THE PRESS,
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BY JOHN W. FORNEY.
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☞ Postmasters are requested to act as Agents for The Weekly Press.

Shipping.

FOR ENGLAND AND FRANCE, 1857.—New York and Havre Steamship Company.—The United States Mail Steamships ARAGO, 2,500 tons, David Lines, commander, and FULTON, 2,500 tons, James A. West[illegible], commander, will leave New-York, Havre and Southampton, for the years 1857 and '58, on the following days:

LEAVE NEW-YORK.			LEAVE HAVRE.		
1857.			1857.		
Fulton,	Saturday,	Aug. 22	Arago,	Wednesday,	Aug. 26
Arago,	do.	Sept. 19	Fulton,	do.	Sept. 23
Fulton,	do.	Oct. 17	Arago,	do.	Oct. 21
Arago,	do.	Nov. 14	Fulton,	do.	Nov. 18
Fulton,	do.	Dec. 12	Arago,	do.	Dec. 16
1858.			1858.		
Arago,	Saturday,	Jan. 9	Fulton,	do.	Jan. 13
Fulton,	do.	Feb. 6	Arago,	do.	Feb. 10
Arago,	do.	March 6	Fulton,	do.	March 10
Fulton,	do.	April 3	Arago,	do.	April 7
Arago,	do.	May 1	Fulton,	do.	May 5
Fulton,	do.	May 29	Arago,	do.	June 2
Fulton,	do.	June 26	Fulton,	do.	June 30

PRICE OF PASSAGE:
From New-York to Southampton or Havre—First Cabin, $135; Second Cabin, $75.
From Havre or Southampton to New-York—First Cabin, $80 [illegible]; Second Cabin, 50 francs.
For freight or passage, apply to
MORTIMER LIVINGSTON, Agent, 7 Broadway.
WILLIAM JELIN, Havre.
DROSHER & CO., South'ton.
AMERICAN EUROPEAN EXPRESS AND EXCHANGE CO., Paris.
and

SAVANNAH AND CHARLESTON SHIPS.—FREIGHTS REDUCED.
The well known, first class side wheel Steamships KEYSTONE STATE and STATE OF GEORGIA, now form a Weekly Line for the South and Southwest, one of the ships sailing EVERY SATURDAY, at 10 o'clock, A. M.
FOR SAVANNAH, GA.
THE STEAMSHIP KEYSTONE STATE,
Charles P. Massman, Commander,
Will receive freight on THURSDAY, Oct. 1, and sail on SATURDAY, October 3, at 10 o'clock, A. M.
FOR CHARLESTON, S. C.
THE STEAMSHIP STATE OF GEORGIA,
John T. Garvin, Commander,
Will receive freight on THURSDAY, September 24th, and sail for Charleston, S. C., on SATURDAY, September 26th, at 10 o'clock, A. M.
At both Charleston and Savannah these ships connect with steamers for Florida and Havana, and with railroads, &c., for all places in the South and Southwest.
Cabin Passage in either ship.....$20
Steerage.....do.....do.....8
No freight received on Saturday morning.
No bills of lading signed after the ship has sailed.
For freight or passage apply to
JOHN F. HERON, Jr., 81 North Wharves.
Agents at Charleston, T. R. & T. G. Budd.
Agent at Savannah, C. A. Gruber.
FOR FLORIDA, from Savannah, steamers St. Marys and St Johns, every Tuesday and Saturday.
FOR FLORIDA, from Charleston, steamer CAROLINA, every Tuesday.
FOR HAVANA, from Charleston, steamer ISABEL, on the 4th and 19th of every month. anl

THE NEW YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The Ships composing this Line are:
The ATLANTIC, Capt. Oliver Eldridge.
The BALTIC, Capt. Joseph Comstock.
The ADRIATIC, Capt. James West.
These ships have been built by contract, expressly for Government service; every care has been taken in their construction, as also in their engines, to ensure strength and speed, and their accommodations for passengers are unsurpassed for elegance and comfort.
Price of passage from New York to Liverpool, in first cabin, $135; in second do., $75; from Liverpool to New York, 20 and 50 guineas. No berths secured unless paid for. The ships of this line have improved water-tight bulk heads.
PROPOSED DATES OF SAILING.

FROM NEW YORK.			FROM LIVERPOOL.		
		1857			1857
Saturday,	June 20,	1857	Wednesday,	June 24,	1857
Saturday,	July 4,	1857	Wednesday,	July 8,	1857
Saturday,	July 18,	1857	Wednesday,	July 22,	1857
Saturday,	Aug. 1,	1857	Wednesday,	Aug. 5,	1857
Saturday,	Aug. 15,	1857	Wednesday,	Aug. 19,	1857
Saturday,	Sept. 12,	1857	Wednesday,	Sept. 2,	1857
Saturday,	Sept. 26,	1857	Wednesday,	Sept. 30,	1857
Saturday,	Oct. 10,	1857	Wednesday,	Oct. 14,	1857
Saturday,	Oct. 24,	1857	Wednesday,	Oct. 28,	1857
Saturday,	Nov. 7,	1857	Wednesday,	Nov. 11,	1857
Saturday,	Nov. 21,	1857	Wednesday,	Nov. 25,	1857
Saturday,	Dec. 5,	1857	Wednesday,	Dec. 9,	1857
			Wednesday,	Dec. 23,	1857

For freight or passage, apply to
EDWARD K. COLLINS, No. 56 Wall street, N. Y.
BROWN, SHIPLEY & CO., Liverpool.
STEPHEN KENNARD & SON, 27 Austin Friars, London.
B. G. WAINWRIGHT & CO., Havre.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, or precious stones or metals, unless bills of lading are signed therefor, and the value thereof expressed therein. jm1-tf

Drugs and Chemicals.

FREDERICK BROWN,—CHEMIST AND DRUGGIST, north-east corner FIFTH and CHESTNUT Streets, Philadelphia, sole Manufacturer of "BROWN'S ESSENCE OF JAMAICA GINGER, which is recognized and prescribed by the Medical Faculty, and has become the Standard FAMILY MEDICINE of the United States.
This Essence is a preparation of unusual excellence. During the Summer months, no family or traveller should be without it. In relaxation of the bowels, in nausea, and particularly in sea sickness, it is an active and safe, as well as a pleasant and efficient remedy.
CAUTION.—Persons desiring an article that can be relied upon, prepared solely from pure JAMAICA GINGER, should be particular to ask for "Brown's Essence of Jamaica Ginger," which is warranted to be what it is represented, and is prepared only by FREDERICK BROWN, and for sale at his Drug and Chemical Store, north-east corner of FIFTH and CHESTNUT Streets, Philadelphia; and by all the respectable Druggists and Apothecaries in the U. States. aul-3m

Watches, Jewelry, &c.

BAILEY & CO., CHESTNUT STREET.
Manufacturers of
BRITISH STERLING SILVER WARE,
Under their inspection, on the premises exclusively.
Citizens and Strangers are invited to visit our manufactory.
WATCHES.
Constantly on hand a splendid stock of Superior Gold Watches, of all the celebrated makers.
DIAMONDS.
Necklaces, Bracelets, Brooches, Ear-Rings, Finger-Rings, and all other articles in the Diamond line.
Drawings of NEW DESIGNS will be made free of charge for those wishing work made to order.
RICH GOLD JEWELRY.
A beautiful assortment of all the new styles of Fine Jewelry, such as Mosaic, Stone and Shell Cameo, Pearl, Coral, Carbuncle, Marquisite, Lava, &c., &c.
SILVER-PLATED CASTORS, BASKETS, WAITERS, &c.
Also, Bronze and Marble CLOCKS, of newest styles, and of superior quality. aul-4tw4wly

C. & A. PEQUIGNOT,
MANUFACTURERS OF WATCH CASES
AND IMPORTERS OF WATCHES,
121 SOUTH THIRD STREET, BELOW CHESTNUT,
PHILADELPHIA.
Constant Pequignot. Auguste Pequignot.
sp19-3mos*

JAMES E. CALDWELL & CO.,
No. 439 CHESTNUT, BELOW FIFTH STREET,
Importers of Watches and Fine Jewelry; Manufacturers of Sterling and Standard Silver Tea Sets, Forks and Spoons, sole agents for the sale of Charles Frodsham's new series Gold Medal London Timekeepers—all the sizes on hand, prices $250, $275, and $300.
English and Swiss Watches at the lowest prices.
Rich fashionable Jewelry.
Sheffield and American Plated Wares.
se5-3

J. S. JARDEN & BRO.
MANUFACTURERS AND IMPORTERS OF
SILVER-PLATED WARE,
No. 304 Chestnut Street, above Third, (up stairs,)
PHILADELPHIA.
Constantly on hand and for sale to the Trade:
TEA SETS, COMMUNION SERVICE SETS, URNS, PITCHERS, GOBLETS, WATERS, CAKE BASKETS, KETS, CASTORS, KNIVES, SPOONS, FORKS, LADLES, &c., &c.
Gilding and plating on all kinds of metal. se2-1y

FRANCIS P. DUBOSQ & SON, late of Dubosq, Carter & Co., Wholesale MANUFACTURERS OF JEWELRY, 304 CHESTNUT street, Philadelphia.
Francis P. Dubosq. Wm. H. Dubosq.
au31 3m

Tobacco and Cigars.

HAVANA CIGARS—A handsome assortment, such as:
Figaros, Partagas,
Cabanas, Sultanas,
Gloria, Jupiter,
Colosso, Conversantes,
Surrey Lopez, Union Americanos,
Orejon, Flora Cubana, &c., &c.,
&c., in M, 1-8 and 1-10 boxes, of all sizes and qualities, in store and constantly receiving, and for sale low, by CHARLES TETE,
(new) 138 WALNUT Street,
sn1-1y below Second, second story

FIGARO, CABANAS AND PARTAGAS CIGARS.—A choice invoice of these celebrated brands on board brig "New Era," daily expected from Havana, and for sale low, by CHARLES TETE,
(New) 138 Walnut street, below Second,
au1 Second Story.

Furniture.

L. B. KITE & CO.,
FURNITURE, BEDDING, &c.
No. 418 (late 129) WALNUT st.,
Philadelphia.
A new and superior style of Spring Beds.
Bedding by Express. Joseph Walton
[illegible]

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C. H. GARDEN & CO.,
Manufacturers of and Wholesale Dealers in
HATS, CAPS, FURS, STRAW GOODS,
FANCY SILK AND STRAW BONNETS,
ARTIFICIAL FLOWERS, ROUCHES,
FEATHERS, &c., &c.
No. 525, (old No. 196) MARKET Street,
Below Sixth, south side,
And No. 523 MINOR Street, Philadelphia.
C. Henry Garden. Daniel Donovan.
Merchants are respectfully invited to examine our stock. se7-2m

SULLENDER & PASCAL,
HATTERS,
No. 512 SIXTH Street, Philadelphia.

GREENWOOD CEMETERY OFFICE, NO. 434 WALNUT St., below FIFTH, [illegible]

The Press.

VOL. I—NO. 45. PHILADELPHIA, TUESDAY, SEPTEMBER 22, 1857. TWO CENTS.

Strangers' Guide in Philadelphia.

For the benefit of strangers and others who may desire to visit any of our public institutions, we publish the annexed list.

PUBLIC PLACES OF AMUSEMENT.
Academy of Music, (Operatic,) corner of Broad and Locust streets.
Arch Street Theatre, Arch, above 6th street.
Parkinson's Garden, Chestnut, above Tenth.
National Theatre and Circus, Walnut, above Eighth.
Sandford's Opera House, (Ethiopian,) Eleventh, below Market.
Walnut Street Theatre, northeast corner Ninth and Walnut.
Thomen's Varieties, Fifth and Chestnut.
Thomas's Opera House, Arch, below Seventh.

ARTS AND SCIENCES.
Academy of Natural Sciences, corner of Broad and George streets.
Academy of Fine Arts, Chestnut, above Tenth.
Artists' Fund Hall, Chestnut, above Tenth.
Franklin Institute, No. 9 South Seventh street.

BENEVOLENT INSTITUTIONS.
Almshouse, west side of Schuylkill, opposite South street.
Almshouse (Friends'), Walnut street, above Third.
Association for the Employment of Poor Women, No. 222 Green street.
Asylum for Lost Children, No. 36 North Seventh street.
Blind Asylum, Race, near Twentieth street.
Christ Church Hospital, No. 8 Cherry street.
City Hospital, Nineteenth street, near Coates.
Clarkson's Hall, No. 100 Cherry street.
Dispensary, Fifth, below Chestnut street.
Female Society for the Relief and Employment of the Poor, No. 72 North Seventh street.
Guardians of the Poor, office No. 56 North Seventh street.
German Society Hall, No. 116 South Seventh street.
Home for Friendless Children, corner Twenty-third and Brown streets.
Indigent Widows' and Single Women's Society, Cherry, east of Eighteenth street.
Masonic Hall, Chestnut, above Seventh street.
Magdalen Asylum; corner of Race and Twenty-first streets.
Northern Dispensary, No. 1 Spring Garden street.
Orphans' Asylum, (colored,) Thirteenth street, near Callowhill.
Odd Fellows' Hall, Sixth and Haines street.
Do. do. S. E. corner Broad and Spring Garden streets.
Do. do. Tenth and South streets.
Do. do. Third and Brown streets.
Do. do. Ridge Road, below Master.
Pennsylvania Hospital, Pine street, between Eighth and Ninth.
Pennsylvania Institute for the Instruction of the Blind, corner Race and Twentieth street.
Pennsylvania Society for Alleviating the Miseries of Public Prisons, Sixth and Adelphi streets.
Pennsylvania Training School for Idiotic and Feeble-Minded Children, School House Lane, Germantown, office No. 152 Walnut street.
Philadelphia Orphans' Asylum, northeast cor. Eighteenth and Cherry.
Preston Retreat, Hamilton, near Twentieth street.
Providence Society, Prune, below Sixth street.
Southern Dispensary, No. 98 Shippen street.
Union Benevolent Association, N. W. corner of Seventh and Sansom streets.
Wills Hospital, Race, between Eighteenth and Nineteenth streets.
St. Joseph's Hospital, Girard avenue, between Fifteenth and Sixteenth.
Episcopal Hospital, Front street, between Huntingdon and Lehigh avenues.
Philadelphia Hospital for Diseases of the Chest, S. W. corner of Chestnut and Park streets, West Philadelphia.

PUBLIC BUILDINGS.
Custom House, Chestnut street, above Fourth.
County Prison, Passyunk road, below Reed.
City Tobacco Warehouse, Dock and Spruce streets.
City Controller's Office, Girard Bank, second story.
Commissioner of City Property, office, Girard Bank, second story.
City Treasurer's Office, Girard Bank, second story.
City Commissioner's Office, State House.
City Solicitor's Office, Fifth, below Walnut.
City Watering Committee's Office, Southwest corner Fifth and Chestnut.
Fairmount Water-Works, Fairmount on the Schuylkill.
Girard Trust Treasurer's Office, Fifth above Chestnut.
House of Industry, Catharine, above Seventh.
House of Industry, Seventh, above Arch street.
House of Refuge, (white,) Parrish, between Twenty-second and Twenty-third street.
House of Refuge, (colored,) Twenty-fourth, between Parrish and Poplar streets.
Health Office, corner of Sixth and Sansom.
House of Correction, Bush Hill.
Marine Hospital, Gray's Ferry road, below South street.
Mayor's office, S. W. corner Fifth and Chestnut streets.
New Penitentiary, Coates street, between Twenty-first and Twenty-second streets.
Navy Yard, on the Delaware, corner Front and Prime streets.
Northern Liberties Gas Works, Maiden, below Front street.
Post Office, No. 237 Dock street, opposite the Exchange.
Post Office, Kensington, Queen street, below Shackamaxon street.
Post Office, Spring Garden, Twenty-fourth street and Pennsylvania Avenue.
Philadelphia Exchange, corner Third, Walnut and Dock streets.
Philadelphia Gas Works, Twentieth and Market; office, No. 8 S. Seventh street.
Pennsylvania Institute for Deaf and Dumb, Broad and Pine streets.
Penn's Treaty Monument, Beach, above Hanover street.
Public High School, S. E. corner Broad and Green streets.
Public Normal School, Sergeant, above Ninth.
Recorder's Office, No. 3 State House, west wing.
State House, Chestnut street, between Fifth and Sixth streets.
Sheriff's Office, State House, near Sixth street.
Spring Garden Commissioner's Hall, Spring Garden and Thirteenth streets.
Union Temperance Hall, Christian, above Ninth street.
United States Mint, corner of Chestnut and Juniper streets.
United States Arsenal, Gray's Ferry Road, near Federal street.
Naval Asylum, on the Schuylkill, near South street.
United States Army and Clothing Equipage, corner of Twelfth and Girard streets.
United States Quartermaster's Office, corner of Twelfth and Girard streets.

COLLEGES.
College of Pharmacy, Zane street, above Seventh.
Eclectic Medical College, Haines street, west of Sixth.
Girard College, Ridge road and College Avenue.
Homœopathic Medical College, Filbert street, above Eleventh.
Jefferson Medical College, Tenth street, below George.
Polytechnic College, corner Market and West Penn Square.
Pennsylvania Medical College, Ninth street, below Locust.
Philadelphia Medical College, Fifth street, below Walnut.
Female Medical College, 229 Arch street.
University of Pennsylvania, Ninth street, between Market and Chestnut.
University of Free Medicine and Popular Knowledge, No. 68 Arch street.

LOCATION OF COURTS.
United States Circuit and District Courts, No. 24 Fifth street, below Chestnut.
Supreme Court of Pennsylvania, Fifth and Chestnut streets.
Court of Common Pleas, Independence Hall.
District Courts, Nos. 1 and 2, corner of Sixth and Chestnut streets.
Court of Quarter Sessions, corner of Sixth and Chestnut streets.

RELIGIOUS INSTITUTIONS.
American Baptist Publication Society, No. 118 Arch street.
American and Foreign Christian Union, No. 144 Chestnut street.
American Sunday School Union (new), No. 1122 Chestnut street.
American Tract Society (new), No. 929 Chestnut.
Menonist, Crown street, below Callowhill street.
Pennsylvania and Philadelphia Bible Society, corner of Seventh and Walnut streets.
Presbyterian Board of Publication (new), No. 821 Chestnut street.
Presbyterian Publication House, No. 1334 Chestnut street.
Young Men's Christian Association, No. 162 Chestnut street.
Philadelphia Bible, Tract, and Periodical Office (T. H. Stockton's), No. 853 Arch street; first house below Sixth street, north side.

Traveller's Guide.

RAILROAD LINES.

Penna. Central R. R.—Depot, Eleventh and Market.
7 A. M., Mail Train for Pittsburgh and the West.
12.55 P. M., Fast Line for Pittsburgh and the West.
2.30 P. M., for Harrisburg and Columbia.
4.30 P. M., Accommodation Train for Lancaster.
11 P. M., Express Mail for Pittsburgh and the West.
Reading Railroad—Depot, Broad and Vine.
7.30 A. M., Express Train for Pottsville, Williamsport, Elmira and Niagara Falls.
3.30 P. M., as above (Night Express Train.)
New York Lines.
1 A. M., from Kensington, via Jersey City.
6 A. M., from Camden, Accommodation Train.
7 A. M., from Camden, via Jersey City, Mail.
10 A. M., from Walnut street wharf, via Jersey city.
2 P. M., via Camden and Amboy, Express.
3 P. M., via Camden, Accommodation Train.
5 P. M., via Camden and Jersey City, Mail.
6 P. M., via Camden and Amboy, Accommodation.
Connecting Lines.
6 A. M., from Walnut street wharf, for Belvidere, Easton, Water Gap, Scranton, &c.
6 A. M., for Freehold.
7 A. M., for Mount Holly, from Walnut street wharf.
2 P. M., for Freehold.
2.30 P. M., for Mount Holly, Bristol, Trenton, &c.
3 P. M., for Palmyra, Burlington, Bordentown, &c.
4 P. M., for Belvidere, Easton, &c., from Walnut street wharf.
7.30 A. M., for Atlantic City.
10.45 A. M., for Haddonfield.
4 P. M., for Atlantic City.
4.45 P. M., for Haddonfield.
For Westchester.
By Columbia R. R. and Westchester Branch. From Market street, south side, above Eighteenth. Leave Philadelphia 7 A. M., and 4 P. M.
Westchester 6.50 A. M., and 3 P. M.
On Sundays
Leave Philadelphia 7 A. M.
Westchester 3 P. M.
Westchester Direct Railroad, open to Pennelton, Grubbs Bridge.
From northeast Eighteenth and Market streets.
Leave Philadelphia 6, and 9 A. M., 2, 4, and 6 P. M.
Pennelton, Grubbs Bridge, 7, 8, and 11 A. M, and 4 and 6 P. M.
On Saturdays last train from Pennelton at 7 A. M.
On Sundays
Leave Philadelphia 8 A. M. and 2 P. M.
Pennelton 9½ A. M. and 6 P. M.
Germantown & Norristown R. R.—Depot, 9th and Green.
6, 9, and 11 A. M., and 3, 4.45, 5.45, and 11.15 P. M., for Norristown.
8 A. M. and 2 P. M., for Downingtown.
6, 8, 9, 10, and 11.30 A. M., and 2, 4, 6, 8, and 9 P. M. for Chestnut Hill.
6, 7, 8, 9, 10.10, and 11.30, A. M., and 1, 2, 3.10, 4, 5, 6, 7, 8, 9, and 11.30 P. M., for Germantown.
Chester Valley R. R.—Leave Philadelphia 6 A. M. and 3 P. M.
Leave Downingtown 7½ A. M. and 1 P. M.

STEAMBOAT LINES.
2.30 P. M., Richard Stockton, for Bordentown, from Walnut street wharf.
10 and 11.45 A. M., and 4 P. M., for Tacony, Burlington and Bristol, from Walnut st reet wharf.
9.30 A. M., Delaware, Boston, and Kennebec, for Cape May, first pier below Spruce st eet.
7.30 A. M., and 2, 3, and 5 P. M., John A. Warner and Thomas A. Morgan, for Bristol, Burlington, &c.
9.30 A. M., General McDonald, for Cape May, every Tuesday, Thursday, and Saturday, from Arch street wharf.

THE WEEKLY PRESS,

THE CHEAPEST AND BEST WEEKLY NEWSPAPER IN THE COUNTRY.

GREAT INDUCEMENTS TO CLUBS.

The Weekly Press is issued from the City of Philadelphia every Saturday.

It is conducted upon National principles, and upholds the rights of the States. It resists fanaticism in every shape; and is devoted to conservative doctrines, as the true foundation of public prosperity and social order. Such a weekly journal has long been desired in the United States, and it is to gratify this want that The Weekly Press is published.

The Weekly Press is printed on excellent white paper, clear, new type, and in quarto form, for binding.

It contains the news of the day; Correspondence from the Old World and the New; Domestic Intelligence; Reports of the various Markets; Literary Reviews; Miscellaneous Selections; the progress of Agriculture in all its various departments, &c.

☞ *Terms invariably in advance.*

The Weekly Press will be sent to subscribers,
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Twenty copies, or over, to address of each subscriber, each, per annum.....1 20
For a club of twenty-one or over, we will send an extra copy to the getter-up of the Club.
Post Masters are requested to act as agents for The Weekly Press.
JOHN W. FORNEY,
Editor and Proprietor.

Publication Office of The Weekly Press, No. 417 Chestnut street, Philadelphia.

The Press.

TUESDAY, SEPTEMBER 22, 1857.

DEMOCRATIC NOMINATIONS.

GOVERNOR.
WILLIAM F. PACKER,
OF LYCOMING COUNTY.

JUDGES OF THE SUPREME COURT.
WILLIAM STRONG, OF BERKS COUNTY.
JAMES THOMPSON, OF ERIE COUNTY.

CANAL COMMISSIONER.
NIMROD STRICKLAND, OF CHESTER COUNTY.

CITY NOMINATIONS.

SENATOR,
SAMUEL J. RANDALL.

ASSEMBLY,

J. C. KIRKPATRICK,	JOHN RAMSEY,
C. M. DONAVAN,	GEO. A. ARMSTRONG.

CITY AND COUNTY.
ASSOCIATE JUDGE COURT OF COMMON PLEAS,
JAMES R. LUDLOW.

SENATOR,
I. N. MARSELIS.

RECORDER OF DEEDS,
ALBERT D. BOILEAU.

PROTHONOTARY OF THE DISTRICT COURT,
JOHN P. M'FADDEN.

CLERK OF THE COURT OF QUARTER SESSIONS,
JOSEPH CROCKETT.

CORONER,
J. R. FENNER.

COUNTY,
ASSEMBLY,

JOHN WHARTON,	JOHN M. WELLS,
OLIVER EVANS,	HENRY DUNLAP,
J. H. ASKIN,	JOHN M. MELLOY,
JOSEPH H. DONNELLY,	A. ARTHUR,
JAMES M. DUNLANE,	JOHN H. CONNERT,
TOWNSEND YEARSLEY,	JAMES DONNELLY.
JOSHUA T. OWEN,	

THE FEARFUL SHIPWRECK.

NARRATIVES OF THE SURVIVORS.

MR. STEPHEN CALDWELL'S STATEMENT.

Yesterday, Mr. Stephen Caldwell, of Phillipsport, Sullivan county, New York, one of the forty-nine saved, after the wreck of the *Central America*, by the Norwegian barque *Ellen*, called upon us. He permits us to give, in his own words, a personal narrative of his own adventure and experience. In the conversation we had with him, he spoke very warmly in praise of Captain Herndon, who, *he says, stood by the ship to the last*, and, if *he* is to be feared, was drowned. The statement is as follows:

We left Havana on the 8th. Out about twenty hours before got into the breeze. The steamer did her duty well, and rode through the storm very stoutly. The belief among the crew was that the engineer had let the steam go down, so that, at last, the vessel got into the trough of the sea, and probably took in water—first by its pouring in on the deck, and then by a general straining of her timbers which admitted it freely in. The water was several feet in the hold, before it was generally known to be so by the passengers. This was on Friday afternoon, September 11th. Immediately the passengers and crew organized themselves to pump out the water. The vessel, with a light run of steam, was put before the wind, but the water soon made it impossible to work the engines, getting into the furnaces, so that steam could not be got up. We worked from Friday afternoon till she went down, at eight on Saturday night, at the pumps, and bailing out the water in every way, but with little effect. The pumps were so much out of order that they were scarcely of any use. We saw that the ship was about sinking, and as many of us as could seized life-preservers, of which a large number was on board—enough to give one to every person there, but the greater number were below, and we could not get at them. These life-preservers were each capable of floating a man.

About three minutes before the vessel lurched down, stern foremost, I was swept off the deck by a heavy sea, but as I was going down, I was caught at by three or four men who were in the water, who pulled of my life-preserver in the struggle. I rose up, and being a good swimmer, kept afloat. When the vessel went down, I just laid under her bows—her bowsprit hit me on the shoulder, and I should have been carried down, but she went a little aft and cleared me. A fearful noise followed her going down. It continued for some ten minutes. Then all was still. Every one on board knew she was bound to go down immediately. Fifteen or sixteen locked themselves up in the state rooms, saying they would rather die there than go down struggling with death in the waters. Five or six were sick in their berths, and perished that way.

I was fortunate enough to seize a piece of board about three feet long and fourteen inches wide, and this, with the aid of swimming, kept me afloat. In the heavy sea, I was three or four times separated from this board, but recovered it each time. I remained nine hours in the water. I saw many floating around me—some of them dead, the result of cold, fatigue, and hunger, for there was scarcely time to eat anything during the thirty-six hours we were pumping. Towards morning I felt very cold indeed, from the water dashing over me and around me, but used every effort not to yield.

About six o'clock on the morning of Monday, the 13th, I swam up the Norwegian barque *Ellen*, which lay to the windward of us. I had seen her an hour before. I was taken on board, and treated very kindly; they gave us dry clothes, food, and did every thing they could to help us. When I was washed over-board, I had no coat on. After the vessel went down, and I had got out of the crowd, I pulled off my boots in the water, (and a difficult thing it was,) by standing in the water, which I could do, as I swim well.

The *Ellen* saved forty-eight, besides myself. These she picked up. Her own rigging was much torn. She brought us into Norfolk.

I had about me, in coin and dust, about twenty pounds weight of gold. It was in a belt buckled around me, so that I could loose it and throw it off in a moment, if I found it likely to bear me down.

I went from Norfolk to Baltimore and thence to Philadelphia, where I arrived at midnight on Sunday (yesterday) evening. I shall proceed to New York to-morrow or next day.

I belong to Phillipsport, Sullivan county, State of New York, and had been two years and a quarter in California, where I worked as a miner, and met with success.

With the exception of being a little sore and stiff for a day or two, I felt no harm from what I have undergone. Many of the rest were much battered and bruised in the water by being knocked about against spars, broken timber, and such like. I lost my luggage and many articles of value.

I gratefully and humbly acknowledge my deep obligation to Providence for having brought me safe out of these great perils under which so many others sunk.

Stephen Caldwell.

Philadelphia, Sept. 21, 1857.

[From the New York Herald of Yesterday]

The steamship Empire City, Captain Jno. McGown, arrived at New York on Sunday morning, with ninety-two of the survivors of the ill-fated Central America.

The Empire City, Capt. Jno. McGowan, left her wharf at Norfolk, Va., at 10½ A. M. on the 18th, for this port. She had been victualled and coaled during the previous two days for a thorough cruise in search of the missing steamer Central America, of whose ultimate safety, however, none on board felt any misgivings.

Capt. McGowan got his ship under way, steamed down the harbor, and when near the light ship spoke the barque with her quota of the saved. Hailing her he proffered to passage to all who chose to accept. The majority were taken on board, and with a parting round of three hearty cheers for their preservers, we proceeded on our voyage, hoping to fall in with the brig and relieve the women and children. A vessel was descried ahead in tow of a propeller within three miles of Cape Henry, bound in, and immediately speculation was rife as to whether she might or might not turn out to be the vessel we sought; glasses were levelled at her by anxious groups gathered forward, and as we rapidly closed together, certainty succeeded surmise, and to the joy of all she proved to be the brig Marine, in tow of the City of Norfolk, propeller, her low and confined decks swarming with wretched-looking objects, many of them women and children, wringing their hands, and weeping, and laughing, by turns, hysterically.

Our boats were speedily lowered, and Captain McGowan in the first boarded the brig in person, caressed, embraced, and indeed half strangled by the poor woman, who threw themselves upon him as he touched the deck.

As boat load after boat load had reached the ship's side and ladder, each vied with the other in assisting them to our decks, and in a short time the greater portion were comfortably quartered in the cabin. To the bystanders, the recognition and greeting between the two parties—mother claiming son and husband wife; the eager scanning of each face in agonizing fear and expectation; the joy or grief manifested as recognition or disappointment awaited the gazer—was touching in the extreme, straining the heart-strings and moistening the eyes of many hitherto unused to such manifestation.

A portion remained on board the brig, preferring to go up to Norfolk, and when all who wished had been taken on board, the Empire City again got under way for New York with her freight of unfortunates.

Ninety-six, in all, were reported to have been saved by the brig, exclusive of the colored stewards, who died from exhaustion after having been taken on board the brig.

All speak in the highest terms of the attention paid them and the humanity displayed by the officers and crews of both brig and barque. *The former, with the women, once gave up their last day's allowance of water*, and had not an opportune supply of provisions been received from a passing vessel, they must have been driven to great straits with hunger as well as thirst.

The barque Ellen had previously had all her boats stove in the gale, and every individual of those saved by her were drawn on board by lines thrown them as she sailed through the drifting masses of drowning men—her sailing handling his vessel as none but a sailor could—going ahead, getting sternway on her, and drifting to leeward as the cries about him from those whom he could not see through the darkness of the night, dictated. This exploit is unequalled in the annals of marine disaster and relief.

The officers of the Empire City, grieving for the loss of their brother officers, have yet a feeling of pride and satisfaction in knowing that their posts, striving to save life to the last; and point to the fact that all the women and children were saved (not an infant lost) as an instance of self-devotion, coolness, and manliness, seldom excelled in the annals of the sea.

Should it please Providence hereafter to place them in the same strait, they wish no nobler eulogium or better epitaph.

SURVIVORS OF THE CENTRAL AMERICA ON BOARD THE EMPIRE CITY.

TAKEN FROM THE NORWEGIAN BARQUE ELLEN

John N. Bassford, California.
Wm. Chase, Michigan.
John C. Taylor, Cohoes Falls, N. Y.
Henry Brumwell, Taswell Co., Ill.
Edward Morse, Boston
F. A. Wells, Leyden, Mass.
Douglas Rutherford, Wisconsin.
Julius Stetson, Kingston, Mass.
John Cumming, Wisconsin.
Jacob Quencer, Watertown.
J. M. Casey, Arkansas.
Benj. Segee, St. Louis, Mo.
Thos. McWyeth, Bloomsburg, Pa.
Henry T. O'Conor, Albany, N. Y.
Henry Hartman, New York.
Geo. Stewart, Dunlap's Creek, N. Y.
W. T. Fletcher, Maine.
Randolph Carey, California.
John McCabe, Ireland.
John George, England.
Charles Reed, New York.
B. M. Lee, Pittsburgh, Pa
Chas. A. Voss, Francistown, N. H.
Henry Allord, Montreal.

CREW.

James M. Frazer, 2d officer.
Henry Keefer, 2d assistant engineer.
John Jones, fireman.
Barclay McCarty, coal passer.
Tim McKeogh, sailor.
Aaron R. Holcomb, saloon cook.
Henry Hardenburgh, ship's cook.
Passengers, 24; crew, 7. Total 31—taken from the water after the ship foundered.

TAKEN FROM BRIG MARINE, OF BOSTON.

[Saved in stern boats.]

Miss Smith, San Francisco.
Robert Hutchinson, Virginia.
Mrs. Segur and two children, St. Louis.
Henry Kimball, St. Lawrence county, N. Y.
Morgan Badgley, New York.
O'Conor, Albany, N. Y.
Lewis Borew, Albany, N. Y.
W. W. Geery, Jersey, England.
Mrs. Mary Bailey, California.
Frank A. Jones, Sacramento, California.
Mrs. Virginia Burch, San Francisco.
Mrs. Hawley and two children, San Francisco.
Mrs Harris and child, San Francisco.
Mrs. Thayer and two children, San Francisco.
Mrs. McNeil, San Francisco.
Mrs. Bowley and two children, San Francisco.
Mrs. Mary Swan and child, San Francisco.
Mrs. Mary Rockwell, California.
Thomas Bride, California.
James Gallagher, New York.
Thos. Frazer, New York.
Wm. Plass, Hudson, New York.
Alexander Guirlin, Philadelphia.
Gritan Teether, Genoa, Italy.
Mrs. Pahud and three children, California.
Mrs. Sunil and child, Panama.
Miss O'Fallon and brother, San Jose.
Mrs. Reading, New York.
Mrs. Caroline Shaw, California.
Mrs. F. Rahan, Belleville, Ill.
Edward Hodges, St. John's, N. B.

CREW.

John Black, boatswain.
David Heymond, quartermaster.
Wm. Jackson, quartermaster.
Robert Long, quartermaster.
Finley Frazier, quartermaster.
Edward Brown, sailor.
John Davis, sailor.
James McLano, sailor.
Fred Brougham, sailor.
James Travis, sailor.
James Clark, sailor.
Richard Reed, sailor.
Henry Hethrington, fireman.
John Clark, fireman.
Geo. Steward, fireman.
Ninety-two in all, on board Empire City.

STATEMENT OF JOS. M. BASSFORD.

Mr. Joseph M. Bassford, of Benicia, California, one of the rescued passengers of the Central America, gives the following statement:

Shortly after the steamer left Havana, the storm commenced blowing, and continued increasing, the ship went down. On deck Friday morning, about seven o'clock, when the engines suddenly stopped. Anxious to learn what the difficulty was, I went to the engine room. The moment I arrived there the first engineer, Ashby, came running into the room with nothing on but his shirt, having hurried from his berth without dressing. An instant afterwards Captain Herndon came to the room also, having been roused from his berth by the sudden stopping of the engines. As soon as the captain saw Mr. Ashby he said nothing, but went directly away. Mr. Ashby made an inquiry or two as to the difficulty, and retreated to his private room to dress himself, after which he returned.

LOSS OF THE STEAMER IMPUTED TO ASHBY.

I am satisfied, from what I afterwards learned, that had Ashby immediately went to work in endeavoring to remedy the difficulty with the engine, he might have got up steam again, and saved the vessel, as every moment after the stoppage of the engines was of great importance. After Ashby returned he called together the engineers and firemen, and consulted as to what should be done. Ashby proposed to make the engines go at least a little while longer, if possible, as the steam was escaping, which was all the difficulty visible to me. Efforts were made to set the engines going, but this proved ineff