Steamboat Disaster on the Mississippi.

EXPLOSION OF THE R. R. W. HILL—THIRTY FIVE TO FORTY LIVES LOST—FIFTEEN TO TWENTY WOUNDED.

[From the N. O. Delta, Nov. 2d.]

The steamer *Wm. L. Levy*, Captain Puckett, hence for Alexandria, when opposite College Point, was hailed by the steamer *H. R. W. Hill*, on Wednesday night at about 12 o'clock. The *Levy* ran alongside, and searched the *Hill*, was in distress, having exploded the third boiler from the larboard side.

The *Levy* returned last evening, having in tow the *Hill*, when she landed her at the foot of Girard street.

At the time of the explosion there was a head of steam on varying from one hundred and twenty to one hundred and twenty five pounds to the square inch—the usual power—but owing to the fact that below Australia Landing the boat had run over a stump, knocking a hole in her hull, and no doubt thereby affecting the boilers, this explosion may be conjectured. The engineer, however, told us that the boiler head is made of cast iron, and bears the mark of an old crack on the rim where it was severed from the main boiler.

The explosion is of a curious character. The boiler-head is driven out only from the upper part, and doubled over in its centre, having the appearance of a circular book-cover half closed. When the explosion took place this boiler-head was only partly bent over, consequently the steam and water escaped *upwards in great force*, and broke the floor of the saloon and damaged some of the state rooms. As the steam and water gained egress, the pressure against the boiler-head caused it to fall over as already described, and then the steam and water took a horizontal course, dashing in the greatest fury aft over the cotton bales, where some forty-five persons, deck passengers and all hands, all Irishmen, were sleeping.

From Mr. Johnson, a passenger, we learn that on Wednesday night at 11½ o'clock, the after head of the boiler above described blew out, passing, with its contents, (steam and water,) entirely through the engine rooms, killing the second engineer and the striker, both of whom were on watch, and also killing some thirty or forty deck hands and passengers, also badly wounding fifty or sixty more.

None of the cabin passengers were injured except Mr. *Lohman*, he having his right hand slightly wounded.

The officers all escaped without injury.

The barber, G. W. Scurry, of Nashville, and Charles Hagger, of Nashville, jumped overboard and were drowned.

Mr. Glidden Marks, of New Albany, was instantly killed. Henry Foster, of Memphis, was considerably scalded, but not dangerously.

A young boy, name unknown, who had jumped overboard, succeeded in gaining the shore.

Mayor Monroe quickly together with Lieut. Jacques and a body of police, were in attendance at the *Hill* last evening, in removing the wounded to the hospital, and also rendering all aid to those whose precarious situation required immediate attention.

Nine wounded men were sent to the Charity Hospital, three to Dr. Stone's infirmary, and two are still on board the *Hill*, badly scalded.

It was a melancholy spectacle to behold the whole cabin of the *Hill* strewn with the wounded, dead, and dying, and every person on board endeavoring to do his utmost to relieve the suffering of the unfortunate.

Not a female was hurt on board.

The dead bodies made an exhibition beyond description. Each body was stripped, placed on a pallet, and laid out on the saloon deck and covered with sheets.

Some of the bodies were entirely skinned, and present a horrible sight, like highly colored Indians. Others are stripped of skin in various parts, presenting a fearful appearance.

Last night we visited the Charity Hospital, and found that one of the *sufferers* had breathed his last, dying in excessive agony.

The others in the hospital, some of whose names are ascertained to be John Mally, Patrick Parle, John Hacket, are doing as well as it is possible under their painful condition; still, one of them may not live during the night.

The damage to the *Hill* is trifling compared with the loss of life, and beyond the boiler and the small destruction to the saloon floor, she is scarcely injured.

AMONG THE DEAD AND WOUNDED ARE:

Gideon Meek, striker, (on watch) killed; James Henning, 2d engineer, (dead) badly scalded; Charley Hughes, negro porter, supposed missing; George Ward, 2d steward, (negro,) missing; Thomas Sharkey, fireman, scalded; Owen McGinnis, fireman, scalded; Wm. Revels, fireman, scalded; Pat Delaney, fireman, dead; Jno. Cauldin, fireman, dead; Pat Parle, fireman, scalded; John Hackett, fireman, scalded; Jno. O'Neil, fireman, scald; John Quigley, fireman, scalded; Red. Cherry, fireman, dead; Pat Dougherty, fireman scalded; A. Coyne, fireman, dead; J. Keeler, fireman, dead; A. Lipsey, fireman, dead; Pat Connolly, fireman, dead; Pat Neill, fireman, dead; Pat Honeberg, fireman, dead; Robert Diamonds, fireman, dead; Henry Smith, fireman, scalded; Mike Wright, fireman, scalded; Pat Keron, fireman, scalded; James Black, fireman, scalded; Stephen Gray, fireman, scalded; Pat McCann, fireman, dead; *Peter Halpean, fireman, dead; Pat Coyne*, fireman, dead; De Witt Welsch, fireman, scalded; Harry Conlin, fireman, dead; Jno. Brown, fireman, dead; Chris Toole, fireman, dead; Jno. Brown, fireman, scalded; Pat O'Brien, fireman, dead; — Brady, deck sweep, scalded; Henry Foster, waiter, slightly scalded.

NEW KIND OF AXLE-BOX.—At a recent meeting of the Institution of Mechanical Engineers, held at Birmingham, England, an axle-box was described, in which water only is used for lubrication. The box is the invention of M. Aerts, a Belgian engineer. *On* the end of the axle a cast-iron *disc is firmly fixed, and works in a reservoir of water. When the axle moves*, the disc turning round with the axle, raises the water with the centrifugal force of its rotation into the upper part of the axle-box, where *it is caught* by a brass scraper, discharged into an inclined spout, which conducts it directly over the axles, and thus lubricates the bearing completely and continuously. The lubrication then commences as soon as the car is in motion, and the quantity of water lubricating the bearing is *increased in proportion* to the velocity of rotation, *since the faster the disc turns the greater is the quantity of water carried up with it.* The brass bearing and the axle are greased to prevent oxidization; and a grease box is attached to the brass bearing, *in readiness if anything interferes with the working of the apparatus.*

This system of lubrication has been tried on two of the leading English railroads. The boxes of one *are*, after running ten thousand miles, were found not to have lost any weight, while brasses greased in the ordinary manner on the English *never use oil on axle journals—had lost six and a half ounces in weight under the same service.* The water boxes had run seven thousand miles without being replenished with water. Not only is the cost of oil and grease saved, but the absence of wear in the boxes shows that friction is very much less than with grease. The mode of lubrication is stated to have been applied, with a successful result to shafting—*Cincinnati Gazette.*

WEAR OF RAILWAY CAR-WHEELS.—An examination made *last year*, on the Reading Railroad, in England, showed that, of all the wheels in use on all descriptions of cars since 1852, the average wear had been that of 58,094 miles *before the* wheels were renewed. The life of the wheels under the passenger cars was ascertained to be 117,705 miles, a fact which not only shows the superiority of the wheels used under passenger cars, as compared with those under freight and coal cars, but also the advantage of good springs—those under the passenger cars being much the easiest on the road. *The coal trains have been run at from 8 to 15 miles an hour, the passenger trains at from 25 to 40 miles.* The results as to wear, were carefully ascertained, and are of value to other railroad companies.

AN OLD SHIPMASTER GONE.—On Friday morning, Silas Holmes, one of the oldest and wealthiest shipmasters of New York, died at East Greenwich, Rhode Island, where he had been passing the summer. He began life as a sailor *before the mast*, and worked his way up till, in 1818, he was appointed to the command of the ship *Remittance*. The vessel was lost some two years afterwards, and Captain Holmes built a vessel of his own, with which he made trips to New Orleans. His daring amounted to recklessness in the sailing of his vessel, created troubles between himself and the underwriters, which finally induced him to abandon active service on the sea. He then—in 1828—entered into business as a shipping merchant. In 1837 he suspended, but subsequently paid his creditors in full. He was interested in various railroads and canals, and at the time of his death was worth nearly $300,000.

WITHIN a short time past, says the Chicago *Tribune*, a young man named Joseph Nash, freight agent of the Michigan Southern Railroad in this city, has found a pressing call for his presence elsewhere, and has left his relations to the company under a cloud, of which enough is known to indicate that from $17,000 to $20,000 has been transferred to the wrong side of the column. Mr. Nash has received a salary of $100 per month, enough to live on in a quiet way. *He has managed, however, to make the sum of $1,200 per annum go a great way, and cover very much surface.* He was what is called fast, and that, in a city, costs money.

A Note from J. N. McKim.

EDITOR OF THE PRESS—*Sir*: I have no controversy with you nor any further dispute with your reporter; nor would I add another word on a subject which I am sure must, by this time, be as distasteful to you as it is unpleasant to myself, were it not for a card which appeared in your columns of *yesterday*, obliging me either to submit in silence to an imspeachment of veracity, or say a few words in reply. I choose the latter as the least disagreeable alternative, and without further words proceed to say: That I have just returned from Kennett Square, whither I had gone to make inquiries on this subject; that I learned there that *many*, if not most, of the signers of the card referred to were unknown to the oldest inhabitants of the place; that several of them were quite young boys going to school, and that at least two of them had *not* heard the speech in regard to which they testified. I called on Mr. Chandler, whose name heads the list, and he candidly admitted that he had *read hastily* the report which he affirms to be correct; that he had signed the paper by request; and that he *had never seen Mr. Parrish' note*, the truthfulness of which the card bearing his signature so positively denies! I called also on the gentleman understood to be the author of the card, and he, with equal candor, admitted that he did not remember whether the language ascribed in *The Press* to Mr. Parrish was the precise language used by that gentleman or not; and added that the report, so far as it concerned himself, (for he, the reputed author of the card, had been a speaker also at the meeting,) was entirely incorrect, and misrepresented his language, his spirit, and his sentiments!

Now, I submit, these things being so, and they will not be denied, that the case stands just where it did before this Kennett Square card appeared; and there, so far as *The Press* is concerned. I am willing to leave it. J. M. McKIM.

CITY ITEMS.

GOUGH'S LECTURES.—The time for procuring tickets to hear this eloquent champion of Temperance, at the Academy of Music, on Tuesday and Thursday evenings of next week, is fast drawing to a close. It has been positively decided not to sell one ticket more than there are seats to accommodate, and unless tickets are therefore purchased in advance, many will necessarily go there on the evenings of the lecture, and come away disappointed. See advertisement in another column.

NOT AFFECTED BY THE AGITATIONS OF DISUNION.—Throughout the whole of *yesterday*, while our freemen were generally walking up to the polls under a calm *autumn sky* and depositing their ballots for the candidate of their choice, their wives and daughters were as peacefully wending their way through the mazes of elegant new Fall goods at the Paris Mantilla, Cloak, and Fur Emporium of Messrs. J. W. Proctor & Co., No. 708 Chestnut street. Their beautiful new styles of fancy Furs, are now the leading topic of conversation in circles of beauty and fashion everywhere. Judging from the good humor, good taste, and good business of this establishment, we announce unhesitatingly this morning that the *Union is safe!*

REV. HENRY WARD BEECHER.—We learn from the President of the New England Society, Dr. B. Frank Palmer, that Mr. Beecher has accepted an invitation to deliver the oration on the occasion of the next anniversary. The festival will be in Concert Hall, on Friday evening, December 21, and will, we doubt not, be a joyous and interesting occasion. The society is in a flourishing condition. We notice on the list of its officers and private members the names of many *prominent citizens.*

FREEMEN, TO THE POLLS!—To the polls, freemen! to the polls! and buy your garments at the Brown-Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnut street, above Sixth! Vote early! and buy your garments at the Brown-Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnut street, above Sixth.

Vote! Save your country! Vote for Lincoln! Vote for *Bell! Vote for Breckinridge!* Vote for Douglas! Exercise the right of a freeman, and vote for anybody or nobody; but buy your garments at the Brown-Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnut street, above Sixth.

DO RIGHT.—"A man that has a soul worth sixpence must have enemies." It is utterly impossible for the best man to please the world, and the sooner this is understood, and a position taken in view of the fact, the better. Do right, though you have enemies. You cannot escape them by doing wrong; and it is little gain to barter away your honor and integrity, and divest yourself of moral courage to gain—nothing. Better abide by self of moral courage to gain—nothing. Better abide by the truth, frown down all opposition, and rejoice in the feeling which must inspire a free and independent man, clothed in the beautiful and seasonable styles of Granville Stokes, the celebrated clothier, No. 607 Chestnut street, who presents to each purchaser a valuable gift.

FINANCIAL AND COMMERCIAL

The Money Market.

PHILADELPHIA, November 6, 1860.

There were no changes of note in the prices of stocks at the Board to-day. Bohemian is moving again, 100 shares having been sold for 8 cash, and 100 at 8½; seller 30 days.

The money market is well supplied with capital for first-class paper, but holders keep back from anything not of the best character.

The bank dividends are declared as follows:

Banks.	Capital.	Rate of dis count.	Am't of dividend.
Philadelphia	$1,800,000	5 per cent.	$90,000
Farm. & Mech.	2,000,000	4 "	80,000
Commercial	841,400	5 "	20,435
Mechanics	800,000	5 "	40,000
North. Liberties	600,000	5 "	25,000
Southwark	250,000	5 "	12,500
Kensington	250,000	5 "	12,500
Penn'stownship	100,000	4 "	4,000
Western	412,000	5 "	20,600
Man. & Mechanics	570,150	4 "	22,805
Commerce	1,000,000	5 "	50,000
Girard	1,250,000	3½ "	43,750
Tradesmen's	150,000	4 "	6,000
Consolidation	300,000	3 "	9,000
City	433,350	3½ "	15,184
Commonwealth	280,220	3 "	8,406
Germ Exchange	300,000	3 "	9,000
Union	209,150	3 "	6,274
Total	$10,803,420		$452,765

The following turnpike-company dividends are announced:

Chestnut Hill and Spring House,	1½ per cent.
Cheltenham and Willow Grove,	3 " "
Germantown and Perkiomen,	1 " "

The New York Bank statement is in strong contrast with that of the Philadelphia institutions. It presents in the aggregate the following changes from the previous weekly statement of October 27:

Increase of Loans	$1,471,968
Decrease in Specie	663,603
Increase of Circulation	306,120
Increase of Undrawn Deposits	1,615,604

A note from the office of Finlay & Bicknell's Counterfeit Detector says:

"The counterfeit fives on the Western Bank of this city, which have just been put into circulation, are an exceedingly close imitation of the genuine; the most perceptible difference is in the shading of the words *Western Bank*, and *Five Dollars*. In the spurious it is heavier than in the genuine; the signature of the cashier on the spurious is engraved, and the paper is poor, and of a sticky kind; but this, in all probability, is one of the tricks of the counterfeiters, in order to get it described as such, and then to flood the country with notes on paper equal to the genuine.

"In only security the public at large have is to refuse, for the present, all fives on the bank."

The New York Post, of last evening, says:

"The stock market is rapidly regaining its elasticity again, and the sounding of the disunion gong has ceased to exert an influence. The dealings to day are marked by decided buoyancy, and the success of the Republican ticket is the chief topic of the market. Every department of the list responds to this feeling, and speculative shares are 1@1 per cent. better, and in some cases 2 per cent.

"The bond list is again active and firm, and, with one or two exceptions, the State stocks are materially higher. The largest advance is in Virginia 6s, which commenced this morning at 90¼ and steadily advanced to 92, and that bid for more, and leaving a recovery of eight per cent. from the low point of last week. Missouris rose 1 per cent, and Government 5s of 1874 ¼ per cent. Tennessees remain dull at 87@87¼.

"The market closes *strong*. New York Central, 83¼@84; Erie, 33¼@34; Harlem, 17¼@17½; Reading, 42¾@42¾

"The movement in Michigan Southern continues. The guaranteed sold since the board at 42, and the old at 18.

"The Western stocks close firm, influenced by the favorable traffic returns. Galena is 72@73; Toledo, 35¼@35½; Rock Island, 65¾@64; Illinois Central, 74; Michigan Central, 64@64¼.

"Cleveland, Columbus, and Cincinnati sold at 94, which is lower. Milwaukee and Mississippi is 12@12

"Pacific Mail is scarce; 93 is bid, 94 asked. A small lot of Panama sold at 124

"The coal stocks are dull. Delaware and Hudson 84@84¼. Pennsylvania 30@31.

"For Third-avenue Railroad 200 is bid, for Sixth-avenue 140. Second-avenue is offered at 100, with 99½ bid.

"The new Federal loan is dull at 100@100¼. The sales of 1862 are quoted at 101@103.

"The railroad bonds are firm, with few offering at our quotations. The issues of the Michigan Southern are much better.

"The money market is freely supplied on call at 5@6 per cent. Paper, however, is difficult of negotiation, and only best names go outside of bank at 7 per cent.

Philadelphia Stock Exchange Sales,

November 6, 1860.

REPORTED BY S. E. SLAYMAKER, Merchants' Exchange

FIRST BOARD.

2000 City 6s	102	1 Gr & Contes	18¾
2000 do	new 105½	60 Chester Val	1½
500 do	new 105½	100 Reading R	42½
1000 Lehigh 6s	cash 101¼	100 do	21½
4500 Wilm R 6s	lots 103	8 Catawissa R pref	14
1000 Elmira 7s	85 72½	25 Penna R	50½
2000 do	40 72½	100 do	cash 52½
1000 Cam & Am 7s	95 90¾	26 Elmira cop	7¾

BETWEEN BOARDS.

500 City 6s	new 102	44 Catawissa R con	41¾
3000 Elmira 7s	70¼	6 Girard Bk	45½

SECOND BOARD.

1000 Elmira 7s	70¼	50 Long Island	12½
3000 City 6s	102	50 do	12¾
50 Penna R	52¾	100 do	13⅛
5 Gr & Contes	19¾	100 Elmira con	8
10 do	18¾	30 do	7
4 10th & 11th st R	40	31 Cam & Am	125
400 Lehigh	85	6 do	15
25 Lehigh scrip	85	32 Mimehill	63
do	85	100 do	62
1100 City R con	lots 40¼	6 10th & 11th st R	40¼

CLOSING PRICES—FIRM.

	Bid.	Asked.		Bid.	Asked.
Philadelphia 6s	101¾	102	Elmira R pref	17½	18¾
Phila 6s R	101¾	102	Elmira 7s '73	70½	70¾
Phila 6s new	105	106	Long Island R	12¾	13
Penna 5s int off	90½	90	Leh Cl & N	51	52
Read R	31 3-16	31¼	Leh Cl & N Scrip	50	60
Reading R 6s	108	108	North Penna R	52¾	53
Read 6s '60 in off	90¾	91	N Penna R 6s	73	74
Read mt 6s '70	74	74¾	N Penna R 10s	100	
Penna R 6s int off	90¾	90¾	Catawis R con	41¼	41¾
Penna R 2d mt 6s	89¾	90¼	Catawissa Pref	13¾	14
Mor Cl con div off	60	61	Frankf & South R	67½	70
Mor Cl 1st div off	111	113	Second & Third	51	52
Sch N 6s '83 int off	72	72½	Race & Vine St R	30	35
Sch Nav inp 6s	83¾	84	West Phila R	57	63
Schuyl Navigat	8¾	9	Spr & Contes	19¾	19¾
Schuyl Nav pref	20	21½	Green & Contes	18¾	18¾
Elmira R	7¾	8¾	Chest & Wal	32	33

Philadelphia Markets.

NOVEMBER 6—Evening.

THE receipts of flour to-day amount to about 5,000 barrels, including about 1,000 barrels for the export and home consumption, and the balance for the trade, at $5.50 to $5.62½ for extra; $5.75 to $6 for extra family; $6.25 to $6.50 for fancy lots, and from 12½ to 25 per barrel more than for common qualities. Rye Flour is steady at $4.25, and Pennsylvania Corn Meal at $3.50 ⅌ bbl.

WHEAT.—There is not much demand; sales include 5,000 bushels Southern red, at 130 cts for good to prime. Western and Pennsylvania red, 128c for common Southern; 130 for prime do; and from 132 up to 140c for common to good and prime white. Rye is steady, at 70c for Southern and 75c for Pennsylvania, with small sales. Corn is unchanged, but the demand is limited, and 4,000 bus sold at 72c for prime Pennsylvania and Southern yellow afloat, including some slightly mixed with new at 71c, and inferior at 70c. Oats are dull, with sales of 3,000 bus Southern, at 34@35c afloat, and 500 bus Pennsylvania, at 36½c. Barley is dull, and a small sale of prime was made at 74c.

BARK.—No. 1 Quercitron is steady at $33 ⅌ ton.

COTTON.—The market is quiet to-day, and a few small sales only are reported, at previous rates.

GROCERIES.—There is no change, and but little doing in the way of sales.

SEEDS.—There is a good demand for Cloverseed, and about 600 bus sold at $6@6.25 ⅌ bus, the latter for prime. Of Timothy, 1,000 bus sold at $2 62½. Flaxseed is dull at $1 58 ⅌ bus.

WHISKY is unsettled; 100 bbls Penna sold at 22c, prime Ohio at 23c, drawn at 21½c, and hhds 22@22½c ⅌ gallon.

New York Markets Yesterday.

ASHES.—The market is steady, with small sales at $6.25 for pots and pearls.

FLOUR.—The market is dull and scarcely so firm, with receipts of 33,680 bbls, and sales of 7,100 bbls, at $5.40@5.50 for superfine State; $5.50@5.70 for extra State; $5.80@5.90 for round-hoop Ohio; $5.60@5.80 for superfine Western, and $5.65@5.85 for extra do. Southern Flour is dull, with sales of 400 bbls at $5.80@6 for mixed to good, and $6.05@7.75 for fancy and extra. Common Flour is quiet, with sales of 350 bbls at $5.20@5.60 for extra.

GRAIN.—The Wheat market is dull and scarcely so firm, with transactions quite limited. Corn is quiet and without material change, with receipts of 33,949 bushels, and sales of 30,000 bushels, at 71@72c for mixed Western afloat. Oats are dull and unchanged, at 34@35c for Southern and Jersey, and 37@38c for Northern and Western.

PROVISIONS.—The Pork market is unchanged, with small sales, at $19 for mess, and $14.12½@14.50 for prime. Beef is dull and unchanged, with small sales. Cut Meats are dull, with small sales, at 8½c for Shoulders, and 11½c for Hams. Bacon is quiet. Lard is dull, with small sales, at 12½@13c for bbls. Butter is unchanged; sales at 14@16c for Ohio, and 16@21c for State.

WHISKY is nominal at 23c.

MARINE INTELLIGENCE.

SEE FOURTH PAGE.

BY TELEGRAPH.

(Correspondence of The Press.)

BOSTON, Nov 6.

Arrived, bark *Rocket, from Penang*; bark *La Clara*, from Havana; bark *John Clemens*, from Malaga; bark S B Hale, from Saxua; bark Robt Fennell, from Carenas; brig *Milton*, from Fortuna Prince; brig *Edith Ann*, from St Martins; brig Santiago, from Cienfuegos; brig Rainbow, from Fortune Island; brig Demerara, from Remedios.

MEMORANDA.

Steamship Boston, Crocker, cleared at New York yesterday for Philadelphia.

Steamship Baltimore, Green, cleared at Baltimore yesterday for Havana.

Ship Flying Eagle, Bates, for San Francisco, cleared at New York yesterday.

Ship Sierra Nevada, for San Francisco, sailed from New York 5th inst.

Ship J R Keeler, Delano, cleared at New York yesterday for London.

Ships Charlemagne, Brown, for New Orleans, and A Brown, Curtis, for Glasgow, cleared at New York yesterday.

Bark Roebuck, Chase, from New York 11th Oct, for Buenos Ayres, was spoken on the 27th, in lat 36 12, long 51 50, by the brig Loch Lomond, which arrived at this port on Monday evening from Malaga.

Bark F Lennig, Moore, for New York or Boston, was at Memphis 17th ult.

Bark Zephyr, (Br) from Rio de Janeiro, arrived at Mobile 1st inst.

Bark Chester Atkins, from Boston, arrived at Mobile 1st inst.

Brig Miss Edward, Shute, hence for Boston, sailed from Holmes' Hole 4th inst.

Brig Cadgandria, Comkens, for Philadelphia, was loading at Amsterdam 16th ult.

Schr M A Shropshire, Shropshire, hence, arrived at Salem 2d inst.

Schr Ann E Newman, hence for Newburyport, sailed from Holmes' Hole 5th inst.

Schr Caroline Hall, Graham, hence for Braintree, sld from Holmes' Hole 5th inst.

Schr Florida, Kelly, cleared at New York yesterday for Philadelphia.

Schr C R Moller, Allen, from Jacksonville, arrived at New York yesterday.

Steamer Sarah Jones, hence, arrived at New York yesterday.

ARRIVALS AT THE PRINCIPAL HOTELS,

UP TO 12 O'CLOCK LAST NIGHT.

CONTINENTAL HOTEL—Ninth and Chestnut streets

N Davidson, New York
E E Chase, Philadelphia
S Wheeler, Wash, D C
R P de Silver, Philadelphia
Miss H B Grubb, Lancaster
Mr Harris & lds, Baltimore
A Antongiorgi, Porto Rico
W K Walker, New York
Mrs Sackett & child
Mr Wootton, Delaware
W M Wiley, Lancaster
W L Groff & wf, Lancaster
J Maxwell, England
John Ely, Bucks co, Pa
J S Green, New York
John Jacobs, Philadelphia
Moses Decastro, New York
T Pinnenta, Havana
Gen Tylenos, & ls, Mexico
D E Small, York, Pa
Mrs Magnadin
Mr Pollen, New York
Miss M Smith, Virginia
J Townsend, N H
J L Thirkield, Ohio

GIRARD HOUSE—N. E. corner Ninth and Chestnut.

Chas Lillo, Paris
J Collins, Connecticut
M Mitchell, Delaware
Miss Mitchell & sister, Del
W Nisbet, Westm'ld co, Pa
J M Forehead, Penn'a
Miss Mickel, Brooklyn
J Harding, Mississippi
J G Acheson, Virginia
T B Holmes & la, New York
F Judson, New Orleans
Mr Dove, Washington
H Thomas & wf, New York
F B Livingston, New York
C C Mitchell & la, N York
W Mitchell & wf, Maryland
N N Barrow, New York
D B Bridgman, New York
J Hirsing, Delaware
J Dolly, Penna
A Van Inken, New York
Major Lemmon, Penna
J L Butler, New York
G Lear & son, Doylestown
A H Hewitt, Penna
Mrs Sprouse & son, Penna
F R Falconer, New York
Mat Hassenring, Michigan
Col R T Black, Easton
W L Ramsey & la, N York
W T Grant & wf, Maryland
W C Shelton, New York
Wm A Atlee, Lancaster
Henry Clayton, Maryland
H Trumbull & la, Jer City
J Jones, Washington

AMERICAN HOTEL—Chestnut st., above Fifth.

J M Hall, New York
——Gizelmo, Mexico
Emelio Ochoa, S America
H C Bond, Newtown, Pa
R Sargent
T W Shoemaker, Tamaqua
James F Smith, Reading
H G Ryle, Easton, Pa
S N McKeown, New York
W H Hill, New York

MERCHANTS' HOTEL—Fourth street, below Arch.

Jos H Blackburn, Pa
T Van Dusen, Cin, O
Jas M McClure, Xenia, O
J L Bender, Easton, Pa
John W Barnes, Bath, Pa
Peter McIntyre, Penna
Geo Roerts, New York
N Gwynn, New York
D Nelson, Ohio
J Martin, New York
S C McLanahan, Pa
James J Kerr, Pa
L Clapp, Massachusetts
S J Herzer, Bath, Penna
J A Jones & la, Easton
John Gordon, Indiana
H Williams, New York
John J Stephens, N York
F Turner, Pennsylvania

JONES' HOTEL—Chestnut street, above Sixth.

N Glendenen, Pennsylvania
F Irving, Charleston
W S Hinsline, Harrisburg
Joseph Smylie
Jos Knox, Charleston
Thos Forsyth, Pennsylvania
A Linthicum, Jr, Md
W C McJunkin, New Jersey
Geo S Sewall, Maryland
R Brennan, Maryland
John L McAlter, Maryland
Jas Frost, Charleston
Jesse G Cumming
J J Guthrie, U S N
A Jackson, New York

ST. LOUIS HOTEL—Chestnut street, above Third.

J G Staley, Chester, Pa
Mr Worrell, Penna
Theo H Peters, Phil
F Terry, Charleston
G T Robbins, Cin, Ohio
C Willes, Delaware
Mrs H A Dennis, Lancaster
C R Cook, Maryland
Louis Raymond, Delaware
G E Darlington, Chester, Pa
Wm Stone & la, N Y
K H Butler, Maryland
G W Willet, Charleston
A Spencer, Penna
L Paxton, Penna
C Parker & la, Cin, Ohio
W F Seymour & la, Phil
S Moss y, Wilm, Del

THE UNION—Arch street, above Third.

D Coldwell, Virginia
Chas Kierholzer, Pa
Edward Darly, Pa
J B Hoyt, Pittsburgh
Wm Kerper, Reading
Chas Wittman, Virginia
A W Reay, Mansfield, O
R Caldwell, Ohio
Mrs Werner, Trenton, N J
John Eber, Pennsylvania
Jonas Smith
John Ashton, Jr, Phila
Thos Spencer, Pittsburg
L Baker, Pennsylvania
G Saylor, Pennsylvania
J D Bright, Ohio
D Eppley, Harrisburg
H R Vandeventer, Ohio
Geo Goodwine, Ohio
Miss Werner, Trenton, NJ
D E W Manness, Jersey
Miss Margaret Smith

STATES UNION—Market street, above Sixth.

W T Green, Reading
Henry Allen, Bordentown
B Fitzsimons, Maryland
Mr Brown, Johnstown
Geo W Austin, St Louis
H A Dunham, Pleasantville
Geo Lippincott, Camden
H G Thomas, Contesville
Richd Atherton, Philadelp
B F Miller & son, Bloomfield
Mr Hughes, Maryland
Thos Johnston, Penna
Jas Campbell, Altoona
Saml Bowman, Reading
C R Paxmore, St Louis
Wm Diller, Lancaster
J H Johns, Philadelphia
E F Lloyd, Philadelphia
J S Pellett, Columbia

COMMERCIAL HOTEL—Sixth st., above Chestnut.

Jos E Leih, South Carolina
J Sawyer, Cumberland co
J Vandersice, Pleasantville
L Preston, Kennett Square
J K Wier, Kennett Square
C S Fredd, Fairville
W Stewart, Blue Bell, Pa
J Riley, Reading
Jos L Gest, Harrisburg
S Morgan, Kennett Square
Maris Fredd, Fairville
John Spencer, Blue Bell
D Humes, Chesterco

NATIONAL HOTEL—Race street, above Third

J B Gunn, Quakertown
Saml H Shannon, Sch Hav
Thos Kelisnyder, N York
Wm C Howard, York
C G Thomas, Jonesville
B G Jardine & wf, N York
F H Rice, Philadelphia
C W Bates, Chestnut Hill
D Oliver, Tremont
Joel Ritter, Reading
Wm Heilner, Shamokin
O Weakley, Pottsville
J G Pank, Pittsburg
C H Rice & la, Danville
John Pearson, Armstrong
John R Markley, Lanc
Wm H Clark, Albion
A H Germany & la, Pa
C H Buchner, Derry, Pa

MERCHANTS' HOUSE—Third street, ab. Callowhill.

Wm W Kelley, Vermont
Nicr Roberts, Norristown, Pa
Wm Yeager, Allentown
Henry Bitting, Allentown
M R Kunder & la, Lebanon
John A Light, Lebanon co
Mrs Hile, Easton
John Sniffords, Lebanon co
L K Wright, Milledgeville
Jos Hodge, Philadelphia
John Penrose, Bucks co
H S Hetrick, Shamokin
John Graeff & son, Leb co
Mrs Brecht, Easton
John Paine, Lebanon co
J M Bowman, Lebanon co

JONES' HOTEL—Fourth street, below Arch.

Geo W Green, New York
Geo W Russum, Maryland
W W Plummer, N J
F McGear, New Jersey

BLACK BEAR—Third street, above Callowhill.

Harrison Utt, South Easton
H B Boyer, Penna
John Hersh, Pennsburg
O Kitchen, Easton
Hon David Davis, Penna
H Groff, Bernville
Wm Utt, South Easton
Wm Harper, Pennsburg
Saml W Miller, Bernville
Thos Dye, Lehanon
Jos B Conrad, Kernville

BALD EAGLE—Third street, above Callowhill.

H J Steckel, Allentown
T S Leisenring, Harrisburg
J Wolf, Pennsylvania
Spalter F Wolf, Penna
E A Steckel, Allentown
Mr Dreher, Stroudsburg
Mr Weo E, Pennsylvania
Nathan Wolf, Montg co

FOUNTAIN HOTEL—Second street, above Market.

Paul K Cohen, New York
G W Kline, Philadelphia
Albert Gullet, Maryland
Geo W Snyder, Maryland
C M Gager, New Jersey

MT. VERNON HOTEL—Second street, above Arch.

T E Lukens, Montgy co, Pa
John S Steel, Lancaster
James Doak
R Neville, Baltimore
Geo Zimmerman, Boston

BARLEY SHEAF—Second street, below Vine.

H C Wright, Milton, Penna
Rev J Reiville, Hartsville
Dr A C Stiles, New Jersey
Geo Shoffstoll, Penna
Hiles Hill, Gouch, Phil
Thos B Linton, Newtown
E N Miles, Bucks co, Pa

SPECIAL NOTICES.

THROAT AND LUNG DISEASES.—Any form of disease of the Breathing Organs are at once relieved and permanently cured by the use of DR. J. R. STAFFORD'S OLIVE TAR AND IRON AND SULPHUR POWDERS advertised in this paper. The Olive Tar infuses Magnetism or vitality, which is retained and diffused through the system by the action of the Iron and Sulphur Powders upon the Blood. The Iron retains the vital or life-giving forces in the circulation, and the combined Sulphur converts its waste or worn-out particles into gases, which are expelled from the body through the pores. Send for a Pamphlet. Sold by all Druggists, and by DYOTT & CO., No. 232 North SECOND Street, Philadelphia. oc3-1f

HAIR DYE! HAIR DYE!!—Batchelor's LIQUID HAIR DYE is *the original and best in the market. All others are mere imitations*, and should be avoided if you wish to escape ridicule. Splendid BLACK or beautiful BROWN instantaneously. Sold by all Druggists everywhere. The genuine has the signature of WILLIAM A. BATCHELOR upon a steel-plate engraving on four sides of each box.

Beware of Counterfeits.

Manufactory, 81 Barclay street, late 233 Broadway, New York. CHARLES BATCHELOR, Proprietor.

no6-1y

SAVING FUND—NATIONAL SAFETY TRUST COMPANY.—Chartered by the State of Pennsylvania.

RULES.

1. Money is received every day, and in any amount, large or small.

2. SIX PER CENT. interest is paid for money from the day it is put in.

3. The money is always paid back in GOLD whenever it is called for, and without notice.

4. Money is received from *Executors, Administrators, Guardians*, and other Trustees, in large or small sums, to remain a long or *short period*.

5. Interest may be received from Depositors is invested in Real Estate, Mortgages, Ground Rents, and other first-class securities.

6. Office open every day—WALNUT Street, southwest corner Third street, Philadelphia. jal2

LILLIE'S NEW CABINET SAFE, the most elegant piece of furniture, and the *only* thoroughly *fire* and *burglar* proof Safe yet offered to housekeepers for the protection of Plate, Jewelry, &c. Please examine a sample now at my depot, 715 CHESTNUT Street, under Masonic Hall, Philadelphia. M. C SADLER, Agent. no5-3ewif

ONE PRICE CLOTHING OF THE LATEST STYLES, made in the best manner, expressly for RETAIL SALES. LOWEST selling prices marked in Plain Figures. All goods made to order warranted entire factory. Our ONE-PRICE system is *strictly adhered* to. All are therefore treated alike.

no28-1y JONES & CO., 604 MARKET Street.

SALAMANDER FIRE-PROOF SAFES.—A very large assortment of SALAMANDERS for sale at reasonable prices, No. 304 CHESTNUT St., Philadelphia. EVANS & WATSON.

aug23 tf

GROVER & BAKER'S CELEBRATED NOISELESS SEWING MACHINES

The Best in Use for Family Sewing.

No. 730 CHESTNUT Street, Philadelphia. au27-1y

ALL SHOULD not fail to read the advertisement of Prof. WOOD in to-day's paper. aud-tf

MARRIED.

WALCOTT—DAVISON.—On the 1st instant, by Rev. Dr. Stewart, Charles S. Walcott to Miss Henrietta B. Davison, all of Camden, N. J.

BEDDIS—COLLINS.—In Mannayunk, on Sept. 16 1860, by Rev. A. Culver, Mr. John Beddis to