THE DISASTER TO THE EMPIRE STATE.

A brief telegraphic despatch, published in THE PRESS yesterday morning, informed us that "the steamer Empire City, for Fall River, struck on the rocks off Hell-Gate during a dense fog. *The steamer was sunk.* All the passengers, including one hundred and fifty ladies, were saved. *The baggage was lost. The upper saloon of the steamer was under water.*" The story was entirely wrong, as we find by the subjoined statements from the New York *Tribune*:

"It seems that the steamer ran upon one of the rocks which extend in an irregular reef for nearly half a mile below the southern point of Blackwell's Island. A large hole was made in her bow, but the engine was immediately reversed, the boat backed off, and in a few minutes she reached the pier at or near Twenty-first street, where, with the aid of planks, her passengers were safely transferred to a schooner, and thence to the wharf. Nobody was hurt.

There were about one hundred and eighty passengers on board. The shock when she struck was very severe, and, of course, in view of the late terrible disasters at sea, the most painful alarm and excitement spread among the passengers. The alarm was greatly increased by the hazy condition of the atmosphere, which shut out the shores and seemed to wrap the boat in a pall.

From the *rocks on which she struck* to the foot of Twenty first street is a little over a mile.

STATEMENT OF MR. WM. B. FALES.

William B. Fales, Esq., of Portsmouth, R. I., now stopping at French's Hotel, has obliged us with the following statement:

We started from Pier No. 3, North river, at five P. M., the fog being so thick at the time we could scarcely see from stem to stern of the vessel, and within three minutes of our leaving the dock we could no longer see land. I do not think the vessel kept full headway through the fog, and it did not appear to be longer than twenty minutes after starting that she struck. I was standing forward at the time, on the saloon deck, and a number of passengers were with me. We struck at about twenty minutes past five o'clock, or as near that as I can judge. We could not see any lights on either shore; but it was not yet quite dark. The fog had become much denser, and we could scarcely see anything. At the time the ship struck I was sitting down; the shock was very sensibly felt, although I did not see or hear of any persons being thrown down in consequence of it. All on board appeared to know we had struck a rock, and great confusion immediately prevailed. The women were very much frightened, but they did all they could to pacify them, assuring them there was no danger. I had no conversation with Captain Brayton, but I saw him giving orders with perfect coolness, and behaving courageously under the circumstances. I also saw several of the officers of the ship in full exercise of their duty, and I heard them assuring the passengers there was but little danger. The ship was immediately put toward land on New York side, and within what appeared to me an hour we reached the foot of Twenty-first street. It seemed to me; to be a very long time after our striking before we reached land. At the moment of our striking, I think the engines were shut off, but almost immediately after they were put on again, and we put back. I judge that the hole was made in the bows, and about five minutes after the accident I noticed water in the forward cabin. I watched it gain momentarily, although the pumps were kept going all the time, and when we arrived at Twenty-first street, there were, I should think, three feet of water in the saloon, as the tables and chairs were floating. Everybody was on deck, and great confusion prevailed. When we came in sight of land, I felt very much satisfied at the prospect of safety; no cheering arose from the passengers, but the confusion almost immediately ceased. When we came up to the dock at Twenty-first st, we laid alongside a schooner, and all the passengers landed from the steamer across her deck. I am satisfied that nobody jumped overboard after the accident; we all know that we were so near land that there was a certainty of being saved. No one seemed to be in a hurry to leave the steamer after arriving at the dock; some left immediately, others not for one or two hours. I staid two or three hours on board, when the water had nearly all been got out. Within two hours of our reaching land, the floor of the cabins was ripped up, and I considered, from the progress made in pumping the ship, that she would be freed in a very short time. The baggage was all on deck, and, consequently, was not damaged by the water. I left the Empire State at about 10 P. M., and took the cars for French's Hotel.

STATEMENT OF MR. HILTON, OF BOSTON.

We left the Battery at the usual time. It grew quite thick in a few minutes after we got in motion. This was about six o'clock. I don't know exactly our position, but I think we were somewhere near Blackwell's Island. She struck quite heavily upon a rock. The passengers were very much alarmed. The women, of course, screamed and fainted, as usual on such occasions, but the men were cool. A good many confused ideas began to arise, as a matter of course. The captain decided to return to New York immediately, and, got headed toward the city. They succeeded in getting near enough to the pier at the foot of Twenty-first or Twenty-second street to be able to land all the passengers over the decks of two schooners I was in the cabin, and did not see what occurred after we got off from the rock. The water poured in very fast when the leak. When she struck ground the second time as she approached the pier, the water had risen nearly to the top of the cabin table. It was probably three feet deep in the dining cabin. The engines, however, were pumping all this time. We passed from the Empire State over the gangway and on to the nearest schooner, and then upon the other, which lay at right angles to the first. From this we succeeded in reaching the pier. It was so foggy that we could see nothing at all. In fact, from the time the fog burst upon us, the steamer ran wild. It did not, however, come on thick until we had got fairly under headway. It then seemed to drift very sluggishly in the dense, heavy thick, and became uncommonly dense. There was not quite *the usual number of passengers on board*, who were mainly in the cabin at the time. The accident happened so suddenly. To all those who applied for it the passage money was returned. The baggage still remains in the crates on board the steamboat. They are on the deck above the water.

LATEST FROM THE BOAT.

The boat ran on the rocks at the west end of Blackwell's Island, which damaged the bottom very badly for about fifty feet. By getting the passengers to fall back to the stern of the boat, they were enabled to get her off. The donkey-engine was started to pump out the water. They then turned about and groped their way into shoal water, and finally succeeded in landing at the foot of Twenty-first street, where some schooners were lying. With the assistance of planks, &c., all the passengers were got on shore without yielding a single foot. By keeping up the steam in the donkey-engine they were enabled to keep her afloat.

They expect to get her around this morning to the dry dock. Her repairs will probably occupy a week's time. From the time the boat struck the greatest confusion prevailed.

The male passengers, especially, ran about the wreck and created the greater part of the confusion. It was with the utmost difficulty that the officers could prevent them from jumping overboard. The ladies manifested, on the contrary, the greatest composure.

ANOTHER COLLISION.

Loss of the Steamer Metamora on the North River.

The steamboat Commodore, when off Dobb's Ferry, about 3 o'clock this A. M., during a dense fog, ran into the steamboat Metamora, on her way to New York, and sunk her to the upper deck. No lives were lost; and when the early Poughkeepsie train passed, at 9 o'clock, two steamboats, and some twenty rowboats, were at work trying to tow the Metamora on shore.

The Commodore was on her way to Albany, and was detained all night, as was the New World, by the fog.

ANOTHER ACCOUNT.

During the dense fog which enveloped the North river this morning, a collision occurred between the steamers Commodore and Metamora. The former left this city this morning for Albany, and at about 9½ o'clock came in collision with the Metamora, which was bound down from Haverstraw and Nyack. The Metamora was struck forward of the gangway, and so completely cut through that she sunk in four minutes.

The Metamora's passengers were mainly taken on board the Commodore, and were transferred to the steamer Isaac P. Smith, and brought by her to New York. It is not known that any lives were lost, but it is thought that two or three persons perished. A man is said to have jumped overboard, and not to have been seen afterwards, and another man and a colored boy are reported missing. The Commodore's passengers were also brought on to the New World, also bound for Albany, and both boats returned to New York. The Commodore had her stern broken, and leaks quite badly.—*N. Y. Express.*

A Determined and Disinterested Lady.

The Cincinnati *Gazette* gives an account of a lady who, while living in California three years ago, was the means of marrying a young lady friend of hers to a fellow named Munson, who robbed his wife and soon deserted her—sailing for New York. The lady who had brought about the match left California, and boldly faced her responsibility in the premises, and on the sailing of the next Southward-bound steamer, she took passage for New York, determined to follow the betrayer of her confidence and the love of a wife to the bounds of civilization, and bring him to punishment. Arriving in New York, she got traces of his footsteps, followed him over various routes, until she tracked him to a village in Pennsylvania, where she found him with another lady, to whom he had been married before going to California! A warrant was issued for his arrest for bigamy, but, having no proofs of his second marriage, after a short examination, he was discharged.

Nothing daunted by this unlooked-for termination of affairs, the lady *immediately returned* to California, procured the necessary affidavits substantiating Munson's marriage there, together with evidence of the fact of his having absconded with some $15,000 of his second wife's funds, and once more returned to the Atlantic side in search of the betrayer of her friend. And that search she has prosecuted now for two or three months, with the most determined and restless perseverance; but thus far without success. He had left the village where he had resided when arrested for bigamy, and although the lady had obtained some subsequent traces of his movements, when we met her, yesterday, she had not yet succeeded in ascertaining his present residence, although she is satisfied it is somewhere in the West. She had already expended a large amount of her own funds in the pursuit; and expressed her determination not to give up the chase until her "sweet revenge" had been gratified, and the villain brought to justice.

BY THE PILOT LINE.

LETTER FROM NEW YORK.

(Correspondence of The Press.)

NEW YORK, October 13, 1857—2:30 P. M.

This is by far the gloomiest and most disastrous day we have had yet. There was a partial run on several of our city banks yesterday, which was more particularly directed against the Merchants' Exchange, North River, and Ocean Banks. *The run continued this morning*, and they immediately closed their doors. When this was made known, a complete panic ensued; the Marine Bank followed suit, and, at a later hour, the St. Nicholas and Citizens' Banks also suspended. The following is a statement of their capital and circulation:

	Capital.	Circulation.
Merchants' Exchange	$1,500,000	$196,983
Ocean	1,000,000	110,000
North River	656,000	122,000
Irving	450,000	104,000
St. Nicholas	700,000	99,000
Citizens'	500,000	347,000
Marine	500,000	170,000
Total	800,000	94,000

The wildest alarm prevails, and every one that can is drawing out his deposit in gold, in some cases replacing it as a special deposit, with liberty to count in the next average. The street is crowded with eager and frightened citizens. Every species of rumor is current, and the general opinion is that all the banks will suspend. Mr. Leavitt, of the American Exchange Bank, has made a statement to the customers and others in his bank, expressing his determination to hold open till the last dollar is exhausted, and that others of the strongest banks will do likewise. To-morrow will decide the question. The reported failures to-day are as follows: *Bliss, Douglass, Wheelock, & Co., Dry Goods; I. A.* Hearn, Dry Goods; Blackwell, Whittemore, & Co., Dry Goods; W. Landon & Co., Dry Goods; Carhart, Bacon, & Co., Dry Goods; Herrick, Ferris, & Co., Furnishing Goods; Ludlum, Leggett, & Co., Produce; Amos, Herrick, & Rhodes, Stationers; Dykers & Alstyne, Brokers. This crisis will spread disaster in all directions, in my mind, very much to the conduct of the bank directors, who, by a little liberality, might have eased the pressure, and kept themselves safe. Now they find the folly of driving the public to desperation. And yet they have their apologists. There are some who affect to see reasons for encouragement in the bank statement published this afternoon, and who, glossing over the fact that there is a further *contraction* from last week of $4,017,- 639 IN LOANS, and a further decrease of $4,670,000 IN DEPOSITS, think the increase in specie of $75,851 a very consoling and reassuring state of things. I do not envy the intellect of those who believe such absurdity, nor the conscience of those who, not believing it, say so, merely to bolster up the iniquitous action of the city banks in these times of unparalleled hardship. *No one* is fool enough to suppose that the banks ought to have expanded to an extent sufficient to relieve all borrowers without any regard to their own condition—the consequence of their reckless expansion. No one would have recommended them to become "produce forwarders;" but between that and a contraction of $20,156,083 in *nine weeks*, and a contraction of $6,000,000 within the last two weeks, when they announced an intention to extend their discount line three per cent.—there is a wide difference, appreciable by the meanest capacity. We are blockaded by the cry. It was very rife this morning that *now* the banks are "in a position to expand with safety;" that the Sub-Treasury is about to pay out fabulous sums, and that a *California remittance is due this week*; that we have touched bottom, and that we may look for the dawn of better times, if we only have patience. I have been duped so long by this twaddle, that I am determined not to delude the readers of THE PRESS by repeating it as reliable. If it proves to be true, well and good; and if it turns out to be humbug, as I believe, then I am not the innocent of having contributed to the deceit. The *Journal of Commerce*, of this morning, contains the following, which will give you a good idea of the intellectual calibre of the men by whom our money institutions are directed:

"We are sorry to hear that during the height of the excitement this morning, some bank officers behaved much worse than any of the poor servant girls or Irish laborers whose folly has been so much condemned. We think that one bank president, whose croakings have been his only utterance since the pressure began, and who has thrown a wet blanket over every previous effort at united action on the part of the banks, instructed his receiving teller to refuse certified checks on other institutions, and actually did question a depositor who was offering such checks for deposit upon another bank—an institution that, in prosperous times, could buy out his establishment and keep it on hand, without serious inconvenience, and which, we believe, is in no harm than generally supposed, but there is no cure for their peculiar ailment, and all we have to do is to suffer patiently."

The panic is now so general, that there is little prospect of anything but a general crash. I can see no other result. It is sad to contemplate, but when it occurs, we shall be better off than in the state of fearful apprehension we have been in for some time.

The stock market is, of course, in the greatest confusion, on account of the bank crash. Certified checks were of no use, and prices fell off on almost the entire list. At the First Board Reading and Chicago, and R. I. R. R. advanced ½ per cent.; Cumberland and Mil. ½; but N. Y. State 6's, '74, fell 2 per cent.; do do. 5's, '58, 6 per cent.; Virginia 6's, 1 ¼; Missouri 6's, 1; N. Y. Central bonds, 1; Erie 2d mtge, 10; Panama, 3; and Cleveland and Toledo, 2.

The Clearing House Settlement was as follows: Clearings $21,857,123 50; balances paid in cash $787,178 50.

Assets are dull and quiet, with small sales at $6.25@ $6 50 for Pots and $5.75 for Pearls.

Breadstuffs—The market for Flour is depressed, and may be quoted 5@10c lower, with sales of 4,000 bbls. at $4.40@4.60 for common to good State, $4 65@ $4.75 for extra do., $4.35@4.40 for common to good Michigan, Ohio, &c., and $4.40@4.65 for fair to good $5.50@$7 for extra Genesee, and $5.05@$7.50 for extra St. Louis. Southern Flour is 10 cents lower, with sales of 600 bbls. at $4 80@$5.45 for common to fair Alexandria, &c., and $5.50@$7 for extra and fancy do. Canadian Flour is also 10c lower, with sales of 300 bbls at $4 90@$5 for common to extra. Rye Flour continues dull at $3.75@$4.50 for fine to super. Corn Meal is very heavy at $3.30@3.40 for Jersey and $4 for Brandywine.

Corn—The market is dull for Rio at 10¼@10¾c., with small sales. Scott's circular estimates the stock of Rio at 30,127 bags, and the total stock at 104,535 bags and mats.

Cotton—The market is so unsettled that it is not possible to give any reliable quotations.

Grain—Wheat is 5@6c lower, with sales of 22,000 bushels at $1.20@$1.22 for southern red; $1.25@$1.30 for southern white, and $1.10 for prime red and winter Ohio. Rye is heavy, at 95@96c for Western, and 98c@$1 for State; 55c@56c. for western, and 58@46c. for southern. Rye is dull, at 70c. for prime. Corn is heavy and lower, with sales of 31,000 bushels at 65@66c. for mixed western. Barley is nominal, at 70@85c.

Hay is selling slowly at 50@70c.

Hops are without any movement, and at entirely nominal prices.

Iron—Scotch Pig is dull at $28@29, six months, with very liberal allowance for cash.

Leather is quiet and nominal. Light and middle weights Orinoco are quoted at 20@22c, and Rio Grande and Buenos Ayres at 22@24c.

Naval Stores—All the articles classified under this head are so dull, and prices so nominal, that I cannot give any quotations on which reliance can be placed

Oils—Linseed, whale, and sperm are dull and unchanged. Linseed oil is heavy at 68@70c.

Provisions—Pork is unsettled, with sales of a few bbls at $18 for prime and $23@$23.50 for mess. *Beef is* heavy at $13.50@$14.50 for repacked Western, and $16@$18 for extra do. Beef hams are heavy at $16@ $17.50. Bacon and Cut Meats are a trifle more active. Lard is dull at 14c@15c. Butter is heavy at 14@17c for Ohio; and 22@25c for choice dairy. Cheese is saleable at 6@8½c.

Sugars—Raw are lower and dull at 6c@6¾c for Cuba, and 6¾ for Porto Rico. Refined are quite inactive.

Whiskey is unsteady at 20c.

NEW YORK STOCK EXCHANGE SALES.

SECOND BOARD—OCT. 13, 1857.

6,000 Missouri 6s	69½	100 Reading R	31
10 Bk of Commerce	71	100 do	32
20 do	70	100 do	32½
150 Hud R R	93	400 do	33
44 Clev & Tol R	20½	100 Panama R	95
332 Cl Col & Cin R	70	100 N Y Central R	84½
100 Harlem R	9	100 do	84½
30 Chi & R I R	58	25 do	85

THE MONEY MARKET.

PHILADELPHIA, Oct. 13, 1857.

The advices to-day from New York are wofully blue, and appearances seem to justify the opinion that every merchant there, with heavy payments to make, will be obliged to yield to the pressure. It seems to make no difference what are his securities or assets, unless he has cash or Government bonds, he cannot pay his debts, and is forced to the wall. This is the result of the *insane course pursued by the banks in our sister city*, and it will, in the end, cause the failures of nearly, if not all the banks themselves, by filling them with the suspended paper of their customers. They cannot break up the majority of the merchants by such a system as they have lately pursued, without breaking themselves in the end.

The banks that have already broken held one-fifth of the banking capital of the city, and the stampede has commenced with such violence that no one can presume to mark where it will be stayed. We wait anxiously to *learn the effect of to-day's news upon the banks of New* England. The country banks of Massachusetts held, at the end of September, $1,030,631 in specie, or $14,- 023,092 of circulation; while their loans equalled the total sum of their capital, deposits, and circulation. A more rotten state of things can hardly be imagined, if there are customed to sound banking, and a collapse would very speedily happen if it were not for the fact that they discount largely to parties who will send their notes abroad.

The whole West has been flooded with this worthless currency, and not the least of the mortifications our self-esteem suffers in consequence of the suspension of our banks, is the sight of our people paying brokers a heavy premium for these rags over the notes of our own banks. We fear that there will be an early and a fatal reckoning day for these institutions, who seem to have totally forgotten that paper money was only intended as a substitute for the precious metals which it represents. They could not well have gone further from their pretended office of providing a trustworthy and convenient medium of exchange for foreign and domestic mercantile transactions. They have set about many millions of promises to pay without the wherewithal to keep the promise, and its fulfilment bids fair to be speedily exacted from them to their utter discomfiture.

The New York bank officers held a meeting at the clearing house yesterday, at which, after reciting in a preamble six or seven most excellent reasons why they should not have brought this financial hurricane upon the country, they passed two resolutions, one of which reads as follows:

"*Resolved*, That the banks of the city of New York are determined to all hazards, and under all circumstances, to perform their duty to the country, and all its great interests, in the maintenance of specie payments, and that all classes of the community should sustain them in carrying out this determination."

How they "perform their duty to the country, &c.," is made manifest in the telegraphic news of to-day.

It is certainly time that this whole business of banking should be overhauled and reformed. We do not believe that the strong common sense of our countrymen will ever again permit, that we people shall be ridden to ruin and distress by those miserable currency-makers!

As one piece of this performance, we would point to the forced depression in the price of cotton, amounting to four cents a pound in ten days, effecting a loss to the country, in the value of this great staple alone, of more than *thirty millions of dollars.*

Our own business affairs are in a quiescent state, and even the general election proceeding in our midst fails to awaken any kind of enthusiasm. There has been more bustle manifested on Third street to-day, as the telegraph reported every few minutes the explosion of another and another of the New York paper mills, *effecting a sort* of general, though perhaps, temporary confiscation of the "specie funds" the brokers have for some days been anxiously buying at five or six per cent. premium.

At the stock board Reading advanced slightly under the demand for cash stock, but Pennsylvania, without stock declined to 31. The panic in the New York stock market had little effect here, perhaps because things could not easily be made much worse than they are.

Accounts from Virginia represent the tobacco growers and shippers as in a high state of excitement in consequence of *the demand for an extension* made by, or in behalf of, their commission merchants in New York. The houses engaged in the same trade in this city, we are glad to learn, will not be obliged to resort to this measure.

The receipts of the North Pennsylvania Railroad, during the month of September, 1857, were.....$30,038 14
September, 1856.....6,873 24

Increase.....$23,164 90

We quote the footings of the New York bank statement published yesterday, though the news to-day makes it of but little account:

	Oct. 11, '56.	Oct. 10, '57.	Oct. 3, '57.
Capital	$54,243,000	$64,474,000	$65,139,000
Loans	107,147,392	101,097,569	105,935,499
Specie	10,262,751	11,473,324	11,400,413
Circulation	8,748,980	7,633,599	7,616,702
Gross Deposits	86,078,144	63,301,681	67,972,057
Exchanges	25,099,048	19,550,568	16,180,291
Undrawn	60,979,201	49,745,113	53,758,203
In Sub-Treasury	13,478,457	6,190,550	7,748,267

The following shows the amount of coal transported over the Lehigh Valley Railroad, for the week ending September 10, 1857:

Mines.	Week. Tons. Cwt.	Previously. Tons. Cwt.	Total. Tons. Cwt.
Spring Mountain	2,056 18	94,919 19	96,976 12
Mast Sugar Loaf	1,206 15	76,568 03	77,794 18
N. York & Lehigh	1,174 15	29,799 08	30,971 03
Council Ridge	1,348 06	52,279 10	53,627 16
German Rocks	61 03	6,307 19	6,369 02
Coleraine & Stafford	128 03	38,616 03	38,748 16
Dolbin & Dubaven	194 18	38,589 01	8,783 11
Hazleton	632 03	40,668 03	41,463 06
J. B. McCreary & Co	.....	6,353 18	6,362 18
Total	6,985 06	853,317 19	860,303 05

The Coal tonnage on the Lehigh Canal, for the week ending October 10, has been as follows:

From	For week. Tons. Cwt.	Total. Tons. Cwt.
Mauch Chunk.		
Summit Mines	1,016 03	249,234 11
Tunnel No. 2	437 12	7,039 03
Room Run Mines	1,224 00	43,603 10
East Lehigh Mines	67 15	20,138 16
	11,092 04	310,816 05
A. Lathrop and others, Pea and Dust Coal	65 05	2,783 08
East Mauch Chunk.		
Spring Mountain Mines	1,016 03	29,209 02
East Sugar Loaf do	1,014 12	20,380 05
Colorains do	279 02	40,407 00
Stafford do	.....	510 11
N. Y. and Lehigh Coal Co	565 18	25,009 10
German Penn. Coal Co	110 12	7,311 10
South Spring Mountain Coal	200 05	14,526 07
North Spring Mountain Coal	269 10	10,170 00
Beaver Meadow Co	310 11	2,745 03
Penn Haven		
Hazleton Coal Co	1,126 12	75,480 03
Cranberry Mines	1,138 13	64,663 17
Diamond Mines	883 17	22,806 06
Council Ridge	1,125 07	28,037 11
Mt. Pleasant Coal	318 08	6,831 03
Rockport.		
Buck Mountain Coal Co	1,024 10	50,428 10
White Haven.		
Wilkesbarre Coal Co	.....	700 05
Wyoming Coal Co	.....	8,080 10
Hartford Coal Co	619 10	10,384 10
Total	21,288 07	736,762 14
Lumber.		Feet.
For the week		1,015,310
For last report		35,241,948
Total		36,256,260

To-day's quotations for specie, payable in bankable funds by Cronise & Co., specie brokers, 40 south Third street, are as follows:

American half dollars, old, $1.08; American quarter dollars, old, 1.05; Mexican dollars, 1.09; South American dollars, 1.08; Spanish pillar dollars, 1.14; five francs, 1; German crowns, 1.12; French crowns, 1.14; American gold, old, 1.12; sovereigns, 5 05; XX francs, 4 85; Napoleons, 4.20; X thalers, 8.20; Spanish doubloons, 16.50; patriot doubloons, 16.40; ducats, 2.35. American gold, 6c7; New York exchange, for collection, 6c7.

PHILADELPHIA STOCK EXCHANGE SALES,

October 13, 1857.

Reported by R. Manly, Jr., Stock Broker, No. 80½ Walnut street.

FIRST BOARD.

1000 City C's ds cash	94	2 N Penna RR	7¾
10000 City RR 6s '64	94	2 Penna RR	31
200 City Gas 6s new	82¾	13 do	31
8000 City 6s	82¾	3 do	31
2000 do cash	82¾	4 do	31
500 *City RR6s 77*	83	4 do	31
1300 do	83	21 Reading RR	15
600 do cPRK	84	100 do	15
1000 Sch Nts '82 5s	91	4 do	15
7230 Penna 6s	83	6 do	15
1500 do	83	23 do	15
1500 do	83	2 Minehill RR	50½
3000 do	83	4 do	50½
4 N Penna RR	7½	6 do	50½

BETWEEN BOARDS.

1500 N Pa RR 6s	45½	4000 City 6s	82¾
500 do	45½		

SECOND BOARD.

8000 Penna 5s	83	100 Reading RR	16½
8000 City RR 6s	83	100 do	16½
10000 City Gas 6s new	82¾	200 do	16½
100 do now	82¾	2 do	16½
2300 City 6s	82¾	200 do	24½
500 do	82¾	3 Bear Mead Mch	6¾
100 do	82¾	12 Minehill RR	50½
100 do	82¾	10 N Penna RR cash	8
4000 do	82¾	32 Norristown RR	50
1000 Cl & Alb R 6s '61	67	12 do	50
18 Penna R R lots	31	5 do	50
18 Reading RR	15½	6 Girard Bank	7¾

CLOSING PRICES—STEADY.

	Bid.	*Asked.*
U S 6's, '68	124	—
Philada 6s	82¾	83
do	83	83½
do New	94½	do
Penna 5s	82¾	83
Reading R	15¾	16
Morris Canal	30	31
Schyl Nav 6's '82 50	51½	52
do Stock 6	9	10

LATEST—PRIM.

100 Reading	15¾	50 Reading RR	16
100 do	16	50 do	16¼
Reading closes			16¼@16¾

PHILADELPHIA MARKETS.

PHILADELPHIA, Oct. 13—Evening.—There is no quotable change in Breadstuffs, but the demand continues limited, and the market is dull and unsettled, and the only transaction in Flour, for shipment, is 600 bbls Western extra family at prices kept secret. Shipping brands are held at $5 25 ₰ bbl, but the demand is only for the local trade, at from $5 25 to $7 25 ₰ bbl, including common to extra and family brands. Corn Meal and Rye Flour are not inquired for, and dull at previous quotations. Wheats are dull to-day; about 4,000 @ 5,000 bushels have been sold at *$1.05@$1.15 for common to* prime red and $1.20@$1.30 for white. Corn is better, and about 1,500 bushels good Southern yellow brought 75c@76c. Oats are about the same as last quoted, 2,000 @ 2,500 bushels Southern sold at 36c@ 36c afloat. Rye sells on arrival at 73@75c, the latter for Penna. Of Bark some small lots have been taken at $35 for first quality Quercitron. Cotton rules dull and drooping, and buyers and sellers apart in their views. For Groceries the demand continues limited to the wants of the local trade, and prices are hardly sustained. Seeds are dearer, with little attention at the present time, and the receipts and sales of all kinds are trifling. Whiskey is selling to a moderate extent only, at 21¼@22c for bbls, and 21¾@22c for drudges and hhds.

BREADSTUFFS.—The quantity of the leading articles of breadstuffs delivered at Buffalo, Ogdensburgh, and Oswego, from the commencement of navigation to last instant, are thus given in our exchanges:

	Flour, bbls.	Wheat, bush.	Corn, bush.
Buffalo	387,001	3,291,328	5,141,150
Oswego	75,706	3,133,185	1,617,422
Ogdensburgh	224,286	328,100	4,370,000
Total	687,993	6,760,583	7,250,162

A Chicago journal that week, says the *Tribune*, paid $10,000 for $9,000 eastern exchange.

SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

Steamer	From	For	Day
Arabia	New York	Liverpool	Oct 14
Argo	New York	Bremen	Oct 14
G of Washington	New York	Liverpool	Oct 15
Fulton	New York	Havre	Oct 17
New York	New York	Liverpool	Oct 17
Niagara	Boston	Liverpool	Oct 21
Vanderbilt	New York	Havre	Oct 22
Kangaroo	New York	Liverpool	Oct 29

FROM EUROPE.

Steamer	From	For	Day
Borussia	Hamburg	New York	Oct 3
Gen Williams	Liverpool	Quebec	Oct 3
Vanderbilt	Southampton	New York	Oct 3
Alps	Liverpool	New York	Oct 3
Edinburg	Glasgow	New York	Oct 7
North Star	Southampton	New York	Oct 7
Kangaroo	Liverpool	New York	Oct 7
Europa	Liverpool	Boston	Oct 10
Baltic	Liverpool	New York	Oct 14
Persia	Liverpool	New York	Oct 17
Argo	Southampton	New York	Oct 21

MOVEMENTS OF HAVANA STEAMERS.

PHILADELPHIA.—From New York 5d, arriving at Havana 8th, and New Orleans 11th. From New Orleans 20th; Havana 23d, arriving at New York 28th.

QUAKER CITY.—From New York 7th of each month, arriving at Havana 12th, and Mobile 14th. From Mobile 22d, Havana 24th, arriving at New York 28th.

CARAWBA.—From New York 12th, arriving at Havana 17th, and New Orleans 19th. From New Orleans 27th, Havana 29th, arriving at New York 31.

EMPIRE CITY.—From New York 17th, arriving at Havana 22d, and New Orleans 25th. From New Orleans 5th, Havana 8th, arriving at New York 13th

BLACK WARRIOR.—From New York 27th, arriving at Key West, 1st and New Orleans 3d. From New Orleans 12th, Havana 14th, due at New York 18th.

ISABEL.—From Charleston 19th and 4th, due at Havana 23d and 7th. From Havana 10th and 25th, due at New York 26th and 31st.

The California mail steamers sail from New York on the 5th and 20th of each month.

Marine Intelligence.

PORT OF PHILADELPHIA, Oct. 14, 1857.

SUN RISES.....6 27—SUN SETS.....5 33
HIGH WATER.....11 13

ARRIVED.

Schr Charm, Whildin, 6 days from Boston, with mdse to Crowell & Collins.

Schr Chester, Loring, 6 days from Boston, with mdse to D Cooper.

Schr Geo Edward, Baker, 5 days from Boston, in ballast to captain.

Schr Faugasset, Waples, 5 days from Boston, in ballast to captain.

Schr Geo A. Tittle, Adams, 5 days from Boston, in ballast to A Heron, Jr.

Schr Gipsey, Ingles, from New York.

Schr W Loper, Robinson, from Medford.

Schr S Ireland, Steelman, from Boston.

CLEARED.

Steamship Pennsylvania, Teal, Richmond, Thomas Webster, & Co.

Schr Geo A Tittle, Adams, Mobile, A Heron, Jr

Schr Eastern Belle, Turner, Boston, L Audenried & Co

Schr H H Counce, Long, Boston, E A Souder & Co.

Schr Gipsey, Ingles, Boston, Wilcox & Co.

Schr Wm Loper, Robinson, Medford, D Patten & Co.

Schr J Ireland, Steelman, Roxbury, Tyler Stone & Co.

Sloop Hiram Stokes, Stokes, Wilmington, Del.

Str Ironsides, Vandervoer, N York, W M Baird & Co.

Str Bristol, Allen, New York, W M Baird & Co

[BY TELEGRAPH.]

Correspondence of the Philadelphia Exchange.

CAPE ISLAND, Oct. 13, 4 P. M.

No vessels have been observed to pass in to-day. From the Breakwater several passed to sea this morning. Wind S—weather warm.

Yours, &c., THOS. B. HUGHES.

[BY TELEGRAPH.]

(Correspondence of The Press.)

BOSTON, Oct. 13.

Arrived, barques Osmanli, from Palermo, and Meteini, from San Lucas.

NEW YORK, Oct 13

Arrived, ship Hope, from Shields.

Correspondence of the Philadelphia Exchange.

LEWES, Del., Oct. 13, 8 A M.

The schr Geo Darby, Capt Mulliner, from New York, bound to Aspinwall, with an assorted cargo, took fire in the hold on Saturday last, while lying in harbor, and had to be run ashore and scuttled, in order to extinguish the smouldering goods. Yesterday the holes were stopped, and the water pumped out. The steam tug America made an attempt to haul her off yesterday, but did not succeed; consequently a portion of her cargo is being discharged into lighters, and as the vessel is but slightly damaged, I think she will be got off to-day.

About *fifty vessels are in* harbor, among which are the U S steam frigate Saranac and brig T M Mayhew.

The wind has been very strong since Friday last from the NE, but has moderated, and is light from the East. A barque is now in sight coming in. Weather cloudy.

Yours, &c., WM. M. HICKMAN.

MEMORANDA

Mr David Marshall, pilot, from Lewes, Del. arrived last evening, and reports a ship from Newcastle, Eng, above Reedy Point, and barque Union, from Pernambuco, below Delaware City, both at anchor.

Steamship Arabia, Stone, for Liverpool, cleared at N York yesterday.

Steamship Keystone State, Marshman, was reported in Hampton Roads 12th inst.

Steamship Argo, Benson, for Southampton and Bremen, cleared at New York yesterday.

Ship Tonawanda, (probably) Julius, hence, 30th ult. for Liverpool, was spoken 4th inst lat 39 30, long 76 44, steering SE. Reported a large ship with black cross in foretopsail.

Ship Samuel Dunning, Scolfield, from Callao for Liverpool, put into Portsmouth 27th ult.

Ship Maverick, Ellis, from Callao, arrived at Queenstown 28th ult.

Ship J O Boynton, Brown, from Callao, arrived at Queenstown 28th ult.

Ship Tigress, Lawrence, from *Callao for France*, was spoken 28th Aug, lat 11 18 N, long 25 30.

Barque Lion, Freeman, for Buenos Ayres, cleared at Boston 12th inst.

Barque Leon, Hoyt, from Windsor, arrived at Richmond 12th inst.

Brig Beronda, Hoyt, from Windsor, arrived at Richmond 12th inst.

Brig Ann Berry, Berry, cleared at Boston 12th inst. for Rio de Janeiro.

Brig Henrico, Ropes, from Para, 12th ult, arrived at Salem 10th inst.

Brig Delhi, Kenny, for Philadelphia, was at Fort au Prince 20th ult.

Brig Carolina A White, (Capt White dead) was at Fort au Prince 30th ult, for Boston, in 2 days.

Schr Buena Vista, Potter, from Delaware City, arrived at Warren 10th inst.

Schr Roxbury, Brown, from Norfolk, at Portland 10th inst.

Schr Wm Henry, Passpres, hence at Richmond 12th inst.

Schr W Sevier, Brooks, sailed from Richmond 12th inst for Philadelphia.

Schr W B Horsey, Colburn, hence, was discbg at Fall Thomas 18th ult; arrived 17th.

Schr Francis C Smith, Smith, hence at Folly Landing Warwick, 10th inst.

Schr L H Endicott, Yankirk, hence at Newport 10th inst, to discharge.

Schr Nancy R Keagan, Griffin, hence at Portland 10th inst.

Schrs Flight, Huntley, and A Phare, Allen, hence at Providence 10th inst,

Schr M R Carlisle, Winsmore, hence at Providence 11th inst.

SPOKEN.

June 27, lat 14 N, long 03 39 E, ship Albani, Barnaby, *from Akyab, May 30, for Falmouth, E.*

June 29, lat 07 N, long 01 E, ship Colombo, from Rangoon for Falmouth, E.

Aug 1, lat 34 42 S, long 29 37 E, ship J F Chapman, Chapman, from Bombay, June 12, for Genoa.

Aug 10, lat 6 35 N, long 29 34 W, ship *Continent*, Gibbs, from New York, July 14, for Australia.

Aug