Trial of the First of the Pirates.

Yesterday morning, the trial of Walker W. Smith—one of the crew of the pirate-ship *Jeff. Davis*, captured on board the schooner *Enchantress*—commenced in the United States Circuit Court, before Judges Grier and Cadwalader. At an early hour the court-room was crowded, and great interest was manifested in the progress of the case.

The indictment against the defendant charges that he did, on the 6th of July, 1861, make a piratical and felonious attack upon a ship belonging to citizens of the United States, and assaulting the men employed thereon. To this indictment the accused pleaded "not guilty," and when the usual question was put to him, "How will you be tried?" he replied, "*By God and my country!*"

The jurors were then called to the box; each juror being sworn on his *voir dire*, and asked whether he had formed or expressed any opinion in regard to the guilt or innocence of the accused, and whether he had expressed any opinion in reference to the transaction out of which the prosecution originated. Their names are as follows:

1. Horatio Jones,	7. John M. Miller,
2. Lewis B. Pretz,	8. John Logan,
3. William Kinsey,	9. Joseph Sheney,
4. Alfred J. White,	10. Jonathan Chapman,
5. John Franklin,	11. Joseph S. Riley,
6. John R. Paul,	12. Simon Mudge.

The case for the Government was then opened by J. Hubby Ashton, Esq., the Assistant District Attorney, who referred to the grave nature of the charge the jury was assembled to try, and the hope he had entertained that the learning and ability of the District Attorney would have been employed in the trial of this case, but, as the jurors were well aware, it had been otherwise ordered. He narrated the circumstances of the sailing of the *Enchantress* from the port of Boston, and her capture by the rebel privateer *Jeff. Davis* on the afternoon of the 6th of July last.

On that afternoon a strange sail was discovered by the look-out on the schooner, which rapidly overhauled the schooner and ordered her to lay-to. A boat was then lowered from the rebel privateer, on which the French flag was flying, and six men armed to the teeth, leaping into the boat, put off from the side of their vessel and boarded the schooner, and, demanding the papers of the schooner, announced her to be the prize of the *Jeff. Davis*, on which the French flag having been hauled down, the flag of the so-called Southern Confederacy was then flying.

The captain and crew of the schooner were then transferred to the privateer, but afterwards the colored cook was transferred to the schooner, and the prize crew were ordered to make sail. The schooner then made sail for some Southern port, and on the 22d of July a sail was discovered, which afterwards proved to be the United States gunboat *Albatross*. It was arranged by the prize crew that they should personate the captain and crew of the schooner; if that failed to prevent recapture, they would scuttle and sink the schooner.

As the United States vessel approached, the colored cook, Garrick, was ordered to go below, but refused to go, and afterwards jumped into the sea, and was picked up by the gunboat, and then announced that the schooner was the prize of the *Jeff Davis*. She was afterwards brought into this port for adjudication. On the same day of the capture of the schooner by the *Jeff. Davis*, she captured the brig *John Welsh*, of Philadelphia, and taking her captain and crew from her, they placed a prize crew on board of her, and ordered her to sail for a Southern port.

On the 8th of July the bark *Mary Goodell* was also captured by the *Jeff. Davis*, and the captain and mate of the *Enchantress*, and also those of the *John Welsh*, were placed on board of her, and she was allowed to depart, and afterwards made the port of Portland, Maine, from whence they have come to testify.

Mr. Ashton then took up the general charge of piracy, and defined it as divided into two classes. 1st, As an offence against the law of nations, and 2d, As a statutory offence. He then read the third section of the act of Congress of May 15, 1820, defining and prescribing the punishment for the crime of piracy.

Mr. Ashton further stated that no pretence of authority for his actions that the defendant could advance could either justify or excuse his conduct. He [Mr. Ashton] held in his hand the statute book of the United States, and in that he found the section that this defendant had violated. The Constitution and the laws of the United States were the supreme law of the land, and no State or community of States could absolve themselves from its operation. No other doctrine, he was sure, could be advanced in this court, or heeded by the jury. He asked, therefore, that if they should find that the defendant had violated that law, they would mete out to him the punishment he merited, by rendering a verdict of guilty. His address then closed.

Counsel for the defendant then asked that the witnesses for the Government should be removed from the court room, and not examined in each others' hearing. This the court granted, and ordered the marshal to remove them to an adjoining room, to be produced as called for.

A number of witnesses were called, the first being

Benjamin Davis, sworn.—I am a part owner of the *Enchantress*; she was built at Portland in 1858; she was enrolled at Newburyport; I be owners are citizens of the United States, so far as I know; it would be impossible for me to give all the names of the owners; I own five-sixteenths; she has always, so far as I know, sailed under the flag of the United States; she has always been register at the port of New York; John Deveraux was her captain, and Charles W. Page her mate; her cost at the time she was built was about $10,000; at the time of her capture I don't know her value; she has been valued since her return here at $5,000 or $6,000; she sailed last from Boston on the 18th of July last; she is an American vessel.

John L. Brlest, sworn.—I reside in Boston; I know the *Enchantress*, and have known her since June 26th last, when I chartered her for a voyage to St. Jago; I know some of the articles of her cargo on the 6th of July; I would recognize the bills of lading; I shipped 75 sacks of corn; I don't speak definitely in regard to that; there was also about 20,000 feet of white pine lumber on board; also candles, mackerel, hams, lard, pork, soap, glass ware; a good portion of the cargo was shipped by Messrs. Greely & Son, of Boston; all the parties shipping are citizens of the United States; the vessel commenced loading on the 25th of June, and finished on the 30th of June; I presume that cargo was on board the vessel on the 6th of July.

To Mr. Wharton.—I did not go with the vessel; I was on the wharf and saw her complete her cargo.

To Mr. Ashton.—I have seen most of the bills of lading; [witness identified certain of the bills of lading.]

To Mr. Wharton.—I know these papers, because I saw them originally in Boston, and before they were signed; I presume these are the same.

To Mr. Ashton.—The articles I have mentioned were on board the vessel when she left the port.

To Mr. Wharton.—She was consigned to Maspernard & Co., St. Jago, Cuba; cargo sent there for the purpose of sale; part on my account and some was sent on freight; her tonnage was about 180, I think; after leaving St. Jago she was to procure a freight, or load with sugar, on my account, and return to Boston, or some port in the United States; I have not the charter; I understood it was sent from Boston to Philadelphia; that had something to do with the salvage of the ship.

Charles W. Page, sworn.—I reside at Newburyport; I know the schooner *Enchantress*; on the 6th of July; I was first officer on board; she sailed the first day of July; John Daveraux was captain; Joseph Taylor, John Deveraux, and Antoine Peter, a German, and a Portuguese, were the mariners; and Jacob Garrick was the cook; John Deveraux was the captain's son; her cargo was taken on board from the last week in June up to the day we sailed; the cargo was a general one of provisions; I superintended taking in the cargo; there was codfish, mackerel, hams, candles, crockeryware, hardware, soap, grindstones, boards, lard, glassware, and corn in sacks; I don't know the owners or shippers of the cargo; she cleared for St. Jago, Cuba; all the cargo was below, except the lumber; on the 2d of July, we had a gale of wind which put us back, but the cargo was not unladen; she sailed again on the 3d of July; on the 6th of July the schooner had latitude 38 degrees 52 minutes north, longitude 69 degrees 15 minutes west, at 12 o'clock. (Court of the *Enchantress* produced in court.) She was then about two hundred and fifty miles from land; the day went along as usual until two o'clock, when we descried a sail to the windward; she was a square-rigged vessel; we kept on our course; she was standing and we tried to gain on her; she was standing so as to cross our bows, and when within a mile she hoisted the French flag, and we hoisted the stars and stripes; we still kept on our way, thinking it might be a French vessel wanting to get news from the United States; when within a half mile she altered her course and ran towards us; he hauled his vessel to the wind, lowered his studding sails, and ordered us to heave to; Captain Deveraux told him he couldn't in the position he was; he said, "I will cross your bows and run to windward and heave to;" he did so; and we lowered to, and he lowered a boat; the boat came alongside of us with an officer and some six men; the *Enchantress* was then about six or eight times her length from the vessel; I stood in the gangway of the vessel, and the officer came over and said to one of his men, "Haul down that flag!" the man obeyed the orders, and the flag was removed; the men went all over the vessel, and the officer asked for the captain, and I told him he was aft; I heard what he said to the captain; he asked the captain where he was from, and where bound, and what was his cargo; the captain told him, and he said "Captain, I'll thank you for your papers; you are a prize to the Confederate brig *Jeff. Davis*, get ready to go on board of her;" he also asked me if I was the mate, and I told him I was, and he told me to show him where the stores were; I showed him; he took two men into the cabin, and took what stores they wanted, and put them into their boat; they then took the *Enchantress'* crew, with the exception of Captain Deveraux, his son, and myself into their boat; lieutenant and three men remained on board; I mean the boarding officer by lieutenant; they pulled back to the privateer; in ungoing half hour they came back to the vessel with a prize crew of five men; the lieutenant told the captain, Deveraux, his son, and myself, to get ready to go into the boat; we put our things in the boat and got in ourselves, and were taken to the brig; the prisoner was one of the five men left in possession of the *Enchantress*; Jacob Garrick, the cook, was brought back to the *Enchantress* in the boat that brought the prize crew, and he asked the prisoner what he brought them back for, and told him that the captain would not have him on the brig, and the prisoner said "he'll bring $1,500 when we get him into Charleston;" when I went on board the brig, the *Enchantress* was in the possession of the prize crew; the cargo was still on board the *Enchantress*; none of it had been removed by us; we took our clothes with us to the brig; the prize crew would not let us take the chart; on board the *Jeff. Davis* we found five guns, two on each side, and one amidship; heard them say there were two 18-pounders, and two 12-pounders, and the long 18-pound pivot gun; I saw no cargo on board of her; she was manned and equipped as a vessel of war; when the *Enchantress* was above two tons she was but a short distance from the *Jeff. Davis*, and could see plainly the decks; could see some twelve or fifteen men; the gun amidships was pointed at us, and, as we crossed his bow, he swiveled his gun around to keep it to bear upon us; saw the men around her running home a cartridge; we had one musket on board the *Enchantress*; I left the *Enchantress* about 7½ o'clock in the evening; during the time I was on the brig I was in her cabin, and saw all sorts and descriptions of arms in racks; there were pistols, cutlasses, and rifles; she had what they called "marines," sometimes they let them have muskets and sometimes not; can't say where the marines were when I went on board the *Jeff. Davis*; I was on the *Jeff. Davis* from the 6th of July to the 9th as a prisoner; she captured a ship called the *Mary Goodell* on the 9th; she was released, and we were told to go on board, because the captain said she was so large that they could not get her into any port; she was about 800 or 900 tons; they let all our crew except two, go on the *Mary Goodell*; these were the prisoners on the *Jeff. Davis* released; the captain, mate, and boy of the *John Welsh*, were released; these gentlemen were on board when we went on board; they were prisoners taken that morning; during the three days I was on board I had an opportunity of knowing her conduct.

Mr. Ashton.—What did the captain or men say in regard to the object of the voyage? Objected to by defence, and objection sustained.

A number of other witnesses, whose testimonies confirmed the above, were heard, and the jury retired, the case being held over till to-morrow. It will probably occupy several days.

MARINE INTELLIGENCE.

☞ SEE FOURTH PAGE.

ARRIVED.

Schr H W Moree, Benton, 2 days from Taunton, with mdse to Twells & Co.

Schr L S Levering, Corson, from Fall River, in ballast to N Churchman & Co.

Schr W P Phillips, Smith, from Braintree, in ballast to captain.

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Schr Allan Downing, Rice, from Boston, in ballast to Sinnickson & Glover.

Schr James Adlderdice, Stites, from Boston, in ballast to J R Blakiston.

Schr Joe N Bitting, Henry, 3 days from Newtown, Md, with lumber to J W Bacon.

Schr Farmer, Doputy, 1 day from Milford, Del, with corn to Jas Barratt & Son.

Steaming J F Starr, Evans, 4 hours from Bombay Hook. Passed off New Castle, brig Cecile of Bermuda, and schr Margaret Dill, from St John, NB, beating up.

BELOW.

A ship, supposed the Saranak, from Liverpool, came in the capes yesterday morning.

CLEARED.

Schr S S Grear, Durborough, Stony Point, J R White.

Schr Allan Downing, Rice, New York, Sinnickson & Glover.

Schr J Adlderdice, Stites, Charlestown, J R Blakiston.

Str Beverly, Pierce, New York, W P Clyde.

Str H L Gaw, Ier, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

U. S. STEAMER FLAG, OFF CHARLESTON, Oct 16.

Yesterday we saw a ship standing in, evidently intending to run the blockade. We started in pursuit, but they succeeded in running her ashore, and all hands landed before overtaking her. We boarded her, and found her to be the ship Thomas Wattson, formerly of Philadelphia, of and for Charleston, from Liverpool, laden with salt, flannel, and blankets. The flannel and blankets we succeeded in getting on board the Flag, and then set the ship on fire, which is now burning, and nearly consumed. The U S sloop-of-war Vandalia will shortly leave for Philadelphia. All enjoy good health. A. H. W.

CITY ITEMS.

SIGNOR BLITZ announces two highly attractive entertainments to-day, at the Temple of Wonders, northeast corner of Tenth and Chestnut, commencing at three o'clock and at half past seven. There will be extraordinary thaumaturgical illusions, ventriloquil scenes, of a very interesting character, besides Bobby and all the learned canary birds.

AN ACCEPTABLE INTERNAL MACHINE.—A reverend gentleman lately received a suspicious-looking box, which was left at his door. He had fears of an infernal machine, and he opened it with great care by cutting through the bottom. When the box was penetrated, here was an appearance of gold, and the result of further incisions revealed *twelve hundred and eighty dollars, in hard cash!* Accompanying the money was a note giving the names of its donors, and assuring the person to whom it was sent that the most elegant garments for the wear of both soldiers and civilians were those made at the Brown Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnut street, above Sixth.

THE Great Military and Civic Clothing Depot.

The Great Military and Civic Clothing Depot.
Granville Stokes, No. 609 Chestnut street.
Granville Stokes, No. 609 Chestnut street.
Granville Stokes, No. 609 Chestnut street.
Fall and Winter Clothing; Army and Navy Uniforms.
Fall and Winter Clothing; Army and Navy Uniforms.
Fall and Winter Clothing; Army and Navy Uniforms.
Every style, and reduced prices.
Every style, and reduced prices.
Every style, and reduced prices.
At the one-price Clothing Emporium of Granville Stokes, 609 Chestnut street.

FINANCIAL AND COMMERCIAL.

THE MONEY MARKET.

PHILADELPHIA, October 22, 1861.

Reading Railroad shares fell off ¾ at the opening to-day, owing to the depressing effect of the war news, and the market generally sympathized in the fall. As the day wore on, and the real extent of the news was better understood, a slight reaction took place, and the market closed with a firmer feeling. Pennsylvania Railroad stock was firm at 37¾—an advance of ¼. City loans were in less request, and sold at 91¾ for the new issues. Pennsylvania State fives were heavy at 76½.

The purchase of the National Loan still continues without diminution, at the Sub-Treasury and the agency, while the patriotic arrangements of Messrs. Drexel & Co. to supply customers with any or all denominations of the Loan certificates, at the price of par and accrued interest, in exchange for bankable funds, adds materially to the total amount disposed of. Some five millions of dollars in all have thus far been sold in Philadelphia, independently of the bank subscriptions. The New York *Tribune* says:

We cannot hear of any action on the part of the Bank Committee to consider the propriety of taking the third fifty millions of the National Loan at once. The matter committed to them has been discussed, but they have arrived at no conclusion. There appears to be no doubt that various propositions have been made to Mr. Chase in regard to the $100,000,000 of stock which he is authorized to issue, none of which are acceptable. The whole, or certainly one-half could be placed at once at 7 per cent., but the Secretary believes he can obtain better terms. In the mean time, our banks think they should for their own safety control this issue, but do not seem as yet ready to meet the low views of the Secretary.

The earnings of the Chicago and Northwestern Road for the second week of October were:

Freight	$15,306 04
Passengers	9,174 93
Mails, &c.	625 70
Total	$25,106 72
Last year	23,957 38
Increase	$1,149 54

The following are the earnings of the La Crosse and Milwaukee Railroad for the months of July, August, and September, 1861, compared with the earnings for the same months in 1860:

	1861.	1860.	Increase.
July	$84,226 37	$35,426 05	48,860 82
August	76,318 64	52,670 24	23,748 50
September	112,484 82	89,847 12	22,637 70

The road earned, the second week in October, 1861:

Passengers	$ 6,942 27
Freight	30,246 67
Mails	449 22
Rent and Ferry	1,355 21
Total	$38,993 37
Corresponding week in 1860	36,945 37
Increase	$ 2,043 00

Earnings for the first nine months of each of the years above stated are as follows:

1861.	1860.	Increase.
$713,456 63	$462,601 73	$250,954 90

The following is the coal tonnage of the Shamokin Valley and Pottsville Railroad Company:

	Week. Tons. Cwt.	Previously. Tons. Cwt.	Total. Tons. Cwt.
For week ending Oct. 19	8,292 18	102,917 15	106,678 07
Same time last year	5,826 01	103,551 06	109,733 04
Increase	2,460 07	621 09	2,945 16

The following is a statement of the amount of coal transported over the Lehigh Valley Railroad, for the week ending Oct. 19, 1861:

	Week. Tons. Cwt.	Previously. Tons. Cwt.	Total. Tons. Cwt.
Hazleton Mines	3,760 11	102,917 15	106,678 07
East Sugar Loaf	3,072 18	105,660 06	109,733 04
Council Ridge	1,394 05	63,171 13	64,565 18
Mount Pleasant	49 12	1,133 15	1,183 07
Spring Mountain	1,759 16	71,394 11	73,124 07
Coleraine	550 06	31,331 07	31,881 13
Beaver Meadow		9,191 06	9,191 06
N. Y. and Le'gh	883 06	31,881 17	32,765 03
N. S. Mountain	2,938 03	73,540 11	76,478 14
S. S. Mountain	211 08	1,223 04	1,434 11
Jeddo	1,024 09	44,580 04	45,604 13
Harleigh	1,419 19	45,638 09	47,058 08
German Penna	631 08	32,716 04	33,347 12
Eleevalon	278 15	2,557 11	2,836 06
Milnesville	712 03	8,683 12	9,395 15
Other Shippers	19 09	.....	19 09
Total	18,711 08	626,592 05	645,303 13
Correspon'g week last year	17,466 15	625,011 04	642,477 19
Increase	1,244 13	1,581 01	2,825 14

The Iron tonnage over the Lehigh Valley Railroad, for the week ending Oct. 19, was ..... 2,660 tons.
Previously from Dec. 1 ..... 55,833 "

Total this season, since Dec. 1 ..... 58,492 tons.

The following is the tonnage of the Delaware, Lackawanna, and Western Railroad for the week ending Saturday, October 19: Week, 21,816,17 tons; year, 837,287.08. In 1861, week, 23,443.04 tons; year, 867,969.04. Increase, 19,318.14 tons.

The following is the business of the Philadelphia and Reading Railroad Company for the month of September:

	1861.	1860.
Received from coal	$162,139 97	$248,487 06
" " merchandise	33,108 85	51,607 03
" " travel, &c.	39,216 52	39,817 14
Transp'tn, roadway, dumpage, renewal fund, and all charges	234,456 04	339,911 23
Net profit for the month	110,835 08	200,192 91
" " for previous 9 mos	1,023,886 43	1,009,628 19
Total net profit for 10 months	1,134,521 51	1,269,781 10

Philadelphia Stock Exchange Sales,

October 22, 1861.

REPORTED BY S. E. SLAYMAKER, Philadelphia Exchange.

FIRST BOARD.

15 Harrisb R...cash	51½	5 Reading R	17½
12 do	51½	100 do...s5wn&int	17½
1 do	51½	100 do...cash	17 7-16
100 Penna 5s 1855	76¾	10 Elmira pref	9¾
200 City 6s New	91¾	5 Acad of Music	35
25 Commercial Bk	40	5 Penna R...int	37¾
1 Mor Can pref	104½	10 do	37¾
1000 Leh Nav 6s	99¾	4 do	37¾
164 Reading R	17⅝	20 Norristown R	45¼
14 do	17⅝	3 Cam & Am R	113¾

BETWEEN BOARDS.

300 Penna 5s 1855	76¾	4 Bank N Amer	105
12 Harrisburg R	51¼	1000 Sun & Erie 7s	60

SECOND BOARD.

2000 Elmira Chat 10s	20¼	30 Catawis pref...s5wn	4¾
300 City 6s New	91¾	400 Penna 5s	76¾
200 Long Isl R...cash	10	10 Consolidation Bk	19

CLOSING PRICES—STEADY.

	Bid.	Ask.		Bid.	Ask.
Phila 6s int off	83¾	84¼	Elmira R Pref	9¼	9¾
Phila 6s R	83¾	84¼	Elmira 7s '73	57	60
Phila 6s N	91½	92	Long Island R	9¾	10½
Penna 5s	76¾	76¾	Leh Cl & Nav	49	50
Reading R	17½	17¾	Leh Cl & N Scrip	31½	32
Reading Bds '70	80	80½	N Penna R	5	5¼
R'dg R 6s '83	88	90	N Penna R 6s	54	54½
Read M 6s '68	72	73	N Penna R 10s	71	71
Penna R	37½	37¾	Catawissa Pref	4½	5
Penna R 2d m 6s	83¾	84	Frkd & South R	35	38
Morris Cl Gon	34	36½	2d & 3d sts R.S.	40	45
Morris Cl Pref	104¾	105	Race&Vine stR	8	..
Sch Nav 6s '82	60¾	61¾	W Phila R ex d	51	..
Sch Nav Imp 6s	69½	70¾	Spruce & Pine	7¾	8
Sch Nav Stock		5½	Green & Coates	14	15
Sch Nav Pref		12			

Philadelphia Markets.

OCTOBER 22—Evening.

There is no change in Flour, and not much inquiry either for export or home use; about 1,400 bbls have been disposed of in lots, mostly for shipment at $5.25@5.50 for common and good superfine, $5.68¾@5.75 for extras, $5.75@6 for family, the latter for selected brands. The trade are buying moderately at the above figures for superfine and extras, and $6.50@7.50 ✠ bbl for fancy lots as to quality. Rye Flour is scarce and selling at $3.75 ✠ bbl. Corn Meal is dull at $2.81¼ for Penna and $3.25 ✠ bbl for Brandywine.

WHEAT is not so plenty to day, but the demand is less active, and prices are rather lower than last week; sales of 6,000 bus are reported at 125@132c for Western and Penna red, the latter for choice, 135c for prime Southern do, and 138@145 cents for common to choice white, Rye is scarce and wanted at 70@72c for Penna, and 65c for Southern. Corn is rather dull to-day, but sales of 2@3,000 bushels yellow are reported at 65c, in store, and 66c afloat, at which rates it is offered. Oats are rather better, and prices somewhat higher; about 2,000 bushels in the cars sold on terms kept private; and 5 000 bus prime Penna at 40c, in store. Barley and Malt are steady.

BARK.—There is some little inquiry, and buyers offer $27 for 1st No. 1 Quercitron.

COTTON is firm but quiet, and a small business to note at previous quoted rates.

GROCERIES AND PROVISIONS.—The markets for both are firm, but without much activity to note in the way of sales.

SEEDS are quiet, without change in the quotations of any kind.

WHISKY is firm; 200 Ohio bbls sold at 22c, and drudge at 21c ✠ gallon.

New York Stock Exchange—Oct. 22.

FIRST BOARD.

12000 U S 6s '81 Reg	93¾	5 Erie R Pref	55
2000 U S 6s '02	96¾	100 do	60
5000 Ohio 6s '60	91	100 do	51
10000 Ill Cp 5s '60	82	100 Illinois Riv R	36
15000 Virginia 6s	45½	50 do	35½
3000 N Carolina 6s	59¾	50 do	35½
10000 Missouri 6s	16 43	200 Harlem R	12½
53000 do	43	40 Harlem R Pref	31
24000 do	42¾	100 Mil & P DuChain	17
5000 do	42⅝	16 do	16⅞
3000 Miss 6s, iss to H & St J R	48	100 Reading R	35
1000 California 8s 7s	81¾	50 Mich Cen R	48¾
5000 Ill Cen R b	89	450 Mich S & N I R	17½
500 do	88¾	50 Mich S Gua'd	36¾
5 Bank of America	99	50 do	36¾
30 Phœnix Bk	105	100 Ill Cent Scrip	65
50 Bank Commerce	83	50 do	65¼
45 Amer Ex Bk	84	200 do	65½
47 Park Bank	94	100 do	65½
75 Pacific M S Co	92¼	50 Gal & Chicago	69¾
395 do	91¾	700 Clev & Toledo	35
50 do	30 92	300 do	35¼
50 do	60 91¾	300 do	35¼
200 N Y Central R	76½	200 do	35¾
300 do	30 76¾	20 do	35¼
200 do	30 76¾	100 Chi & R I R	50
250 do	76¾	50 do	50
100 do	30 76¾	150 do	50¼
200 do	30 76¾	450 do	50¾
350 Erie Railway	31	50 do	50¾
50 do	30 31½	129 C B & Quin R	62¾
27 Mil & P du C 1st	73		

MARINE INTELLIGENCE.

☞ SEE FOURTH PAGE.

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(Correspondence of the Philadelphia Exchange.)

U. S. STEAMER FLAG, OFF CHARLESTON, Oct 16.

Yesterday we saw a ship standing in, evidently intending to run the blockade. We started in pursuit, but they succeeded in running her ashore, and all hands landed before overtaking her. We boarded her, and found her to be the ship Thomas Wattson, formerly of Philadelphia, of and for Charleston, from Liverpool, laden with salt, flannel, and blankets. The flannel and blankets we succeeded in getting on board the Flag, and then set the ship on fire, which is now burning, and nearly consumed. The U S sloop-of-war Vandalia will shortly leave for Philadelphia. All enjoy good health. A. H. W.

PURE OLD PORT WINE is a scarce article. Mr. C. H. Mattson, dealer in fine groceries, Arch and Tenth streets, has now in store a fine lot of pure old *Port*, which in many cases is considered invaluable as a medicine. Purchasers may rely upon this wine being genuine, as it has been imported to Mr. Mattson's own order.

ARRIVALS AT THE HOTELS

UP TO 12 O'CLOCK LAST NIGHT.

CONTINENTAL HOTEL—Chestnut and Ninth Streets.
Wm Norris, Williamsport — H Tallant, Wheeling
J Horne, Pittsburg — Leonard S Johns, Pittsburg
Clarence M Johns, Phila — G Scott, Steubenville, O
H Critchlow, Pittsburg — F R Brunot, Pittsburg
H Rohbock, Pittsburg — R C Albree, Pittsburg
Mrs Smith, Columbus — Albert Smith, Columbus
H Lisquerenx, Columbus — W B Hamlin, New York
Gen Whitney, Boston — Thos C Fields, New York
A Graves, Chicago — F W Parmeter, Troy, N Y
C B Farnsworth, Prov, R I — D A Huston, Cincinnati
W Nason, Providence, R I — G J F Bryant, Boston
W Sherwood, New York — Mrs Terrill, Washington
Miss Terrill, Washington — J Ramsay, Maryland
Geo J Ferry, New York — T Norton, New York
H M Hutchinson, Baltimore — W H Clarke & 2 sons, Pa
Geo W Sewall, Maryland — W E Schenck, Phila
H K Nichols & wf, Pottsville — Thos H Sullivan, Baltimore
Mrs E A Lamberton, Penna — Hon R J Fisher, York, Pa
W T Danner, Iowa — N Ellmaker, Lancaster
H W Mulford, New Jersey — Jas O'Hara, Pittsburg
Mr Mullany, New York — J Erskine, Boston
E Foole, Saratoga Springs — L E Whitney, Saratoga Sp
P Dunkee, Saratoga Springs — J Harwood, Boston
Peter Turner, N Y — Lemuel S Williams, Cinn
J H S Lemoure & wf, St Louis — F S Evans & la, Baltimore
E Clarke & la, Iowa City — Mrs Geo Foster, New York
Geo B Gibbons, Boston — H W Freedley, U S A
F A Macy, Hartford — M M Merriman, Hartford
P B Grost, Hannibal, Mo — E A Mench, Philadelphia
Geo O Hovey, Boston — H S Hovey, Boston
Jos C Hovey, Boston — E Atkinson, Boston
Arthur J Dillon, St Louis — Lemuel Dobbs, New York
Geo M Olcott, New York — Jas L Peirce, Prov, R I
D J Day, Connecticut — N Hoppin, Massachusetts
E M Peck, Manch Chunk — A H Shuster, U S A
W E Wyatt, Baltimore — Mr Alexander, New York
W Sheaf, Boston — Mrs Sheaf, Boston
D Washburn, Pottsville — Mr Clymer, Reading
Col J M McCarter, Lebanon — Lieut Col J W Johnston, Pa
R H Coryell, St Clair — A J Myer, U S A
J B Montgomery, W'msport — A L Hayes, Lancaster
J B McCreary, M Chunk — W Dennis, Baltimore
W M Wherry, St Louis — M Hunter, Allentown
T Whitlock, N York — J D Burgess, Prov, R I
M Mack, Cincinnati — W H Fry, N York
J P Trimble, Newark, N J — M P Norton, Troy, N Y
P C Howland, N Bedford — D R Greene, N Bedford
Mrs J M Davis, N York — W W Murray, Leb, Pa
Capt Faunce, U S N — Mr Brownwell, Hartford
Chas S Pike, New York — E Turner, New York
H G Hadden, New York — Dr L B Russell, Boston
Theo W Todd, New York — Jos A Tucker & la, N York
F B Dorr, New York — D C Weeks, Baltimore
J Rider, New York — W Claflin, Boston
H F Hills, Washington — John Boyd, Baltimore
J C Richardson, Cin, O — J M Haniss, New Jersey
N L Blanchard, N Jersey — W H Chewett, R Island
Jas P Isaacs, New York — C H Murray, Jersey City
Thos M Park, London — H P Wilson, New York
Mr Hooker, New York — H R Wilkins, Pittsburg
C Kunz, New Jersey — Mrs Kennedy, New York
P W Vail, Newark, N J — J R Pearson, Newark, N J
O S Carter, New York — E J Chase & la, Lockport
Miss Kate Chase, Wash — L B Crocker, Oswego, N Y
R M Stearns, Pittsburg — Miss Garrison, Pittsburg
R Sutton, Washington, D C — C E Swope, Pittsburg
H Kellogg, Hartford — J W Beach, Hartford
W S Collins, Hartford — O S J Peck, New York
A N Smith, Washington — H J Farlen, Baltimore
G P Eddy, Delaware — John H Beverghill, do
John F Spangler, York, Pa — Robt B Sterling, Pittsburg
F W Thayer, Chicago — Thos Baumgardner, Pa
John H Cheek, Lanc co — Hon Eli Slifer & la, Pa
John H Smith, Pottsville, Pa — W McConkey, Pottsville
D M Balfour, Boston — P B Foulke & la, Illinois

BLACK BEAR—Third street, above Callowhill.
Jonathan Moore, Penna — H C Henry, Lancaster, Pa
Hiram Bowers, Bellefonte — F Clark, London, C W
Chas Finney & la, Penna — Chas Harper, Jenkintown
L L Appleton, Allentown — W Harner, Pennsburg
W Rodebach, Schelsville — S Snyder, Harrisburg
C Bruner, Easton — John Vanardsdalen, Penna
Geo Merkel, Berks co — Gideon Sunday, Berks co
James M Thomas, Bucks — B Harper, Olney
John Hersh, Pennsburg — Jos Whitaj, Pennsylvania
Chas Wrand, Allentown — Adam Weidenhammer, Pa
Jas Buckman, Yardleyville — Jacob Boyer, Stonersville
A B Clinton, Cooperstown — J W Hepler, Schuyl co, Pa

COMMERCIAL HOTEL—Sixth street, above Chestnut.
D Hummond, Penna — J D Wiley, Peach Bottom
R Wiley, Peach Bottom — L B Anderson, Maryland
W H Spratt, Maryland — Benj T Bye, Wilm, Del
S Burns, Philadelphia — A Perkins, Philadelphia
A L Etmer, Pennsylvania — David Etmer, Penna
W H Brewster, Penna — G W James, Penna
W H Harold, Baltimore — H Walley, Chester co, Pa
W C Dunlap, Lancaster, Pa — G W Shaffer, Lancaster, Pa
J N Baker, Maryland — H Harvey, Doylestown
W Taylor, Maryland — Jas Coulson & la, Ohio
Miss V Coulson, Ohio — Mrs H Pim, Ohio
Jesse Hewes, Cedar co, Ia, Iowa — Master Hewes, Iowa
Miss Bowersock, Iowa — D W Culp, Shippensburg
Jas Rittenhouse, Pottstown — J H Hobart, Pottstown, Pa
C Johnson, New York — Jas R Orem, Doylestown
John W Swift, Lanc co, Pa — Jos Swift, Jr, Lanc co, Pa
Howard Baker, Chester co — D J Brown, Oxford, Pa
D A T Black, Penna — W H Eder, Maryland
D Scott, Maryland

NATIONAL HOTEL—Race street, above Third
O S Rhoads, Millville — J Bender & w, Bordentown
Lieut N B German, Allent'n — W R Egner, Penna
S Martin, Pennsylvania — B F Leech, Allentown
H J Hartman, Pottsville — D Ueberroth, Allentown
C H Reif, Turbotsville — J W Reynolds, Milford
H Youtz, Salt Haven — W Bensinger, Pottsville
J A Weyl, Lebanon — E F Ancona, Reading
C W Bates, Chestnut Hill — Miss M C Stein, Chambersbg
Miss Sarah J Stein, Pa — G W Moore, Pennsylvania
Wm Faut, Danville — G H Gilbert, Allentown
G H Fowler, Powlersville — O Kelly, Reading
C F Read, Montrose, Pa — A B Whiteing, Great Bend
S B Swartz, Annville

MERCHANTS' HOTEL—Fourth street, above Arch.
J W Davis, Lowell, Mass — D Jones, Pittsburg
Elias Barr, Lancaster — W H Wallace, Pa
Thos H Forcey, Pa — L M Hobbs, Lancaster co
John Thompson, Allegheny — C H Love & lady, Pittsburg
Mrs Stoner & da, Pittsburg — P B Anthony, New York
Jas Swan, Boston — W Fulmer, New Jersey
A N Leinbach, Bethlehem — Saml