by G. Harriss; with naval stores.
U. S. M. Steamer Spray, Price, for Smithville by A. H. VanBokkelen. 23 Schr. Ingomur, Ca-e, for Buston, by J. H Flannet; with naval stores:

DISASTERS. The Norfolk Herabl of the 22d inst. report

the following: Barque Caba, Bates, of Gloucester, Mass. from Wilmington, N. C., bonned to Surinam, lays at anchor under Occasoke Inlet, dismasted and rudder gone by the late hurricane. The Captain prived here for a steam-tag, and will start this evening to bring her to this pert.

MEMORANDA.

Brig Northman, Capt. John Green, from Wil-mington, N. C. Aug. 19th, for Havana, lost Capain and Mate by lever when eight days out from Wilmington, taken into Havanna by Mr. Crabb. mate of a vessel bound from New York to Galves ton Texas. She is now in Havanna, crew and third mate at Hospital, without Captain to bring

THE LATE GALE-ANOTHER WRECK. A despatch from this place to the Balt mor late fearful and disastrous gale. The J. P. was bound from New Orleans for Rotterdam, and un-der the command of Capt. Roberts. She had on board a cargo of 545 hids, tobacco and 7 300 staves, which, with the vessel, went to the bottom. The cargo was worth about \$60,000, and was partially inspred.

FRESH CANDIES. JUST RECEIVED, this day by Express, anoth Jer lot of those delicious Candies, at the Broad-way Variety Store. No. 40 Market street, cpt. 22. W. H. DENRALE.

consist of articles from the best writers of the University of his prose and poetry its editorial will be filled up with a variety of blocks, original and selected and nothing will be omitted that will make it an interesting and seadable periodical. The liberal patronage of an indightened public la respectfully solicited. It will be printed by Mr. Jas. Henderson of the constant o maladies which are the bitter fruits of Chapel Hill Gazette, who will use every effort to on, and his issue, dictated by the per get up a neat and respectable magazine. Terms are, should be extensively read. It

	WHOLESALE PRICE	S CURRENT	
	Hams, N. C.	18 a	
	Sides,	17 a	
H	Hog Round,	164 a 00	
-	Hams, Western,	17 a 00	
4	Sides, Western, Shoulders, Western,	14 0	į
9	Pork, Northern per bbl., Mess,	· · 26 00 a	
	Corn. per bushel,	75 a 0 00	
	Peas, black eye per bushel,	··· 1 30 a 1 40	
Ħ	Pea Nuth,	1 10 m 1 29	
è	Rough, per bushel,	00 a 50	
et.	Flour per bbl., Fayetteville sup	· · · 28 a 30	
	Fine	7 50 a 8 00	
1	Baltimore,	0 00 a 0 00	
1	Coffee, per lb , St. Domingo,	a 10	
Н	Laguyra,	13t a 14t	ı
П	Mocho,	00 a 00	
by	Sugar, perib . New Orleans,	114 a 12	
ge IC-	St. Croix,	114 a 124	
b	Molasses, per gallon, N. Orlea	ns 00 a 00	
W- 81.	Cuba,		
C-	N. C.,	90 a 1 0C	
ell	Apple Peach Brand	y, 80 a 90	
02	Rye Whiskey,	65 a 1 00	
he	N. E. Rum,	45 a - 50	
1	Port,	1 00 a 4 00	
1	Gine.per lb., American	12 a 151	Š
nf Y-	Yarn. per lb.,	20 a 21	
e B	1-8 Sheering, per yard,	61 a 7	
to h-	Canabargs, Feathers, per lb	· · · 40 a 45	
ly	Northern.	16 a 00	ŗ
1	Sperm	· · · 40 a 45	
nd od.	Turpentine, per bbl. of 280 lbs.		
o-	Yellow Dip	2 90 a 3 05	
ot-	Tar,	1 55 a 0 00	
۲	Rosin by Tale.	· · · · · · · · · · · · · · · · · · ·	
	No. 2	1 75 a 2 00	
ŀ	Spirits Turpentine, per gallon.	1 40 n	5
ul	Pine Oil.	00 a 00	
Ŀ	Rosin Oil,	1 25 a 0 00	
nt	Neats Foot Oil,	1 50 a 0 00	
m-	Iron per tb., American best refi English assorted,	ned 4 a 5	
I- be	Sweed	6 a 0	
or	American,	0 a 5/	Ì
er	Steel, per lb., German;	# 124	ł
ld	Blistered	6 a 16	
П	Best quality Mill Saws, 6 feet, Holloware,	5 00 a 5 50	
Н	Lumber per M. feet, Steam Sa River Lumber. Flooring,	wed13 00 a 15 00	
s	Wide Boards,	6 30 a 7 00	t
r-	Prime Mill,	0 00 a 0 00	
C- (Common, Inferior,	4 00 a 5 50	
18.	Staves, per1,000, W.O. bbl. Ro Dressed	18 LO	K
e n	R. O. hhd., rough, Dressed,	none	
rt se	Shingles, per 1000, Common	2 06 a 2 50	
n	Black's large,	6 00 e	
n-	Salt per bushet, Turk's Island, Liverpool Sack,	874 a 1 (0	
h	Brown,	64 a U	
d.	BBI. Heading per M , Ash,	9 00 a 12 00	
y.	Chickens, live.	12 a 13	
	do dead,	00 a 100	
	bggs, per duzen,	·· 00 n 00	
	FREIGHTS	11915113	
c	TO NEW YORK. Turpentine and Tar, per bbl.	ON DECK. UNDER	
Total Control	Rosin per bbl., Spirits Turpentine, per bbl,	35 40 00 60	
	Plour, per hbl., Rice, per 100 lbs. gross,	371 40 00 15	ŕ

Rice, per 100 the, gross, Cotton, per bale, 1 00 Cotton goods and yarns, per fee Flaxseed, per cask, Pea Nuts, per bushel, Lumber, per M. 9.00 6 00 TO PHILADELPHIA. Naval Stores, per bbl., 25 40 Spirits Turpentine, 60 Yarn and Sheeting, per foot, Pea Nuts, per bashet, 7 00 Lumber, per M., 5 00 TO BOSTON. ON DECK UNDER Rosin, per bbl., Turpestine, per bbl. Spirits Turpentine, per bbl.

COMMERCIAL.

8 00

00

Lumber, per M.,

Cotton per bale

Rough Rice, per bushel

REMARKS ON MARKET. TURPENTINE .- This article remains without alteration in price, with sales of 810 bbls, at \$4-for Virgin, and \$3 for Yellow Dip , per 280 lbs: SPIRITS.—Sales on Monday of 30 bbls Spirits Turpentine at 42 cents, and 25 bbls. on Tuesday

at 4216 cents per gallon. Rosin.-On Monday 1,000 bbls. Common Ros in changed hands at \$1.30 per bbl. for medium bbls.; Tuesday 600 do. do. at \$1.40, and 122 strained at \$1.35; 51 bbls. No. 1 sold at \$6.25. FLOUR.-Small sales of Flour were made Monday of State brands at \$750 for superfi and \$8 for family; Tuesday 60 bbls. do. do. at

\$7.25 a \$7.50 per bbl. for superfine. SALT .- 5,000 bushels Salt were disposed of or Monday on private terms. WHEAT .- 100 bushels Wheat sold on Monday at \$1 for inferior red, and \$1.15 per bushel for white. EXPORTS FOR ONE WEEK ENDING 21ST INST.

Lumber, 1,686,000 feet; Spirits Turpestine, 1,808 bbls.
Rosin, f0,172 do.; Tar. 491 do.; Pitch, 76 do.; Varnish, 1
do.; Sheeting, 34 bales; Coston, 4 do.; Wool, 2 do.; Wheat
1,402 bushels; Ehingles 65,000; Empty Kegs, 120; Spars
75; Masts, 5; Mdze., 64 boxes, 1 cask and 1 bbl. NEW YORK MARKET.

NEW YORK MARKET.

Sept. 21 — Southern flour is also active and prices are higher, with sales of 3.300 bhis, at \$5,70a\$6 05 for mixed to good brands of Baltimoro, Alexandria, Georgetown. Fredericksburg. 20, \$5,15a\$7 60 for favorite fancy and extra brands do \$7 for Brands wine and \$7,50a\$7 60 for extra Petersburg. Included in the sales are 400 bbis. Richmond City Mills at \$7,85a\$8.

Cern is decidedly flat, with sales of 15,300 bushels at 79a\$0 cents for mixed Western, and 80a\$5 for ordinary to prime white Southern.

Cotton, in active 124a17.

Cotton, in active 124a17. The Journal of Com. reports to Saturday night. NAVAL STORES—There is scarcely asything doing in this market to-day, owing to the storm, and quotations are nearly nominal; spirits turpentine may be quoted at 46 cents, cash, with no inyers except in a small way. Crude turpentine is nominal at 3,754. Common rown is unchanged ed; 200 bbls were sold at 1,87; per 310 Il HICE .- Only retail sales were made at 4.50a5.

CLINTON N. C. MARKET.

date of our last weekly rep bales, at about the rates on The extremes moved from I