THE DAILY PITTSBURGH GAZETTE.

ESTABLISHED IN 1786. PITTSBURGH, THURSDAY MORNING, SEPTEMBER 30, 1858. VOLUME LXXI----NUMBER 248.

Druggists.

MACKEOWN & FINLEY, Wholesale Druggists and Manufacturers of Carbon Oil, No. 167 Liberty street, Pittsburgh, Pa. ja30:lyd

B. L. FAHNESTOCK & Co., late of the firm B. A. Fahnestock & Co., and successors to Fleming Bros., Wholesale Druggists, No. 60, corner Wood and Fourth Sts., Pittsburgh, Pa.

B. A. FAHNESTOCK & CO., WHOLESALE Druggists and Manufacturers of White Lead, Lead and Litharge, corner Wood and Front streets, Pittsburgh. mch7

J. SCHOONMAKER, MANUFACTURER of White Lead, Red Lead, Zinc, Paint, Litharge, Putty and Wholesale Dealer in Paints, Oils, Varnishes, Turpentine, &c., No. Wood st., Pittsburgh, Pa. oc8:lyd

JOHN HAFT, Jr. (SUCCESSOR TO JAS. M'Guffey,) Wholesale and Retail Druggist and Dealer in Paints, Oils, Dyestuffs, &c. corner Wood and Sixth streets, Pittsburgh. Regular Agent for Dr. Ford's Medicine. ap21

JOHN P. SCOTT, WHOLESALE DEALER in Drugs, Paints, Oils, Varnishes and Dyestuffs, No. 295 Liberty street, Pittsburgh. All orders will receive prompt attention. Agent for Schenck's Pulmonic Syrup. mar24:lydaw

FREDERICK BRAUN. GEORGE REITER.
BRAUN & REITER, WHOLESALE AND Retail Druggists, corner of Liberty and St. Clair sts., Pittsburgh.

JOSEPH FLEMING, (SUCCESSOR TO L. Wilcox & Co.) corner Market street and Diamond, keeps constantly on hand a full and complete assortment of Drugs, Medicines, Medicine Chests, Perfumery, and all articles pertaining to his business. Physicians prescriptions carefully compounded at all hours. ja2:ly

DR. GEO. H. KEYSER, DRUGGIST, 140 Wood street, corner of Wood street and Virgin Alley, Pittsburgh, Pa.

Produce Dealers.

LEECH & HUTCHINSON, Commission and Forwarding Merchants, dealers in Western Reserve Cheese, Flour, Fish, Bacon, Butter, Linseed Oil, Pot and Pearl Ashes, Seeds, Grain, Dried Fruit, and Produce generally. Best brands Family Flour always on hand.—Agents for the sale of Madison Co's celebrated Patented Pearl Starch. Nos. 116 Second and 145 First sts., between Wood and Smithfield sts., Pittsburgh, Pa. ap2lyd

CHEESE WAREHOUSE.—HENRY H. COLLINS, Forwarding and Commission Merchant, and Dealer in Cheese, Butter, Lake Fish and Produce generally, 26 Wood st., above Water, Pittsburgh. my21

J. B. CANFIELD, LATE OF WARREN, OHIO, Commission and Forwarding Merchant, and Wholesale Dealer in Western Reserve Cheese, Butter, Pot and Pearl Ash, and Western Produce generally. Front st., between Smithfield and Wood, Pittsburgh.

DAVID C. HERBST, FLOUR, PRODUCE, Provision and Commission Merchant, No. 267 Liberty street, corner of Hand, Pittsburgh, gives his attention to the sale of Flour, Pork, Bacon, Lard, Cheese, Butter, Grain, Dried Fruits, Seeds, &c., &c. Consignments respectfully solicited. se3:ly

ALEX. FORSYTH, (SUCCESSOR TO Forsyth & Scott,) Forwarding and Commission Merchant, Dealer in Wool, Hides, Flour, Bacon, Lard and Lard Oil and Produce generally, No. 75 Water st., Pittsburgh, Pa.

EAGLE WAREHOUSE.—JAS. GARDINER, Wholesale Dealer in Flour, Provisions and Produce generally, No. 8 Seventh street, between Liberty and Smithfield, Pittsburgh, Pa. Terms cash. mr2:ly

RIDDLE, WIRTS & CO., General Commission Merchants and Dealers in Groceries and Produce, No. 185 Liberty street, Pittsburgh, Pa. Consignments solicited and satisfactory returns guaranteed. de3:dlydawT

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R. FINNEY, Agent Eureka Insurance Co., No. 9 Water street.

A. A. CARRIER, SECRETARY Pennsylvania Insurance Company of Pittsburgh, Jones' Building, Fourth street.

SAMUEL L. MARSHELL, Secretary Citizens' Insurance Company, 94 Water street.

F. M. GORDON, Secretary Western Insurance Company, 92 Water street.

J. GARDINER COFFIN, Agent for Franklin Fire Insurance Company, North-east corner Wood and Third streets.

P. A. MADEIRA, Agent for Delaware Mutual Insurance Co., 42 Water street.

THOS. J. HUNTER, Agent Farmers' and Mechanics' Insurance Co., 90 Water street.

JOSHUA ROBINSON, Agent Continental Insurance Co., 24 Fifth street.

R. W. POINDEXTER, Agent Great Western Insurance Co., 97 Front street.

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ROBINSON & CO., Dealer in Carpets, &c., No. 23 Fifth street.

WILLIAM McCLINTOCK, Dealer in Carpets, No. 112 Market street.

W. D. & H. M'CALLUM, DEALER IN CARPETS, OIL CLOTHS, MATTINGS, &c. No. 87 Fourth street near Wood.

Attorneys.

IRISH & MACKENZIE, Attorneys at Law, Office No. 60 Fourth street, Pittsburgh, Pa. Notary Public and Ohio Commissioner.

ROBERT M'KNIGHT, ATTORNEY AT Law, and Solicitor of the Bank of Pittsburgh, No. 110 Fourth street, Pittsburgh. de18

JOSEPH S. & A. P. MORRISON, Attorneys at Law. Office No. 95 Fourth st., near Wood, Pittsburgh, Pa. my24

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BURCHFIELD & CO., (successors to Murphy & Burchfield,) Wholesale and Retail Dealers in Staple and Fancy Dry Goods, North-east corner Fourth and Market sts., Pittsburgh.

C. H. LOVE, Dealer in Staple and Fancy Dry Goods, sign of the original Bee Hive, No 74 Market street, Pittsburgh. mr19

R. H. PALMER, No. 105 Market Street, Dealer in Bonnets, Hats, Straw Trimmings, and Straw Goods generally.

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Carriage and Wagon Manufactory.
M. L. STEPHENS, Agent,
Corner Smithfield Street and Diamond Alley,

WOULD respectfully inform the public that he is now located as above, and has resumed the business of Carriage making in all its varieties, and is also prepared to execute orders for Wagons of all descriptions, including all work for Iron Merchants' use.

Soliciting a continuance of the patronage so liberally bestowed upon him while at the old stand of "Bigelow & Co.," he would assure his friends that the same care and attention will be given to all his orders as heretofore, having secured the services of the best workmen, and having ample apartments elsewhere for the finishing of fine work.

A good assortment of heavy work now on hand, suitable for Spring use. All work warranted for 12 months. Particular attention given to repairs. jal4:lyd

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Corner of Belmont and Rebecca Streets,
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WOULD RESPECTFULLY INFORM their friends, and the public generally, that they are manufacturing Carriages, Barouches, Rockaways, Buggies, Sleighs and Chariots, in all their various styles of finish and proportions.

All orders will be executed with strict regard to durability and beauty of finish. Repairs will also be attended to on the most reasonable terms. Using in all their work the best Eastern Shafts, Poles and Wheel stuff, they feel confident that all who favor them with their patronage will be perfectly satisfied on trial of their work.

Purchasers are requested to give them a call before purchasing elsewhere. oc6:lyd

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DR. O'BRIEN CAN BE CONSULTED at Dr. Smith's, corner Fifth and Smithfield streets, on MONDAYS, WEDNESDAYS and SATURDAYS, from 10 to 1 and 1 to 5 o'clock. Residence on the Brownsville Road. ja23:lyd

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ap21:lyd—my29

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my31:lyd

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COMMISSION MERCHANTS,
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AND
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SPRINGER HARBAUGH & CO.,
COMMISSION MERCHANTS,
DEALERS IN
Wool, Hides, Provisions & Produce Generally,
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ja12

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(Late of J. S. Leech, McAlpin & Co., Pittsburgh.)
GENERAL COMMISSION
AND
FORWARDING MERCHANTS'
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REFERENCES:
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se16

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Those wishing to invest their money to good advantage, can always find first and second class paper at my office, for sale.

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WHOLESALE AND RETAIL.
H. P. DEGRAFF,
87 BOWERY, (Wholesale Ware House,)
and 460 PEARL St., (Retail Store,)
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Bills of Twenty-Five Dollars Retailed at Wholesale Prices of the Bowery store.

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MAHOGANY AND BLACK WALNUT
PARLOR FURNITURE,
In Brocatelle, Delaine and Plush. Cane seat and common Furniture in great variety. Also,
ENAMELED CHAMBER FURNITURE
In setts from $23 to $100.
SPRING, CURLED HAIR, MOSS AND WHALEBONE MATTRESSES,
Also, Feather Beds and Bedding, Patent Premium Sofa Bedsteads, and Patent Self-Rocking Cradles.

Dealers will find at the above stores, the largest and best assortment of any establishment in New York, and can buy either at wholesale or retail, cheaper than at any other house in the city. au23:3md

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FURNITURE AND CHAIRS,
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Embracing every style of
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ROSEWOOD, MAHOGANY AND WALNUT,
Suitable for
PARLORS, CHAMBERS AND DINING ROOMS,
Equal to any in
NEW YORK AND PHILADELPHIA,
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LOWER PRICES.
Every article made by hand and Warranted.

CABINET MAKERS
Supplied with any quantity of FURNITURE and CHAIRS, on reasonable terms.
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Furnished at the shortest notice.
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Of Every Description.
FACTORY—Federal St., between Wylie and Penna. Avenue
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STEAMBOAT CABIN FURNITURE—We are constantly manufacturing STEAMBOAT CABIN FURNITURE and CHAIRS, and invite the attention, of those interested in furnishing boats. T. B. YOUNG & CO.

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A full supply of the above articles constantly on hand or made to order at the lowest cash prices. ja27:lyd

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TERMS—6 months, or 5 per cent. discount for cash.
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Portable Engines and Boilers of all Sizes,
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Works at North End of the Aqueduct, ALLEGHENY CITY.
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HAMMERS of the following sizes &c., made to order:

No. 1, Lift 7 in. full blow,	3098 lbs.	Price $	350.
" 2, " 9 " "	5623 "	"	450.
" 3, " 12 " "	11699 "	"	600.
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Penn A No. 1 heavy 4-4 Sheetings;
Carpet Chain of all colors and shades;
Cotton Twine;
" Bed Cords;
" Plough Lines and Sash Cord;
" Rope of all sizes and descriptions.
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Orders left at the Hardware Store of Logan, Wilson & Co., 131 Wood street, will have attention. je26:ly

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SULPHURIC ETHER; Sulphuric Acid;
Sweet Spirits of Nitre; Nitric Acid;
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Aqua Ammonia, FFF; Nitrous do
Fowler's Solution;
May be found at John Irwin & Sons, 57 Water street. my8

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PLUMBER AND GAS FITTER, No. 10 Fourth street, Pittsburgh, and Federal street, under South Excelsior Hall, Allegheny.

Every description of Fittings for Water, Gas and Steam. mr31:ly

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Musical.

SPLENDID NEW STOCK
OF
PIANOS & MELODEONS,
Selected for the Fall Trade from the celebrated manufactories of
CHICKERING & SONS, Boston,
RAVEN, BACON & CO., & A. H. GALE & CO.,
NEW YORK CITY,
WOODWARD & BROWN AND W. P. EMERSON, Boston, and other distinguished Piano Forte makers, all of which will be sold at manufacturers prices and Warranted.

THE present stock has been selected by the subscriber personally, and every Piano is warranted to be perfect in every particular, and will be sold at less prices than have ever been offered in this city.
PIANOS TO RENT.
Five new and second hand Pianos to rent at $2, $3, $4 $5 per month. JOHN H. MELLOR,
No. 81 Wood street,
between 4th st., and Diamond alley.
ja3:d&wT

A LARGE INVOICE
OF
SUPERIOR PIANOS,
FROM THE
BEST MAKERS OF THIS COUNTRY,
SUCH AS
STEINWAY & SONS,
NUNNS & CLARK,
DUNHAM & CO.,
has just been received. They were prepared expressly for this market, and are WARRANTED both by the manufacturers and subscribers to be perfect and reliable in every respect. Due notice of their arrival will be given.
H. KLEBER & BRO.,
No. 53 Fifth street,
se16 tf Sole agents for the above unrivaled Pianos.

STEINWAY'S PIANOS.
A CHOICE LOT OF THE UNEQUALLED STEINWAY & SON'S NEW YORK PIANOS, just received; among them a Three Stringed Louis XIV, of 7¼ octaves, and superb workmanship. We match this instrument against any Grand Piano in this city for grandeur, volume and beauty of tone. The Steinway Pianos are beyond all doubt the most perfect ones made anywhere, and are destined to become the most popular instruments in the world. They are fully warranted by the makers and the subscribers, and will be sold at New York factory prices. For sale by
H. KLEBER & BRO., No. 53 Fifth street,
Sole agent for Steinway's Pianos.
Also received, a fine lot of Nunn's & Clark's, and also Dunham's Pianos. se28

FOSTERS LATEST BALLAD—
Where has Lula Gone?
Where has Lula Gone?
Where has Lula Gone?
Where has Lula Gone?
Where has Lula Gone?
Being a companion to the popular song,
LULA IS GONE,
by S. C. Foster, mailed post-paid from the "Old Established Piano Depot" of CHARLOTTE BLUME,
118 Wood st., 2d door above 5th
A splendid assortment of PIANO FORTES now arriving. se8

PIANOS! PIANOS!!
SPLENDID NEW
FALL STOCK OF
PIANO FORTES AND
MELODEONS,
Just arriving at the "Old Established Piano Depot" of CHARLOTTE BLUME,
No. 118 Wood street, second door above 5th.
Several Second Hand Pianos will be sold very low to make room for a new stock. se25

GROCERIES.—
500 Bags Fair to Prime Rio Coffee,
100 Half-Chests Young Hyson, Imperial and Black Teas.
60 Hhds. Prime Sugars,
125 Bbls. Refined do.
150 " N. O. Molasses,
100 " Eastern Syrups,
125 Bxs. Best Brands Tobacco,
25 Kgs. Six Twist "
20 Tierces Carolina Rice,
50 Kgs. Bi Carb Soda,
50 Bxs. " "
50 Bbls. No. 3 Large Mackerel,
50 Half Bbls. " "
200 Sides N. Y. Sole Leather,
25 Bbls. Bank Oil,
25 Bgs. Pepper,
15 " Alspice,
50 Bxs. Ground Pepper,
50 " " Ginger,
100 Dozen Fancy Corn Brooms,
500 Bdls. Wrapping Paper,
With a general assortment of every article in the Grocery line, in store and for sale by JOHN FLOYD & CO.,
se1 173 Wood street.

GROCERIES—
125 Bags Rio Coffee;
50 Half chests Young Hyson and Black Teas;
50 Catty's Prime do do (for family use;
50 Boxes Tobacco assorted brands;
25 Hhds Sugar;
25 Bbls Large No. 3 Mackerel;
20 Hlf bbls No. 3 Mackerel;
25 Bbls No. 1 White Fish;
200 Reams Wrapping Paper;
100 Boxes Cheese;
100 Bbls Salt,
50 Boxes Rosin Soap;
Together with a general assortment of Groceries, Iron, Nails and Glass, will be sold on reasonable terms.
WM. McCUTCHEON,
se8 No. 195 Liberty Street.

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Our fall styles, which, in variety and elegance, are beyond any former season' importation, are ready for exhibition at No. 200 Broadway, New York.

Pittsburgh Gazette.

PUBLISHED DAILY AND WEEKLY BY
S. RIDDLE & CO.,
FIFTH STREET, ABOVE SMITHFIELD.

THE BURNING OF THE AUSTRIA.

HALIFAX Monday Sept. 27.

The bark *Lotus*, from Liverpool, arrived in Halifax harbor on Sunday afternoon, with twelve of the sixty-seven surviving passengers of the steamship Austria, burnt at sea September 13th in lat. 45° 01, lon. 41° 40,—taken from the bark Maurice on the 14th.

The agent of the associated Press, on the arrival of the Lotus at Halifax, immediately boarded her, and obtained the following statements from passengers, together with a list of the survivors:

STATEMENT OF CHARTRES BREWS.

I took passage at Southampton on the 4th, in the steamship Austria, Captain Heydtman, which left Hamburg on the 2d.

From the time the ship was laid on her course we experienced strong westerly winds. On the 12th the weather was more favorable, and on the 18th a speed of eleven knots had been attained, and all were in high hopes of reaching New York by the 18th. At a little after two o'clock, P. M., I was on the quarter-deck I saw a dense volume of smoke burst from the after entrance of the steerage. Some women ran aft exclaiming, "The ship is on fire, what will become of us?" The ship was instantly put at half speed, at which she continued until the magazine exploded, from which I infer the engineers were instantly suffocated. I only walked from where I was on the quarter-deck to the waist of the ship, when I saw the flames breaking through the lights amidships. As the ship was head to the wind, the fire traveled with fearful rapidity.

I then went to the man at the wheel and told him to put the vessel with her side to the wind. He hesitated—probably did not understand me, as he was a native of Hamburg. I then got a German gentleman to speak to him. At this time I saw some persons letting down the boat on the port side of the quarter-deck. What became of the boat I don't know, but I think she was crushed under the screw. I then went to let a boat over from the starboard side of the quarter-deck, but the moment we laid our hands on the ropes, there were so many people who crowded into it that we could not lift it off the blocks. We therefore left it for a few minutes, until the people got out, when we returned, and launched it over the side of the ship, when the people rushing into it again, it descended with great violence into the water, and instantly swamped, all the people being washed out excepting three, who held on to the sides. We then let down a rope and pulled up one person, who proved to be the steward. Another, in the act of being hauled up, was strangled by the rope.

The fire now came on two fiercely to attempt to get up any more from the swamped boat. All the first cabin passengers were on the poop, with the exception of a few gentleman, who must have been smothered in the smoking room. Many of the second cabin passengers were also on the poop, but a number of them got shut into their cabin by the fire. Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman who was drawn up said there were six already suffocated. We now perceived that the ship had got her head to the wind again, so that the flames came over the quarter-deck.

In consequence of the crowd, I could not get to the wheel-house to ascertain the reason, but I was informed by the helmsmen had deserted his post, and that the vessel being left to herself, headed to the wind of her own accord. At this time the scene on the quarter-deck was indiscribable and truly heart-rending. Passengers were rushing frantically to and fro—husbands seeking their wives, wives in search of their husbands, relatives looking after relatives, mothers lamenting the loss of their children, some wholly paralyzed with fear, others madly crying to be saved; but a few perfectly calm and collected. The flames pressed so closely upon them that many jumped into the sea. Relatives clasped in each other's arms, leaped over and met a watery grave; two girls, supposed to be sisters, jumped over and sank, kissing each other. A missionary and wife leaped into the sea together, and the stewardess and assistant steward arm in arm followed. One Hungarian gentleman with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followed them with an infant in his own arms. I, about this time, was standing outside the bulwarks holding on by the davits, leaning out to avoid the flames which were leaping towards me. I saw a swamped boat under me, spinning by a rope still attached to the ship. As the oars were tied in her I thought, if I could get her, I would be enabled to save myself and some others. I let myself down by a rope passing over a man who was clinging to it, but he refused to come with me, I took out a penknife to cut the tackle; the large blade broke and I then severed it with the small blade.—The ship passed ahead. As the screw approached I found the boat drawn towards it. I tried to keep the boat off, but the screw caught and capsized her over me. I dived away from the ship and came to the surface near a boat which was keel upwards. I got on her, and by pressing on one side with the assistance of a wave she righted, but was still swamped. The oars had been knocked out by the screw. The only thing I could find in her to paddle with was some laths nailed together as a sheathing for the sides. When I looked around, the ship was a quarter of a mile away from me. I could see ladies and gentlemen jumping off the poop into the water in twos and threes, some of the ladies in flames. Several hesitated to leap from the burning ship until the last moment, as the height was twenty-two feet, and were only at length compelled to throw themselves off to avoid a more painful death. In half an hour not a soul was to be seen on the poop. I pulled after the ship and picked up a German who was swimming strongly; I got him beside me on the boat, and we paddled after the ship with the laths; I now saw a vessel under sail approaching; she reached the steamer at about 5 P. M.; we continued pulling towards them, and about 7½ o'clock, after being five hours in the water, got within hail of the sailing vessel, which put off a boat and took us on board. She proved to be the French bark Maurice, Capt. Ernest Renaud, of Nantes, bound from Newfoundland for the Isle of Bourbon, with fish. She had, up to that time, rescued forty passengers of the burning steamer, chiefly taken off the bowsprit, though a few were picked up floating around. At about 8 o'clock one of the metallic boats came up, with about twenty-three persons, including the first and third officers; afterwards three or four men were picked up, floating on a piece of the broken boat. The second officer was taken up having been swimming, with nothing to float him, for six hours. The second and third officers were severely burned; one male passenger was burned frightfully, and some other male passengers slightly. There were but six women saved, three of whom were burned, one in a shocking manner. Capt. Renaud acted with the utmost kindness. He gave clothes as far as he could furnish them to the suffering passengers, and acted as nurse, doctor and surgeon to the burned people, dressing the wounds of the females with a delicacy and tenderness that evinced a benevolent and amiable disposition. I did not see an officer of the ship during the fire, and am certain there was not one of them or the crew on the poop, except a man at the wheel for a short time. I understood that when the Captain heard of the fire, he rushed on deck without a cap, and when he saw the flames, exclaimed, "we are all lost!" He tried to get out a boat, which, when let down, was swamped, and he, whether accidentally or not, I do not know, fell into the sea, and was soon left far behind. The fourth officer was in the boat. He cut her loose from the davits; she was carried under the screw and smashed, and several in her drowned. Three or four then escaped on a fragment, and were picked up by the Maurice, as before stated. About the same time one metallic life-boat was let down from the port bow and swamped, but got clear away with about thirty-three persons in her, including the first and third officers and several women.

The men in this boat capsized her two or three times in trying to clear her of water. Ten persons were thus drowned, including some women. They afterwards bailed her out with life-preservers cut in two, and pulled to the Maurice, having picked up two or three passengers before reaching the bark. Altogether there were sixty-seven souls taken into the Maurice during the night.

A Norwegian bark came up with the steamer the next morning, and a boat was observed going around the burning ship. They may have picked up a few persons, but only a very few. The Maurice had no communication with the Norwegian. At about seven o'clock the Maurice sailed for Fayal to deposit the rescued passengers. At about two o'clock the same afternoon, she fell in with the bark Lotus, Captain Trefy, of Yarmouth, Nova Scotia, from Liverpool to Halifax. As I was anxious to get on British territory, Capt. Trefy kindly gave me passage. He was also anxious to take all the American citizens, but there was such a rush of foreigners into the boats that only one load of eleven could be got off, and even several of these were foreigners.

The fire is known to have arisen from very culpable negligence of some of the crew. The captain and surgeon considered it expedient to fumigate the steerage with burning tar. The operation was to be performed by the boatswain under the superintendence of the fourth officer. The boatswain heated the end of a chain to dip in tar to produce smoke. The end became too hot to hold, and he let it drop upon the deck, to which it set fire. The tar upset, and immediately all about was in flames. A feeble attempt was made to extinguish it, but without effect. There was nothing at hand to meet such an emergency.

The rescued passengers saved nothing but the clothes on their backs, and even the greater part of these were torn off and otherwise lost.

Six hundred souls were supposed to be on board, including many women and children.

Mr. Brew is the only British subject saved. He is in the British civil service, and on his way to British Columbia. He will proceed to Boston in the steamer *Eastern State* on Tuesday *en route* for New-York.

MR. GLAUBENSKLEE'S STATEMENT.

The following is the stathement of Theodore G. Glaubensklee:

At about 2½ o'clock P. M., Sept. 13, being in my state-room, I heard the cry of "Fire." Hastening on deck, I saw the flames breaking through the middle deck. The Captain was trying to get the people out of the second boat on the port side, to have it lowered. I hastened to the fore deck to keep the people from the boat. After a few minutes I turned around to go to the quarter deck, but could not get through the fire. I remained on the forecastle, the ship all the time going onward against the wind. With the assistance of a sailor, I cut down the jibsails to throw into the water, to use in checking the progress of the fire, but the people on deck did not understand our intention, and merely threw them into the water. I tried to discover something with which to save the passengers, but nothing was to be found. The spars had been thrown overboard and the buckets being near the pipe, were all on fire. In about half an hour the foremast fell, and shortly after the mainmast, and at about the same time the engine appeared to stop. The ship, which thus far had been heading west, gradually turned to the north, and finaly to the northeast. Soon after the boiler seemed to collapse, and ten minutes after the magazine exploded. By the turning of the ship, the flames and smoke drove to the forecastle. The suffering then became intense. Our only hope now being in two vessels in the distance, one of which, which afterwards proved to be the *Maurice*, approached us slowly, the other, further off, steering West, took no notice of us, although she was signalled to do so by the Captain of the Maurice. Having taken my stand on the chains on the larboard side, I gradually advanced forward to make room for others. At about 5 o'clock the Maurice sent off a boat, and as soon as it came near I jumped into the water and reached it. Seven others were taken in, and the boat returned to the bark.

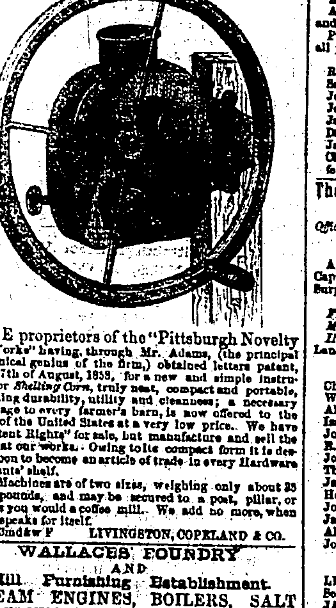
Two boats belonging to the bark continued to ply to and from the steamer, picking up all they could until the darkness made it impossible to find more of the sufferers. Soon after sunset the first officer and about a dozen others came to the bark, having saved themselves by a life-boat. Later some Swedish sailors came in part of a boat, and Mr. Brew and a German in part of another boat.

Mr. Glaubensklee's account of the origin of the fire coincides with that of Mr. Brew in every particular.

DESCRIPTION OF THE AUSTRIA.—According to the *N. Y. Herald*, the Austria was one of the four steamers constituting the only established line between New York and Hamburg, called respectfully the Austria, the Saxonia, the Borussia and the Hammonia. The first mentioned vessels were nearly *fac similes* of each other, and were built at the Clyde, near Glasgow, expressly for the business in which they are now engaged. The Austria was rather larger than the Saxonia, and was able to accommodate the greater number of passengers. Her burden was 2,500 tons, her length over all 345 feet, her width across the beam was 40 feet, and the distance from the promenade deck to the bottom of her hold, 56 feet. She was entirely composed of iron, not even the stancheons being of timber. She was rigged as a barque, and could carry a vast amount of canvass. Her machinery was on the newest, most approved and most substantial plan, and her propeller was driven by what is termed by engineers a steam hammer engine. The Austria has four decks, none of which was a spar deck. They were a promenade deck, main deck, 'tween deck, and lower deck, and each of them was divided from the one next to it by a more than ordinary distance. Her model and general appearance were more that of a mammoth yacht than an ordinary steamship. Her extending prow was ornamented by an elegantly sculptured representation of the double headed eagle of the Austrian empire, and every part of her exterior was plainly and tastefully completed. Her internal arrangements were admirably suited to maintain health and comfort among her passengers. In the first cabin fifty-four passengers could be well accommodated and in the second cabin there were accommodations for 117 passengers, while the steerage afforded ample accommodations for upwards of 400 third class passengers.

THE *N. Y. Times* says: "Mrs. Harriet Beecher Stowe is not in Europe, but has been residing quietly at her home in Andover for a year and a half past. We are authorized to say that the lady has not been *feted* in Paris, for the reason that she was not in Paris when somebody who took her name was *feted*; nor is she preparing a book on Normandy, as the English papers insist upon reporting. The stories which float about in the Paris and London Press, purporting to describe the movements of Mrs. Stowe, clearly refer to some unknown individual who is carrying on a very large hoax. Is there a bogus Mrs. Stowe abroad?"

ADAMS' CORN SHELLER.



THE proprietors of the "Pittsburgh Novelty Works" having, through Mr. Adams, (the principal mechanical genius of the firm,) obtained letters patent, dated 17th of August, 1858, for a new and simple instrument for *Shelling Corn*, truly neat, compact and portable, combining durability, utility and cleanness; a necessary appendage to every farmer's barn, is now offered to the people of the United States at a very low price. We have no "Patent Rights" for sale, but manufacture and sell the article at our works. Owing to its compact form it is destined soon to become an article of trade in every Hardware Merchants' shelf.

The Machines are of two sizes, weighing only about 35 and 50 pounds, and may be secured to a post, pillar, or door, as you would a coffee mill. We add no more, when seen it speaks for itself.
se10:3md&w F LIVINGSTON, COPELAND & CO.

WALLACES' FOUNDRY
AND
Mill Furnishing Establishment.
STEAM ENGINES, BOILERS, SALT PANS, MILL GEARING, Fire Brick, Machinery, Pulleys and Castings of all kinds made to order.
Grate Bars, Sash Weights, Mill Irons, Proof Staffs;
Anchor Bolting Cloths, Gum and Leather Belting;
Portable Flour and Corn Mills—the best in use;
French Burr Smut Machines, used in the city mills and over the West; scour the grain, take out the chess and remove the smut balls before they are broken by the beaters.
French Burr Mill Stones, made of selected blocks.
Patent Shingle Machines—cut 10,000 to 20,000 per day;
Rose's Patent Water Wheels, used in 7000 mills. Saw as much as the over-shot, and twice as much as the most of the other Wheels in use, with an equal amount of water. Catalogues of Wheels given to all who want gearing. Office No. 319 Liberty street, Pittsburgh.
se11:6md&wT W. W. WALLACE.

Steam Marble Works No. 319, 331, 333, Liberty Street, Pittsburgh, Pa.
MARBLE MANTELS, made by machinery at low prices; Monuments, Tablets. Grave Stones—a large stock on hand. Furniture and Wash Stand Tops; Imposing Stones, Marble and Stone Hearths, made by machinery on short notice.
Marble sold low to the trade. Office 319 Liberty street, Pittsburgh, Pa. W. W. WALLACE.
se11:6md&wT

PLASTER PARIS, ROMAN CEMENT, CEMENT for Cisterns, &c. GRIND STONES and WHITE LIME, at 319 Liberty street, Pittsburgh.
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PORTABLE FLOUR AND CORN MILLS—The simplest and best article of the kind in the country. They run light, grind fast, and make good work. They are a desideratum to Lumbermen, Iron Masters and settlers in new countries. For sale at No. 319 Liberty St., Pittsburgh, Pa. W. W. WALLACE.
se28:d&wT

DRUGS.—
Cream Tartar, Rhubarb Root,
Camphor, Arrow Root,
Citric Acid, Gum Arabic,
Calomel, (Eng.) Cal. Liquorice,
Cardamum Seeds, Iodide Potass,
Epsom Salts, Iodide Iron,
MACKEOWN & FINLEY,
se2 167 Liberty street.

ATLANTIC TELEGRAPH CABLE.—We have just received from the U. S. Steam Frigate *Niagara*, a large quantity of ATLANTIC CABLE, which we will cut in small pieces and mount them in either brass, silver or gold, to suit purchasers. Also a fresh lot of those excellent *American made* WATCHES. Call and see the CABLE and the WATCHES.
REINEMAN & MEYRAN,
42 Fifth street.

FEATHERS—14 sacks now landing from steamer and for sale by ISAIAH DICKEY & CO.

Insurance.

Merchants' Insurance Co. of Philadelphia.
WM. V. PETTIT, Prest. D. J. McCANN, Secretary.

Amount of Capital Stock paid in and invested	$200,000 00
Surplus	63,423 35
	$263,423 35

Insures Cargo Risks on the Ohio and Mississippi Rivers and tributaries. Insures against loss or damage by Fire, also against the perils of the Sea, and Inland Navigation and Transportation.

DIRECTORS.
Wm. V. Petit, John C. Montgomery, John H. Pumroy, D. J. McCann, E. F. Witmer, Rene Guillou, Benj. L. Woolston, John A. Marshall, Charles B. Wright, John J. Patterson, Elwood T. Pusey.
WM. V. PETTIT, President,
E. F. WITMER, Vice President.
DWIGHT J. McCANN, Secretary.
REFERENCES.
Seiger, Lamb & Co., Philadelphia.
Buck, Morgan & Siddle, do.
Truitt, Bro. & Co., do.
Pumroy, Caldwell & Co., do.
A. T. Lane & Co., do.
Steinmitz, Justice & Co., do.
PITTSBURGH OFFICE, No. 97 WATER STREET
au6:dtf R. W. POINDEXTER, Agent.

Franklin Fire Insurance Company of PHILADELPHIA.
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Charles W. Bancker, Adolph E. Borie,
George W. Richards, Samuel Grant,
Thomas Hart, David S. Brown,
Mordecai D. Lewis, Jacob R. Smith,
Tobias Wagner, Morris Patterson.
CHARLES N. BANCKER, President.
CHARLES G. BANCKER, Secretary.

This Company continues to make insurances, permanent or limited, on every description of property in town and country, at rates as low as are consistent with security.

The Company have reserved a large contingent fund, which, with their Capital and Premiums, safely invested, afford ample protection to the assured.

The Assets of the Company, on January 1st, 1851, as published agreeably to the Act of Assembly, were as follows viz:—

Mortgages	$918,123 08
Real Estate	84,377 78
Temporary Loans	83,966 17
Stocks	61,889 00
Cash, &c.	64,346 81
	$1,212,703 44

Since their incorporation, a period of twenty-one years, they have paid upwards of One Million, Four Hundred thousand Dollars Losses by fire, thereby affording evidence of the advantages of Insurance, as well as their ability and disposition to meet with promptness all liabilities.
J. GARDNER COFFIN, Agent,
ap19 Office Southeast cor. Wood and Third sts.

Continental Insurance Company.
Incorporated by the Legislature of Pennsylvania,
WITH A
PERPETUAL CHARTER.
Authorized Capital, One Million Dollars $1,000,000
Secured and Accumulated Capital 631,500

HOME OFFICE.
No. 61 Walnut Street, above Second, Philadelphia.
Fire Insurance on Buildings, Furniture, Merchandise, &c. generally.
Marine Insurance on Cargoes and Freights, to all parts of the world.
Inland Insurance on Goods, &c., by Lakes, Rivers, Canals and Land Carriages, to all parts of the Union, on the most favorable terms, consistent with security.

DIRECTORS
GEORGE W. COLLADAY, formerly Recorder of Deeds, &c., Philadelphia.
WM. BOWERS, formerly Register of Wills.
JOHN N. COLEMAN, firm of Coleman & Smith, Importing Hardware and Cutlery Merchants, No. 21 North Third street, above Market, Phila.
JOSEPH OAT, firm of Joseph Oat & Son, Coppersmiths, No. 12 Quarry street, Phila.
EDWARD V. MACHETTE, firm of Machette & Raignel, Importing Hardware Merchants, No. 124 North Third street, above Race, Phila.
HOWARD HINCHMAN, firm of Livingston & Co., Produce and Commission Merchants, No. 278 Market st., above Eighth, Phila.
GEORGE W. COLLADAY, President.
GALEN WILSON, Secretary.
JOSHUA ROBINSON, Agent.
mr25:d1yfc No. 24 Fifth street (up stairs.)

Monongahela Insurance Company, OF PITTSBURGH.
OFFICERS—JAMES A. HUTCHISON, President
HENRY M. ATWOOD, Secretary.
OFFICE, No. 98 WATER STREET,
Will Insure Against all kinds of Fire and Marine Risks.
ASSETS, MAY 20TH, 1858:

Stock Due Bills, payable on demand, secured by two approved names	$140,000 00
Premium Notes	47,003 29
Bills Receivable	9,966 21
115 shares Mechanics' Bank Stock—cost	5,920 00
50 do Bank of Pittsburgh do do	2,750 00
40 do Exchange Bank do do	2,050 00
100 do Citizens' do do do	5,175 00
Balance of Book Accounts	8,056 39
Office Furniture	690 88
Cash	15,853 73
	$237,710 55

DIRECTORS:
Wm. B. Holmes, Wm. A. Caldwell,
[illegible] Wilson Miller,
Wm. Rea, John McDevitt
Thos. S. Clarke, [illegible]
James A. Hutchison
ja1:58 HENRY M. ATWOOD, Sec'y.

Western Insurance Company OF PITTSBURGH.
GEORGE DARSIE, President.
F. M. GORDON, Secretary.
OFFICE, No. 92 Water street, (Spang & Co.'s Warehouse,) up stairs, Pittsburgh.
Will Insure against all kinds of Fire and Marine Risks. A Home Institution managed by Directors who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.
ASSETS, OCTOBER 31, 1857.

Stock Accounts	$121,600 00
Mortgage	2,100 00
Bills Receivable	4,161 67
Office Furniture	240 09
Open Accounts	9,478 04
Cash	14,841 45
Premium Notes	40,246 59
Bills Discounted	125,003 73
	$317,641 48

DIRECTORS:
George Darsie, Wm. McKnight,
R. Miller, Jr., Nathaniel Holmes,
J. W. Butler, Alex. Nimick,
G. W. Jackson, David M. Long,
James McAuley, William H. Smith
Alexander Speer, C. W. Ricketson,
Andrew Ackley,
no16 F. M. GORDON, Sec'y.

Pittsburgh Life, Fire and Marine Ins. Co.
Office, No. 96 Water Street,
PITTSBURGH, PA.
ROBT. GALWAY, President.
F. A. RINEHART, Sec'y. ALEX. BRADLEY, Vice Prest.
ANDREW FLEMING, M. D., Examining Physician.
This Company makes every Insurance appertaining to connected with LIFE RISKS.
Also, against Hull and Cargo Risks, on the Ohio and Mississippi rivers and tributaries, and Marine Risk generally.
And against Loss or Damage by Fire.
And against the Perils of the Sea and Inland Navigation and Transportation.
Policies issued at the lowest rates consistent with safety all parties.
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John Scott, Nathan F. Hart,
James Marshall, David H. Chambers
David Richey, William Carr,
James W. Hallman, Robert H. Hartley,
Chas. Arbuthnot, John M'Gill,
fe16—my25-ly

The Great Western Fire and Marine Ins. Co. OF PHILADELPHIA.
Office in Company's Building, No. 403 Walnut, corner of Fourth Street.
CHARTER PERPETUAL.
AUTHORIZED CAPITAL $500,000.
Capital paid in $222,800 00
Surplus, January 1st, 1858 55,274 05
$277,574 05
FIRE INSURANCE—Limited or Perpetual.
MARINE INSURANCE, on Vessels, Cargo and Freights.
INLAND INSURANCE by Rivers, Canals, Lakes and Land Carriage.
DIRECTORS:
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William Darling, 1510 Pine street.
Alexander Whillden, Merchant, 18 North Front
Isaac Hazlehurst, Attorney and Counsellor.
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R. Tracy, firm of Tracy & Co., Goldsmith's Hall.
John R. McCurdy, firm of Jones, White & McCurdy
Thos. L. Gillespie, firm of Gillespie & Zeller.
Jas. B. Smith, firm of Jas. B. Smith & Co
Hon. Henry M. Fuller, office 227 South Third street.
John R. Vogdes, office corner of Seventh and Sansom.
James Wright, late Cashier Bank of Tioga
Alfred Taylor, office Cairo City Property.
Jona J. Slocum, office 226 South Third street.
C. C. LATHROP, President.
W. DARLING, Vice President
LEWIS GREGORY, Second Vice Presid't. } Branch Office, 6 Wall st., N. Y.
JAMES WRIGHT, Secretary and Treasurer.
H. K. RICHARDSON, Assistant Secretary.
R. W. POINDEXTER, Agent,
fe17 97 Water street, Pittsburgh

FIRE INSURANCE,
BY THE
Reliance Mutual Insurance Company of PHILADELPHIA
On Buildings, Limited or Perpetual, Merchandise, Furniture &c., in Town or Country.
Office No. 308 Walnut Street.
CAPITAL $177,925.—ASSETS $252,455 89.—Invested as follows:

First Mortgage on improved City Property, worth double the amount	$120,200 00
Penna. Railroad Co's 6 per cent. Mortgage Loan, $30,000, cost	25,500 00
Allegheny county 6 per cent. Penna. R. R. Loan	10,000 00
Pennsylvania Railroad Co's Stock	4,000 00
Stock of the Reliance Mutual Insurance Co.	19,150 00
Stock of County Fire Insurance Co.	1,050 00
Scrip of Sundry Insurance Companies	675 00
Bills Receivable, business paper	52,711 50
Book Accounts, accrued interest, etc.	8,226 19
Cash on hand and in Bank	10,043 20
	$252,455 89

CLEM TINGLEY, President.
DIRECTORS.
Clem Tingley, Samuel Bispham,
Wm. R. Thompson, Robert Steen,
David S. Brown, William Musser,
C. Stevenson, Benj. W. Tingley,
John R. Worrell, Marshall Hill,
H. L. Carson, E. Lothrop,
Robert Toland, Chas. Leland,
Moses Johnson, Jacob T. Bunting,
C. S. Wood, Smith Bowen,
James S. Woodward, Wm. M. Semple, Pittsb'g.
B. M. HINCHMAN, Secretary.
J. G. COFFIN, Agent
ap3 North-east corner Third and Wood streets

Pennsylvania Insurance Company OF PITTSBURGH.
Office No. 63 Fourth Street
DIRECTORS.
Jacob Painter, Wade Hampton,
Geo. W. Smith, A. A. Carrier,
A. J. Jones, Robert Patrick,
Body Patterson, A. C. Sampson,
J. P. Tanner, J. H. Jones,
L. Grier Sproul, John Taggart,
W. B. McBride, Henry Sproul,
C. A. Colton, Nicholas Voeghtly,
James H. Hopkins,
CHARTERED CAPITAL $300,000.
Fire and Marine Risks taken of all descriptions.
OFFICERS.
President—A. A. CARRIER.
Vice President—Body Patterson.
Secretary and Treasurer—I. Grier Sproul.

Insurance.

Eureka Insurance Company of Pennsylvania.
Office No. 99 Water st., Pittsburgh,
ASSETS MAY 1, 1858.

Stock Due-Bills—payable on demand and secured by two approved names	
Cash in Pittsburgh Trust Company	$76,890 70
Premium Notes	22,280 37
Bills Receivable	15,950 01
122 Shares Exchange Bank Stock—cost	6,950 00
99 do Mechanics' Bank Stock—cost	5,490 13
200 do Iron City Bank Stock—am't. paid	7,500 00
200 do Allegheny Bank Stock—do do	5,000 00
Book Accounts	13,240 34
	$256,341 15

DIRECTORS.
J. H. Shoenberger, G. W. Cass,
W. K. Nimick, Isaac M. Pennock,
John A. Caughey, W. W. Martin,
C. W. Batchelor, R. T. Leech, Jr.,
R. D. Cochran, David M'Candless,
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Assets of the Company, Nov. 24, 1857.

Bonds, Mortgages, and Real Estate	$101,350 34
Philadelphia City, and other Loans	137,011 25
Stock in Banks, Railroad & Insurance Cos.	12,509 00
Bills Receivable	320,291 93
Cash on hand	36,932 06
Balances in hands of Agents, Premiums on Marine Policies recently issued, and other debts due the Company	92,730 57
Subscription Notes	100,000 00
	$702,795 37

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The cable will be sold in the condition in which it came from the Niagara, in lengths of 40 feet and over at 62½ cents per foot. Smaller quantities at $1 per foot.

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CAUTION!—Attention is respectfully invited to the following letter from Cyrus W. Field, Esq.

NEW YORK, Aug. 24, 1858.

MESSRS. TIFFANY & CO.—Gentlemen: At your request, and in justice to you, I am bound to state, that I have sold of the entire balance of the Atlantic Cable on the U. S. steam frigate "Niagara," to your firm, and that if any other claims to have any portion thereof, it must either have been procured from you, or from the small specimens which were distributed on board before the cable was laid, in which case the quantity is too small to notice.

There is a peculiar interest attached to the cable which you have bought—twenty miles of it were actually submerged in the ocean, and recovered, while through all of it the electric signals were transmitted during the whole of the time occupied in laying the cable.

Of course, any quantity of the cable can be manufactured in England, and many specimens have been circulated in this country, but to few if any of these, attaches the peculiar value which the cable purchased by you possess, from the fact that they were part and parcel of the cable, which is now actually laid.

I remain, gentlemen, very truly your friend,
se23:d1m3taw CYRUS W. FIELD.

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