The Press.

SATURDAY, SEPTEMBER 24, 1859.

FIRST PAGE.—The Aurora Borealis; Lieut. Beale's Expedition; Religious Intelligence; Personal; Letter from Lake Superior; Letter from Harrisburg; Miscellaneous Items; A Card.—FOURTH PAGE.—Sermon by the Rev. Mr. Jeffrey, on "The Children of the Bible;" General News, Marine Intelligence.

The News.

Thirty-two thousand dollars in gold dust arrived at Leavenworth, Kansas, yesterday, from Pike's Peak. This is the largest amount yet received at one time from the mines.

A meeting of the New York Bricklayers' Association was held on last Thursday evening, to take some action in support of the London strike. Mr. Cappagh, in behalf of the committee appointed at the last meeting, stated that they had visited the Stonecutters' Association, and found that they had collected $500 for the striking-men in London. Each man had given two dollars, and would continue to do so till the London-men had their rights. A resolution was unanimously adopted, to unite with all trades in that city in their action for the relief of the Londoners; declaring that the bricklayers watched with anxious eyes and pride the bold and manly action of the Building Trades in London, in their strike for a reduction in the hours of labor, viz., nine hours instead of ten and a half; that they believed that eight hours for sleep, eight for work, and eight for the improvement of the mind, made man better fit to perform the duties of a citizen, a mechanic, father, &c., and that they pray that the Londoners would gain the strike in the cause of humanity, and hoped the motto of "No Surrender" would be victorious. It is expected that fifteen thousand dollars will be collected in New York alone, for the relief of the London workmen on a strike.

The New Orleans people are congratulating themselves on a plentiful supply of rain. Here everybody is happy that the rain has stopped falling.

A lady in Middletown, Conn., has recovered by a law suit $35 and costs from an ill-mannered fellow who dressed himself up as a ghost and nearly frightened her to death.

Père Point Pères, the locality from which we frequently get European news, is a settlement on the St. Lawrence river, which first received its name from the French navigators. It always bore this name, and, until the telegraph operators denominated it Father Point, it was known as Fathers' Point.

The trial of the Rev. Mr. Harden, for poisoning his wife, at Belvidere, N. J., has been postponed until Monday next, in consequence of the absence of a material witness, Dr. Chilton, the celebrated chemist, of New York.

The Whigs of Lunenburg, Va., have given the editor of the Richmond *Whig* a public dinner, in compliment to his services as an editor. The editor, in his speech, says the Whigs of Virginia have been the most persecuted and oppressed party that ever existed.

The Cincinnati *Enquirer* says that it "is a little singular that Thomas Eugene Do Marbais, who, having recovered, as is known, from his wounds and his alleged insanity, has gone to Philadelphia, was allowed to depart without even the form of trial. Nothing would or could have been done with him, we presume, but still the law could not fail to regard his act as attempting, and nearly successful, murder; of its vitality the proper tribunals may even hint an irresponsible agent by means of his insanity. His wife Blanche is still at the St. John's Hotel des Invalides, but will probably be unabled to leave there next week. It is said she will join her husband in the East, but this is very doubtful."

Hon. William D. Bishop, Commissioner of Patents, has issued a circular defining the difference *between an engraving, which is the subject of copyright*, and a label, which is the subject of patent only. A copyright costs fifty cents and gives a monopoly for twenty years, while a patent costs fifteen dollars and gives a monopoly for but seven years. The commissioner decides that when a production is issued as a work, and is intended for sale as such, it may be copyrighted; but that when not produced for sale as a work of art, but evidently for a label, it falls under the patent laws.

The President has appointed Charlton Morgan, of Kentucky, consul at Messina, in the Kingdom of the Two Sicilies.

Advices from Havana to the 16th inst. state that Miramon was holding a council in reference to an expedition against Vera Cruz. He has succeeded in obtaining a large sum of money on Government bonds.

Among the missionaries who will be present at the Philadelphia meeting of the American Board of Missions in October, are the Rev. A. Lindley, who returned last week from South Africa, and who has been located in that country for twenty-five years; Revs. E. J. Pierce and A. D. Jack, of West Africa; Revs. W. W. Alexander, E. W. Clark, and T. E. Taylor, of the Sandwich Islands; Rev. H. M. Scudder, of the Arcot mission; Rev. William Clark, of Constantinople, and Rev. G. A. Perkins.

The freshet has been very severe at Mauch Chunk, in this State. The streets were overflowed and the cellars were, of course, filled with water. Boats have been brought into use for the citizens to move about the streets with.

Mr. J. W. Forney, of *The Press*, has accepted the invitation of the Agricultural Society of Lehigh county, Pennsylvania, and will deliver the annual address at Allentown, on Thursday, the 29th of September.

☞ The press of advertisements has crowded out a number of interesting articles intended for to-day's paper. Among them is the interesting letter of our correspondent "Occasional."

☞ The contest in the Opposition party for the nomination of Senator in the Second Senatorial district has been settled after a long struggle, GEORGE R. SMITH, Esq., being the successful man. There are few more generous and liberal gentlemen than Mr. SMITH. If elected, he will make an industrious and thorough-going Senator.

The Democratic candidate in this district, JOHN H. DOHNERT, (who was nominated without any effort on his part, and we believe during his absence,) is a model citizen in all respects. In a somewhat extended connection with politics and official position, not a word has ever been uttered against his character. The only regret we feel in regard to Mr. DOHNERT is that he has not been put forward in a district in which his party is in the majority.

The Great Douglas Argument.

We announced, some days ago, that we were ready to supply copies of the Argument of Judge DOUGLAS on Popular Sovereignty—published in *Harper's Magazine*—at the counter of THE PRESS. Owing to unavoidable circumstances, the pamphlet was not published at the time, and we were, therefore, compelled to disappoint a large number of persons inquiring for copies. We are happy to state, however, that we are now ready to supply this *Argument*, published from the *press of the* HARPERS at New York, and beautifully printed and stitched at four cents a copy.

The announcement of the death of Dr. George P. Lehman, which appeared in our obituary column *yesterday, will occasion general regret wherever* he was known. He died in the sixty-sixth year of his age, at Mount Holly, New Jersey, where his family had removed early in the summer, and will be buried from the residence of his son-in-law, Mr. V. A. Sartori, (No. 305 South Eleventh street,) this afternoon at three o'clock. Dr. Lehman was a man of fine literary tastes; high social qualities, unbending integrity and great public spirit. He occupied, during his life, a number of important positions; was Lazaretto physician at the age of twenty-one, and continued to act in that capacity for nineteen years, eliciting repeated expressions of approval from the authorities for his skilful treatment of contagious diseases, and his courageous discharge of dangerous and responsible duties. He was the nominee of the Democratic party for Congress in 1844, was subsequently placed at the head of the Democratic electoral ticket which threw the vote of the State for Polk and Dallas, (in which capacity he contributed to induce the college to recommend James Buchanan as Secretary of State to the President elect,) and was afterwards postmaster of this city, serving during the whole term of the Polk Administration. Dr. Lehman leaves a large family to mourn his loss.

REAL ESTATE, MORTGAGES, &c.—J. M. Gummey & Son's first regular fall sale will be held at the Philadelphia Exchange on Thursday evening next, at 7½ o'clock. Their catalogue embraces a large amount of valuable and desirable property, mortgages, &c., the greater part to be sold peremptorily. See auction head.

PHILADELPHIA TRADE SALE OF CARRIAGES.—The twenty-eighth Philadelphia trade sale of carriages will commence on Wednesday morning next, at 10 o'clock, at the Bazaar, Ninth and Sansom streets. The collection will be extensive, including invoices from some of the best city makers, as well as some extra-finished carriages from Wilmington, Del. See Mr. Herkness' auction advertisement.

LARGE SALE OF STOCKS AND REAL ESTATE, Tuesday next, 27th inst., at 12 o'clock, noon, at the Exchange; twenty-three properties, including elegant and plain city dwellings, country seat, two valuable farms, business stands, eighteen acres, south Broad and Thirteenth streets, large vacant lots, &c., &c. See Thomas & Sons' advertisements and pamphlet catalogues, issued to-day.

☞ Attention is invited to the advertisement of "Merchant," in to-day's paper. He is known by the editor of *The Press* to be a man of excellent character, and superior business qualifications.

THE GREAT EASTERN'S TRIAL TRIP.

LEAVING DEPTFORD.

TUGGED ON TO GREENWICH.

PUBLIC EXCITEMENT.

OVATION AT BLACKWALL.

TURNS THE POINT OF DANGER.

RECEPTION AT WOOLWICH.

ANCHORS AT PURFLEET FOR THE NIGHT.

RECEPTION AT GRAVESEND.

REACHES SEA WATER.

CASTS OFF THE TUGS.

HER SPEED IN THE RIVER.

WILL MAKE NINETEEN MILES AN HOUR.

ANCHORS AT THE NORE LIGHT.

PASSES MARGATE, DEAL, AND DOVER.

HER CREW.

ENGLISH TRIBUTE TO ROBERT FULTON.

WILL SHE PAY?

A CROAKER'S PROPHECY.

HER DESTINATION.

ENGLISH IDEA OF THE STATE OF MAINE!

The Great Eastern has at length started. The scene at Greenwich, Deptford, and on the isle of Dogs, opposite, was one of high excitement. Thousands were beneath being lined all along with anxious thousands.

[From the London Times, Sept. 8.]

Just as a faint gray light began to break upon the river, on Wednesday, Sept. 7, the preparations for getting under way were made. Several powerful tugs were in attendance—the four principal ones being named, curiously enough, the Victoria, Napoleon, Alliance, and True Briton. The Great Eastern, however, was not an affair of casting out a bow-rope and going ahead. There was, of course, the usual routine amount of shifting, and unshipping of oars and counter-orders, and fussing about of the tugs, before all was in business. Moving after mooring was thus slipped off. Capt. Harrison and the pilot took their place on the starboard paddle-box. Mr. Scott Russell remained on the bridge to direct the action of the engines, both of which (screw and paddle) were under steam. Capt. Comisso, Mr. Brunel, and other officers, navigators, who brought the General Admiral over to this country, stood ready to transmit directions to the men at the wheel, at Mr. Lendey's new station, where steam was not completely titled. Mr. Prouse, the chief officer, took charge of the fore part of the ship, and all the other officers were allotted stations, either to transmit directions or signals to the tugs.

Precisely at a quarter past 7 the last moorings were let go, but as at this time the swoop of the tide had turned the great ship's bow in so as to point towards the shore of the Seamen's Hospital ship, it was necessary to turn her slowly astern to get sufficient room to round the very large curve of the river below Greenwich. The screw engines started first, working beautifully, without noise, heat, or even apparent vibration, and when the paddle machinery came into play, a few revolutions sufficed to get her head round to the tide as required. Then was the order given to go ahead slowly, and for the first time the Great Eastern stirred into motion, and with the slow majestic beat of her huge paddles moved gradually down the river. The general public had evidently got but little faith in the announcements that she would leave the river yesterday, so that until the preparations were made for actually leaving there was little stir upon the river. Gradually however, as the steamtugs began to move about and get their tow ropes in, it seemed suddenly to break upon the enormous population at both sides of the stream that they were at last about to lose a vessel whose presence has made Deptford and the Isle of Dogs famous throughout the world.

Then ensued an extraordinary scene. Thousands upon thousands of people were seen rushing to the river side from all points. Boats of every kind and size were launched crowded to the water's edge, and the streams and its banks seemed suddenly instinct with life. There were not so much cheers as continuous shouting, vociferous outbursts of enthusiasm and delight. Even the well and sickly inmates of the Seamen's Hospital ship turned out upon the deck or crowded the ports with their wan faces to give one shout to Wave a cap to the vessel which swept so stately by. The river at Greenwich showed Captain Harrison and all the officers of the vessel that the great ship was as thoroughly under command, as a river steamer, and that the only difficulty to be overcome, or rather to contend against, was her length in turning the sharp curves of the river at Greenwich, Blackwall, and Woolwich. The vessel's draught was 26 feet 10 inches aft and 22 feet 8 inches forward—about the very lowest point in which she could have left her moorings, being down by the head five inches instead of some five feet down by the stern. Twenty-three or twenty-four feet may perhaps be her most depth of water, but when it is recollected that this was the *minimum* required at the Nore, and over a length of 600 feet, which is more than the breadth of the Thames at Westminster, it will be seen at once that these angles were at first regarded with a certain amount of anxiety and distrust. A few moved of the vessel, however, showed that she was perfectly in hand. She steered as easily as a wager-boat, and her engines were found capable of starting her from her moorings or arresting her progress literally almost by a single movement of the hand.

The vigorous peals which came from the old parish church of St. Alphage, Greenwich—the cheering on shore—the inspiring air of the band on board—the *general excitement which prevailed—rendered the scene one* of the most stirring that could be conceived. Opposite Greenwich Hospital both the screw and paddles were put into motion, and the vessel went safely round Greenwich Point.

At Greenwich, on both sides of the river, an immense population had collected, but it was at Blackwall that the first really great ovation was made. The news of her departure had spread far and fast, and from high deck to the great ship's top thousands could be seen. Blackwall Point literally darkened by people. Every house was crowded, and the roofs covered with spectators; the most-house was occupied, the pier was thronged, the tops and yards of the vessels in the docks seemed all alive. As the great ship approached the enthusiasm seemed to pass the bounds which ordinarily bind such displays with Englishmen. The dense mass cheered, shouted, waved hats, shawls, handkerchiefs with an abandon of gratification that was heart-stirring. It was really almost a national reception, and it seemed to have, as Englishmen, a share in the finest, swiftest, strongest, and handsomest ship which the world has yet seen. There was but one drawback on the enthusiasm and happiness of those who were on board, which was caused by the absence of the eminent man to whose mind the conception of the ship was due—Mr. Brunel. A severe illness prevented his being present at the first triumph of the greatest idea which has ever been originated in naval architecture.

Blackwall Point was, indeed, the *turning point in the* fortunes of the Great Eastern. The river at this place forms an acute angle, round which the ship has to contend with strong but most unequal force. The admirable manner in which Captain Harrison and the pilot, Mr. Atkinson, managed the ship, the power and regularity of the which the engines worked, would, if left unobtrusive, have soon got the vessel round this place. But, of course, right in the centre of the river, a dark, the Blackwall Point, where a little beyond her by a schooner in such a manner as effectually to block the fair way down the stream. The tugs were signalled to get the Great Eastern's head round, and tried to do so, but the strain was too much at the most critical moment two of the hawsers parted, and for a few minutes the noble vessel was beyond a doubt in a perilous position, as the sweep of the tide was strong and in an instant drove her towards the shore. Nothing but the great power of her own engines saved her from disaster. It was a delicate matter to use them properly. It was necessary instantly to counteract the influence of the tide, and get her head off shore; but, at the same time, to do so in such a manner as not to give way enough to take her on shore on the opposite side of the stream. Fortunately, this was effected, fresh hawsers were passed to the tugs, the bale, which had all the peril, shipped her anchor, and, after an anxious delay of some ten or fifteen minutes, the tugs again worked slowly round and turned the point of danger. This was a great relief to all on board, and to none more so than Messrs. Campbell and Jackson, resident directors, both of whom had been incessantly occupied the previous day and night in looking to all the arrangements for the first departure. The moment the point was safely passed, another rocket was sent up from the vessel and the shore to spread the welcome news.

At Woolwich there was of course a tremendous concourse of spectators. Every spot which could, and doubtless many which could not, command a view of the ship were thronged. The Dockyard, the Arsenal, every place was covered. The Parade and the opposite shrouds, who welcomed the safe arrival of the vessel with a regular "three times three," which was echoed back from both sides of the river by an almost countless multitude. It is very probable that another such shin may pass down the Thames, but it seems not possible that the same amount of interest can be manifested in any other vessel except, no matter what her name.

Once past Woolwich, all the difficulties were over. The tugs continued their assistance, but the vessel was so perfectly under control that while she had to wait against her assistance might have been easily dispensed with. But for the delay at Blackwall, every second would have been reached by 11 o'clock. As it was, how-ever, the tide turned, and set with the ebb it fore that hour, when the vessel was at the Long Reach opposite Phil fleet. An immediate halt was therefore necessary, in order, in turning a few sharp corners with such a vessel's whole broadside would become exposed to the full force of the stream, and not all the tugs in the river would prevent her going ashore in such a turn therefore, determined to anchor off Purfleet till to-morrow (Thursday) morning. A signal was made of Trotman's anchors was let go at the bows, and the course of the ship, which it was said no anchors could ever hold, was at once checked, and the Great Eastern actually began to swing round in the Thames as much under command as a cutter; for the sake of instructing the wing which she swung and remained *broadside to the* stream she seemed literally to bridge across the river. There was room enough for her to swing, but not a foot to spare. The vessel came round to the full force of the tide, and her chain cable tautened as part of the water for a moment like an iron bar, but the single anchor never yielded an inch from the spot where it was first dropped.

[From the London Times, Sept. 9.]

After her first short run the Great Eastern remained *at her anchor off Purfleet for the rest* of the night, and slowly resumed her progress down the river yesterday at 10 o'clock this morning. Her stoppage at Purfleet was a sad disappointment to many thousands who had been collecting at Gravesend all day in the hope of seeing her. She could or would stop nowhere else. Her slight deviation at Blackwall Point, however, prevented this, and it became absolutely necessary from the state of the tide to bring up at once at Long Reach. The disappointed arrival there Purfleet into a state of uncommon excitement. Every one within moderate reach of it by road or rail hurried to the little village, which was thronged to the water's edge. Gravesend also seemed most unwilling to yield up its share in the great occasion without an effort, and other crowded boats sped round and round the ship, the passengers cheering them-selves till they were hoarse, while the band of Marines played "See the Conquering Hero Comes," "Rule Britannia," and all sorts of musical welcomes. For the rest of the evening there was a constant repetition of such visits. Not a vessel passed that did not turn up her ensign in honor of the Great Eastern, and came down the river, dressed in flags from stem to stern.

If she was still night had fallen that the great ship was fairly left alone, and been swinging round to her anchor with the rising tide. One night was bitterly cold, and seemed inclined to become more so, but the wind fell as the moon rose, and the weather eventually settled down into a dead calm. It took upwards of an hour for the tide to turn the ship fair round, and at low water as she lay across the river for a short time in turning, she might almost be said to have stopped the navigation with her colossal bulk. During the night she swung round again, and by daylight was lying with her head fair for the resumption of her course down the river. It was almost incredible that a ship of such a size could have swung in any part of the Thames, but only nautical men can appreciate the feat of her doing so in a strong tide way with a single six-ton anchor, which was crossed and recrossed no less than three times without any movements for the first departure. The moment the point was safely passed, another rocket was sent up from the vessel and the shore to spread the welcome news.

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THE LATEST NEWS BY TELEGRAPH.

THE FRESHET IN THE LEHIGH RIVER.

MAUCH CHUNK FLOODED—BREAK IN THE CANAL.

MAUCH CHUNK, Sept. 23.—Rain has fallen steadily during the whole week, and the Lehigh river has raised eight feet.

The creek running through the town has overflowed, and the streets are covered with water, varying in depth from six inches to three feet.

The canal is now full of water, and the residents are constructing coffer dams to protect their houses.

The inhabitants have been at work night and day to provide for the safety of their property. It is impossible to tell the extent of the damage done, but there is no doubt the town it is necessary to do so in boats or take the hills.

BETHLEHEM, Sept. 23.—The Lehigh and Delaware are both rising rapidly.

A serious break in the Delaware Canal at Yardleyville is reported—forty feet of the embankment being washed away.

EASTON, Sept. 23—P. M.—The damage to the East *Pennsylvania and Lehigh Valley Railroad* has been repaired, and the trains are running regularly.

From Washington

WASHINGTON, Sept. 23.—The health of the Secretary of War is represented as improving, at Old Point Comfort.

The receipts into the Treasury last week amounted to $835,000, the drafts issued $1,165,000, and the outlay $1,000,000, subject to draft, $605,000.

The Hon. Mr. Collins, consular agent at Amoor river, Asiatic Russia, has arrived in this city, and expects to sail in the course of a few days, on his return thither, by way of St. Petersburg. It appears from his statement, that American commerce at the Amoor is steadily increasing, several ships having sailed from the United States to participate, this year, in its rich trade. They have taken out assorted cargoes of merchandise, principally cotton goods, which, in exchange, they have taken out assorted cargoes of merchandise, principally cotton goods, which, in exchange, they have taken out chandlery, all kinds of hardware, machinery, steam engines, &c. There are now on the waters of the Amoor upwards of 100 vessels, all of American manufacture. Captain Davandoff, at present in New York, is superintending the distribution of steam engines and machinery, to be placed in gun-boats to be constructed on the Amoor, which is navigable for steamboats at least twenty-five hundred miles. The climate is similar to North-west Canada, and the agricultural productions about the same.

The principal value of the country, as yet developed, is for furs and mines; but when the steam communication shall be fully established, the trade will be immeasurably increased in other productions, and Siberia and Tartary will add their contents to those of the Amoor country. From Moscow to the head of the Amoor, a distance of fifty thousand miles, there are upwards of two hundred cities, towns, and villages, of industrious inhabitants. The Amoor Company this year sent to the *Amoor five three or four vessels, with full cargoes, to-* gether with iron-steamers, to initiate their projects, and have established a steamboat on the mouth of the Amoor with Siberia by a regular line of steam packets.

The recent ukase of the Emperor of Russia, permitting Siberian exiles to emigrate to the Amoor, is with a view of settling the shores of that river, and developing the resources of the country. The construction of railroads is contemplated, and also lines of telegraph, connecting with Moscow and other distant points.

All these movements of the Russian Government are regarded with great interest, as they cannot fail to open to American commerce a large and valuable market to many of our manufactures.

Considering our diversified interests, including those of Washington and the Amoor, the opinion prevails that we should have a consul general instead of a consular officer or comparatively an insignificant grade, with an insufficient salary.

From Pike's Peak.

THIRTY-TWO THOUSAND DOLLARS IN GOLD DUST RECEIVED AT LEAVENWORTH.—ORGANIZATION OF A VIGILANCE COMMITTEE.

ST. LOUIS, Sept. 23.—The Denver City express of the 15th inst. reached Leavenworth to-day, bringing $32,000 worth of gold dust—the largest single shipment yet received from the mines.

Returns from eleven of the mining districts give a majority of 1,000 against a State constitution.

A vigilance committee had been organized in consequence of the frequency of depredations upon property, and three of the thieves have already been banished.

The proposition for a State organization for the Pike's Peak country has not been abandoned.

The mines were yielding more abundantly on account *of the increased quantity of water.*

The Bayou Salado mines were realizing from an ounce to $150 worth of dust per diem.

The English Cricketers at Montreal.

POSTPONEMENT OF THE NEW YORK AND PHILADELPHIA GAMES.

MONTREAL, Sept. 22.—The English cricketers have *arrived here and are in fine condition and ready to play* immediately.

NEW YORK, Sept. 23.—The cricket match which is to take place here, between All England and the American cricketers, has been postponed till October 30, and the play at Philadelphia till the 10th of the same month.

MONTREAL, Sept. 23—P. M.—It has been raining all day, but the weather is now clear. The cricket match will come off to-morrow.

Murder at Manchester.

MANCHESTER, N. H., Sept. 23.—Bridget Riley, who for some years past has been employed in the factories here, was found, this morning, murdered in a yard in the lower part of the city. The body was shockingly mangled. The occupants of the premises are Scotch and Irish. They denied all knowledge of the tragedy. Bridget was about twenty-five years old. A coroner's inquest is investigating the matter.

The Southern Pacific Railway.

NEW ORLEANS, Sept. 23.—Advices from Marshall, Texas, state that President Fowlkes, of the Southern Pacific Railroad Company, has made a final settlement with the new company, and the creditors have obtained full possession of the road. The building of the road will be immediately recommenced.

From Northern Mexico.

NEW ORLEANS, Sept. 23.—An arrival furnishes Monterey advices to the 5th ult.

Gen. Zuazua was at Montorey, conferring with Vidaurri and Velez, with seven hundred men and four pieces of cannon.

Guanajuanta had banished a number of the Liberals.

Miramon was arming 4,000 men for Northern Mexico.

Regatta of the New York Yacht Club.

NEW YORK, Sept. 23—10½ o'clock, P. M.—The fall regatta of the New York Yacht Club took place to-day. There were nine entries for the race. The yachts were last seen to-night at a point near Sandy Hook, beating, and some were endeavoring to return. None of the yachts had been to the light-ship.

Sailing of the Steamer Jason.

BOSTON, September 23.—The steamship Jason sailed from St. Johns, on Wednesday evening, for Galway.

Non-Arrival of the Steamer Balbec.

SACKVILLE, N. B., Sept. 23.—The steamer Balbec, from Liverpool on the 10th instant, has not yet arrived at Halifax.

Markets by Telegraph.

BALTIMORE, September 23.—Flour steady; Howard Ohio, $6. Wheat firm; sales of 20,000 bushels at $1.30@1.40 for white, and $1.18@1.25 for red. Corn firm at 82@85c for white, and 80@83c for yellow. Provisions firm. Whiskey firm.

THE CITY.

HEARING IN THE CASE OF VANCOTT—NEW DEVELOPMENTS—INTERESTING TO FORTUNE HUNTERS.—Alexander Vancott, alias Robert R. Roberts, alias Amos Brown, alias James Branson, and aliases enough for a *dictionary*, whose arrest was noticed *yesterday*, had a further hearing before Alderman Butler yesterday afternoon. A number of his victims were present and all deeply interested in the progress of the hearing. As a general thing they were of the poorer class, of Irish birth, and could, evid-ently, ill afford to lose the amount of money which Vancott had swindled them out of. A number of new instances of Vancott's rascality have come to the notice of the officers since his arrest. It is perfectly surprising how he could contrive to get so many victims to bite, *dupe so many persons who might naturally be* on their guard against such a character. His appearance is admirable in his favor. He is about 65 years of age, of stout stature, hair slightly tinged with gray, features large and striking and a general cast of countenance that is benevolent. He has a slight impediment in his speech, which adds to the appearance of his being a simpleton. He is about 65 years of age.

The following letter was produced before the alderman as evidence of his attempt to swindle one James M'Keown:

"EUROPE, LIVERPOOL, May 7, 1859.

"DEAR RICHARD:—Hearing that it is with deep regret and sympathy I write these lines to inform you of the death of your esteemed cousin, Michael McKeown, formerly of Dyre Street, Philadelphia, who died on 3d of April, 1859, in his 81st year. He told me he was to your mother's maiden name, and that your father's christenan. A place called the Neck, and at that time you were to write to your father, James, and had two brothers, one by the name of William and John, and he was your eldest. He said your father's name was William, and your mother's maiden name was Ann. You father was dead at the time he was there; it was in March, 1851. He told me that he was to your father's three sons, William and John and William. He said you was the oldest—he thought about 20 years old. He left Philadelphia and went to New York where he was a grocery store five weeks, and got acquainted with 2 Germans and went to San Francisco and was there 2 years, then went to Sacramento, and then went to Australia in company with the two friends, and from there he came to Liverpool, England, and his two residences in the passage, and he died in his all their earnings. He said his name was James M'Keiming and he was a native of Ballymoney, County Ireland. Her name was Margaret McCandlish. She came to America, in the year 1827, and got acquainted with his father in Philadelphia. Soon Catherine went home pregnant, and he was born in county Derry, Ireland. His father and mother married in a year after *the name of Thomas McKeown, of the same place he* was born, and his mother was dead, and that his step-father, and half-brother and sister, lived in Ireland, but would not give them his property, and he took a liking to Richard Kerrigan, and intended adopting to what he had left you by will.

"I have requested my brother-in-law, Alnos Brown, of Fayetteville, (North Carolina,) Cumberland county, to be well satisfied before he puts you in possession of the property left you by will. He died for the goods left in three thousand and twenty pounds *British*. On receiving the money, he will pay the duties and expenses, and give my brother-in-law a receipt in my name, and write to me immediately, and direct to No. 76 Bolt street, Liverpool. I will send you a copy of the said will which is on record.

"The goods is as follows, viz:

Of superfine broad cloths, yards	3,475
Merino shawls, large size	819
Merino shawls, small size	548
Thread lace veils, first quality	914
Joinings and trimmings, assorted patterns, 12 in each	900
Silk, first quality, yards	3,742
42 rose blankets	48
One piece of marcellonette	1
Twelve boxes and thirteen trunks.	

"These are one-half of the goods he gave my wife before he made his will. But if you wish I will send you a copy of the said will which is on record.

"I remain as ever your *brother-in-law with the respect.*

"Yours ever truly,

"WILLIAM THOMPSON, Executor."

This letter was duly sealed with a black seal and handed to Mr. McKeown. He was, as naturally may be conceived, not a little surprised at his unexpected treated "Mr. Thompson's brother-in-law," with all the respect and consideration due to a gentleman who had gone to so much trouble to find out a nearly forgotten kinsman. The "brother-in-law" stated that the goods were in one of the warehouses near Baltimore, and he would bring up on an oyster-boat from a ship that was lying at Baltimore. He said that the captain of the boat had received $75 from him for his trouble, and he had paid $138 for boxes, and $10 for his own personal expenses from Baltimore to Philadelphia, and gave Mr. McKeown, Mr. McK. went among his friends and kinsfolk to the number of 15, out of which he paid $116 to the accommodating "brother-in-law." The "brother-in-law" son had requested him to be treated with due respect, as he was invited to make his home at his father's house until such time as they would go to Baltimore for the goods. The "brother-in-law" dined, and remained for two days. During this time he was treated with a most exemplary character. He always said grace before and after meals, and invariably led the family in prayers, which he insisted upon having performed three times a day.

On Friday morning Vancott, in company with Mr. McKeown and his brother, went to Baltimore, where the latter introduced his brother-in-law to his brother-in-law obtained a chisse, and asking the McKeown's to wait a few minutes, he went to the goods. It is unnecessary to say that he never returned. The affair waiting in Baltimore until Monday afternoon, the McKeown's became uneasy, and discovered the trick, to the tune of $116, and the possession of a valuable lot of ex-pectations.

These facts were testified to before Alderman Butler, *who held Vancott in the sum of $1,200 to await a requi-* sition from the Governor of Maryland.

The next case was that of Robert Conner, who was arrested on Friday last on a charge of robbery, preferred by the McKeowns. To answer this charge he was committed, in default of $1,000 bail, to answer. Conner is a boy of 17 years of age, and has been a resident of this city for some time. He was employed in the office of the Passenger Railway Company, when the defendant struck him. A verdict of guilty was rendered.

Christian Wentzel and Frederick Kramer were charged with the larceny of $30, the property of Alderman Geo. Williams. The defendants came to the office of Alderman Williams to be paid work they had done. Alderman Williams took out his pocket-book, and paid them. He laid it down upon the desk, and in a short time discovered that it was missing. Verdict not guilty.

CITY ITEMS.

ECONOMY IN FUEL.—Now that the season is at hand for housekeepers to place their homes in readiness *for the season when fires are indispensable to domestic* comfort, the question, "where shall we buy our Stoves?" will soon have to be solved. Our advice to such is, for various reasons, which the reader will appreciate, to visit the extensive establishment of Mr. J. S. CLARK, No. 1009 Market street, where every conceivable style of heating apparatus, from the neatest chamber-stove to the most capacious Cooking-Stoves and Ranges, may be had, manufactured in the best style, and at moderate prices. The Silver's Gas-consuming Stoves, which are so celebrated for their coal-saving properties—fifty per cent. being saved in fuel by their use—and which, as manufactured by Mr. Clark, of the best and heaviest material, have become the most popular Parlor and ornamental Stove now in use, are here displayed in all *sizes, with several highly important improvements of* Mr. Clark's own invention attached.

To appreciate fully this admirable stove, which, taken upon the whole, is really an ingenious piece of mechanism, it must be seen. Of the improvements spoken of we may mention his Safety Self-acting Door, which effectually prevents explosion; also his retort, which obviates the difficulty heretofore encountered from the accumulation of ashes and cinders between the outer plate and the cylinder. By means of adjustable slides, a current of air is admitted into the retort, and becoming heated, immediately ignites the gas arising from the coal, whereby a large saving of fuel is naturally attained.

In making an examination of this excellent stove, we *were forcibly* struck with the value of several additions introduced by Mr. Clark this season, one of which is a Cast-iron Mouthpiece, which is certainly a vast improvement over the sheet-iron ones ordinarily used, both for durability and appearance. Another is his new patent ventilator on the top of the stove, by which the draught can be instantly and most effectually checked, rendering the preservation of an equal temperature in a room a matter of ease; or, if desired, the stove can be reduced in temperature to perfect coolness in a few minutes; and still another decided improvement is found in the construction of the porcelain knobs by which the draw is regulated. They are so made that the difficulty of their *coming off* heretofore attending them is entirely overcome. In conclusion, we would say that any of *our readers in want of a good Parlor, Dining-room,* Chamber, or Office Stove, will find it to be perfectly suited in this admirable stock, which Mr. Clark now offers.

WHITMAN'S SUPERIOR CONFECTIONS.—It is now generally acknowledged that the best and purest confections made in this city are those manufactured by Mrs. Whitman, at No. 1216 WALNUT street. In fact, it always affords us pleasure to acknowledge honest merit, as we admire the pluck of genuine enterprise. Mr. Whitman in commencing the business, of which he is the proprietor, had to contend against the prejudice of a better quality of this class of goods than was to be found in any other establish