

Correspondence.

MANKATO, (M. T.) Sept. 7th, 1857. Mr. Editor:—The weather here is very pleasant at present. The frost has not visited this part of the country yet, and corn crops look favorable. The Sioux Indians are still skulking around. They shot and wounded Mr. Geo. Brown of Chain Lakes, last week, and other persons are missing from this place, who are supposed to be killed. All the settlers of Springfield have left, with the exception of one old trapper, who I know only by the name of Dutch. He killed a great many Indians in his time, and thinks he is able to kill more. May the Lord help him to rout out the Sioux nation, for the Government's want.

Our Constitutional Delegates have met in St. Paul and formed a State Constitution for this Territory. They had quite a political war. The Republicans and Democrats held separate Conventions and both claimed a quorum, finally they appointed a committee on both sides, and they met and compromised, and formed a good Constitution as there is in this Union. They agreed on a North and South line, which gives us plenty of mineral on Superior, and the great pinery of the North, while the Southern part of the Territory abounds with plenty of the richest soil there is in the United States. The railroad has been surveyed from La Crosse via Mankato to Sioux City.

Politics is now the order of the day, the Democrats rather think they came out considerably minus of their calculations. We were honored by a speech from Ex-Governor Gorham Democrat, which commenced as there is in this Union. The blood that runs through my veins is Irish, and I sucked the breast of an Irish woman, and I am proud of it." Then he commenced by giving the number of inhabitants of this Territory, and by close examination he made out that they were about half foreign born. Democratic principles should prevail in Minnesota. He also tried to apologise for the repeal of the Missouri compromise of 1820, and the extension of slavery in Territories. He contended that negroes were not human, that they were a species, that the Oregon act was a violation of the Missouri compromise. He positively said "they could better be compared to four-legged brutes than a white man could be to a negro." Such were the sentiments of the great illustrious Statesman, Governor Gorham. His audience was composed of foreigners and ignoramus. As for the German part of the audience, they are small enough to dance in the bowels of a mosquito, and have more room in proportion, than a bullfrog would in the Pacific ocean. I expect to keep you posted in regard to political matters and Indian outrages.

Yours, I. R. DUNKELBERGER. McFERRVILLE, Sept. 21, 1857. Mr. Editor:—We are glad to see that Mr. Heim, of Upper Mahanoy, has come out as a candidate for Treasurer. He is well known here by many persons who have stopped at his house, and will receive the votes of most of the independent Democrats, who are opposed to having candidates forced on them. Mr. Heim is an industrious, energetic business man, and will receive the support of that kind of men belonging to all parties, and will, therefore, most certainly be elected. AN UPPER END DEMOCRAT.

(From the Boston Post of Sept. 2nd.) Accomplishment of the Great Walk. At 2 o'clock this morning, James Lambert accomplished his task of walking 1,000 miles in 1,000 consecutive hours at Boylston Hall and thereby completed one of the most remarkable feats in pedestrianism upon record. Such a contempt for the demands of nature has exceeded during this trial taxing his energies to the uttermost, and endeavoring to perform a deed which all reasonable people would justly consider impossible, has excited more than usual interest for his undertaking. He commenced at 10 A. M., on Tuesday, July 28th, and as stated retired sine die at the 28th this morning shortly after 2 o'clock having walked one mile in every hour for nearly 42 days. His fatigue two weeks since was so great that even his friends abandoned all hope of his success but he was "on his muscle," and as he affirmed, "would walk until he fell upon the track."—With the exception of a few days that weariness and stupor had greatly increased, and he was aroused from slumber only by great exertion of will to stagger and exhibit other signs of extreme lassitude. He was in this state upon the completion of the last mile.

The number of spectators throughout the day, yesterday, was very large, and at even the late or early hour to which the completion of the affair was brought this morning there were crowds in attendance. He made his first miles in about 10 minutes and his last in over double that time. At the signal which signified the termination of the 1000th mile the pedestrian was warmly cheered and the company followed him to the completion of their various places of rest. It is said that Lambert will receive about \$2000 as the result of this affair. The parties betting against him are New Yorkers and they have had present here two representative who alternated in "spoiling" the play. As Lambert will now have an opportunity of answering the requirements of his exhausted condition it will be necessary to use the greatest care in regard to him for fear that he should sleep forever. His physician prescribes a thorough waking and exercise after every three hours rest, and strict adherence to this treatment it is hoped Lambert may regain his former strength. Since he commenced walking he has lost fourteen pounds of flesh and now weighs but one hundred and thirteen pounds.

Robbery of a Land-Owner's Office. DEQUETTE, Iowa, Sept. 21st.—The Register's Office at Fairbault, Minnesota, was robbed on the night of the 15th, of land warrants calling for 30,000 acres of land. A reward of \$500 is offered for the detection of the thief. THE CAPITOL EXTENSIONS.—The appropriations for the Capitol Extensions have been as follows: September 30, 1851, \$100,000 By joint resolution of April 4, 1852, 500,000 By deficiency bill for year ending June 30, 1853, 400,000 By general appropriation bill, ending June 30, 1854, 600,000 By general appropriation bill, ending June 30, 1855, 750,000 By general appropriation bill, ending June 30, 1856, 325,000 By general appropriation bill, ending June 30, 1857, 750,000 By general appropriation bill, ending June 30, 1858, 900,000 Total, \$4,325,000 It is estimated that \$1,185,183 will still be necessary for their completion, so that the entire cost of the extensions, when completed, will be over five and a half millions, and it is thought that the new dome will not fall short of one million and a half; so that the American Capitol, when completed, and by the finishing touch of art crowned the finest building in the world, will have cost about ten millions of dollars.

At the late Criminal Sessions in Schuylkill county 91 bills were acted on by the Grand Jury, and 71 found true. Judge Hedges deals very summarily with criminal offenders in that county. Joseph H. Brown has been appointed Indian Agent for the Sioux in Minnesota, vice Flaunders, resigned.



THE AMERICAN UNBURY.

SATURDAY, SEPTEMBER 26, 1857. H. B. MASSER, Editor and Proprietor.

To ADVERTISERS.—The circulation of the Sunbury American among the different towns on the Saranac is not exceeded (equalled by any paper published in North or Pennsylvania).

Democratic State Nominations. For Governor. Gen. WILLIAM F. PACKER, of LYCOMING COUNTY. Judges of the Supreme Court. Hon. WILLIAM STRONG, of Berks County. Hon. JAMES THOMPSON, of Erie County. For Canal Commissioners. NIMROD STRICKLAND, of CHESTER COUNTY.

DEMOCRATIC COUNTY NOMINATIONS. SENATOR: G. C. WELCKER, Sunbury. Subject to the decision of the Conference. ASSEMBLY: JOS. C. BIRDSEY, Turbot. SHERIFF: HENRY J. READER, Lewis. PROTHONOTARY: DANIEL BECKLEY, Zerbe. COMMISSIONER: SAMUEL ENT, Shamokin. TREASURER: JESSE H. SIMPSON, Sunbury. AUDITOR: O. PATTON, Rush.

EDITOR'S TABLE. Business Notices. Mrs. HALE'S Receipts for the Million: containing four thousand five hundred and forty-five receipts, facts, directions, knowledge, etc., in the useful, ornamental and domestic arts, and in the conduct of life. Being a complete family directory and household guide for the million. Relative to all kinds of accomplishments, amusements, beauty, dress, building, children, equestrian, courtesy, birds, etc., economy, etching, cookery, flowers, gardening, Grecian painting, health, home, housekeeping, ladies' work, feather work, manners, marriage, medicine, needlework, nursing, out-door work, painting, penology, polychromy, poultry, riding, swimming, surgery, domestic, temperance, trees, etc., women's duties, words of Washington, etc., by Mrs. Sarah Josepha Hale. Complete in one large volume of near 800 pages, neatly bound in cloth. Price one dollar and twenty-five cents a copy.

In press, and to be ready for sale on Saturday October 3. Copies of the work, will be sent to any part of the United States, free of postage, on any one remitting the price of the work, to the publisher, in a letter. Published and for sale at the cheap Book and Publishing establishment of T. B. Peterson, No. 306 Chestnut street, Philadelphia.

Tax Lost Daughter; and other true stories of the heart by Mrs. CAROLINE LEE HENTZ. Complete in one large duodecimo volume, neatly bound in cloth, for one dollar and twenty-five cents; or two volumes, paper cover, for one dollar. In press, and to be ready for sale on Saturday, September 26th. Copies of either edition of the work, will be sent to any part of the United States, free of postage, on remitting the price to the publisher, in a letter. Published and for sale by T. B. Peterson, No. 306 Chestnut st., Philadelphia.

GODEY'S LADY'S BOOK for October, already in advance, is already on our table—rich in matter and embellishments, and well stored with useful patterns an information for the Ladies. LADIES HOME MAGAZINE.—This excellent periodical for October is before us. Its reading matter, engravings and colored Fashion plates are among the best. The name of T. S. Arthur, as Editor, is sufficient guarantee of superior worth.

The letter of our Elyburg correspondent and much other matter is unavoidably crowded out this week. The Senatorial Conference met at Danville on Saturday last, but made no nomination. The vote stood as follows:—Chas. A. Buckalew, of Columbia county, 4; George C. Welker, of Northumberland county, 2; Reuben Keller, of Snyder county, 2. Montour county had no candidate. The Conference will meet again at Milton, Saturday (to-day).

The Montour Rolling Mills at Danville has been suspended on account of the heavy fallers in the east, and the tightness of the money market. SUICIDE.—Christian Gingerich, of Washington township, Snyder county, on Wednesday last week, by hanging himself with a silk handkerchief in his barn. He was about 70 years of age. PAUL LEIDY, Esq., of Danville, was nominated for Congress by the Democratic conference of that district at Wilkesbarre, on Saturday last on the 57th ballot.

The Academy of Music of Philadelphia, as a place of amusement has no superior in this or any other country. It is just such a place of resort that was greatly needed, and will add much to the pleasure of strangers and others visiting the city. THE SUBSIDIZED PRESS.—In the Daily News of Monday last, Mr. H. B. Swoope, Chairman of the American State Committee, publishes a list of fifteen newspapers in the interior of this State, which were subsidized or paid for their support of Fremont last fall. The list was furnished by Gov. Ford, of Ohio, for the New York Herald, to rebut the charge that he had misappropriated the sum of \$20,000, which the Herald says was placed in his hands to subsidize the press in Pennsylvania. Mr. Swoope says he does not say that the papers referred to received the money, which is a question between them and Gov. Ford. The amount said to have been paid to the fifteen was \$6,450, in sums from \$1,000 to \$75.

THE PRIMARY ELECTION SYSTEM. The editor of the Gazette attempted, in his last paper, to controvert our views in regard to the delegate system, as compared with the present mis-called popular vote system in this county. Our neighbor professes his inability to comprehend all we stated. We know that it is extremely difficult to convince individuals in regard to erroneous views when such views accord with their own selfish purposes. The people, however, begin to understand it, and so do the defeated candidates, who are pretty well satisfied by this time that there is no fairness in a contest for a nomination against candidates who are adopted previously, at the secret letting of the offices in this place. We repeat that under this system, the least deserving and least popular candidate may be nominated, which could not be the case under the delegate system without imparting fraud and corruption to the delegates. And such an organization is therefore an imposition on the candidates "outside the ring" who are, nevertheless, encouraged to keep the track by faithless promises and treacherous movements. We can very readily answer the question which the Gazette will consider a "settler" if satisfied, although it would be folly to suppose that the editor would acknowledge himself satisfied. We contend that it would be more difficult to operate on 40 honorable delegates than on the 2,300 voters scattered through the county, however honest they may be, because the delegates are known and are acting publicly, under the eyes of the different candidates, whilst under the present system, a hundred different agents may be out, secretly misrepresenting matters in favor of the combination "inside the ring," without those outside knowing anything about it, until they find themselves suddenly kicked over, as was the case in the late election—the actors in this case being unknown, operating secretly and underhanded. If we had room we might state other reasons.

THE STATE AGRICULTURAL EXHIBITION. The seventh Annual Exhibition of the State Agricultural Society will be held at Philadelphia from the 19th of September to the 24th of October inclusive. Among the Judges the following have been selected from this county, viz: Deacons—Jos. R. Priestley, Northumberland, Native or Grade—Thos. Johnson, Fat Cattle—L. M. Dewart, Sunbury, Match Horses—James Taggart, Northumberland, Trotting Horses—A. E. Kapp, Swine—Wm. Elliot, Poultry—Alexander Colt, Ploes and Plowing Match—Elijah Crawford, Milton, Cultivators, Grain Drills &c.—Wm. T. Forsythe, Northumberland, Wagons, Carts &c.—John L. Watson, Northumberland, Reaping Machines &c.—George Mowton, Trevorton, Machinery—Geo. Merrick, Northumberland, Leather &c.—Dan. L. Brautigam, Grain and Seeds—W. H. Lightow, Vegetables—John Taggart, Domestic Manufactures—Wm. C. Lawson, Milton, Manufactures—H. B. Masser, Sunbury, Carriages &c.—Jesse C. Horton, Northumberland, Musical Instruments—Rot-B. M' Coy, Flowers, Plants &c.—S. R. Wood, Chulasky, Stores—M. D. J. Withington, Northumberland, Cutlery, Glass &c.—W. P. Withington, Shamokin, Hams—James Pollock, Milton. The following are from our neighboring counties. Deacons—Joseph Paxton, Cattawissa, Fat Cattle—R. Masser, Lewisburg, Imported Cattle—C. R. Paxton, Cattawissa, Sheep—Jas. R. Davis, Selinsgrove, Fanning Mills—Henry C. Eyer, Selinsgrove, M. H. Taggart, Winfield, Manufactures—Charles Cook, Danville. The President, though fond of a joke, has in these appointments, no doubt, looked to appropriateness. Whether this was his design in the appointment of our friend, the Major, on Fat Cattle, we can't say. He is certainly no bad judge of fat beef, especially when roasted. Had there been any committees on Fish, most assuredly would have been appointed chairman on "Brook Trout," inasmuch as we served on a private committee, of that character, at Kalaton, a few years since, on our way to the State Fair at Rochester. That committee was composed of Messrs. Brautigam, Kapp and Taggart of Northumberland, and ourself. The committee discussed the subject thoroughly over the supper table, on which were placed, if we recollect right, a dish of twenty-one fine trout. The two first named, after having disposed of three trout each, retired from the table. We remained with Mr. Taggart, and managed to put away four of them under our jacket.—What became of the remaining eleven trout, has ever since been a subject of dispute between the President of the State Agricultural Society and ourselves, who will persist in charging us with the eleven trout. When bantered with the improbability of such a story, by those who compare his corporal proportions and digestive powers, with our own, he attempts to solve the difficulty by saying that our netter appendages were made hollow.

Our Milton neighbors, held a meeting to adopt measures to purchase a lot for a permanent Fair Ground. The Miltonian replies to the strictures of the Sunbury Gazette on the selection of the Judges, that the members were more numerous on their side. The Gazette is wrong, however, in discarding lawyers as incompetent for Judges. Few men have done more to promote Agriculture in Pennsylvania than Judge Watts the first President of the State Society—the late Judge Peters and a number of other distinguished "limbs of the law."

The trial of Clark and Mrs. Twigg, for murder at Danville, was continued to next term. Objections were made to the panel of Grand Jurors, on the ground that the names of the absentees and those that had been excused, were not put back into the wheel.

THE WRECK OF THE CENTRAL AMERICA.—Statement of Henry H. Childs. Henry H. Childs, one of the rescued passengers, states that the Central America left Havana on the 8th inst., having had delightful weather and a calm sea from Aspinwall to that port. On the afternoon of the day of sailing from Havana we had a fresh breeze; and on Wednesday it blew very strong; night it increased and rained in torrents. On Thursday the wind blew a hurricane, and the sea ran very high. On Friday the storm raged with unabated fury, and at 11 o'clock A. M., it was first known among the passengers that the steamer had sprung a leak, and was making water fast. A line of men was formed, who went to work in bailing the water from her engine room, the fire having been already extinguished by the furnaces being overflowed. We gained upon it so much that the firemen were enabled to get up steam again, but this continued for only a few minutes, when the fire was again extinguished and the engines were abandoned. The bailing, however, was continued in all parts of the vessel, and kept up until she finally went down. During Friday night the water gained gradually, but all being in good spirits, we worked to the best of our ability, being that when morning came we might possibly speak some vessel and be saved. The fatal Saturday came at last, but brought nothing but an increased fury of the storm. Still we worked on. About 2 o'clock P. M. the storm subsided a little, the clouds broke up, and our cup hopes were renewed and we all worked like giants. At 4 o'clock P. M. we spied a sail and fired guns. Our flag being at half mast it was seen and the brig Marine, of Boston, bore down upon us. We then considered our safety certain. She came near us, and we spoke to her, and she in good condition. She laid off about a mile distant, and we in only three of the boats, saved, placed all the women and children, and they were safely put on board the brig. As evening was fast approaching, we discovered another sail, which responded to our cries and we spoke to her, and she in good condition. Our crippled condition and asked them to lay by and send a boat, as we had none left. She promised to do so, but this was the last we saw of her, except at a distance, which grew greater at every moment. At 7 o'clock we saw no possibility of keeping aloft much longer, and as we could not save ourselves, we were saved in a short time. A heavy sea for the first time broke over her upper deck, and our hopes faded away. Life preservers were then furnished to the passengers and we sent up two rockets. A tremendous sea then swept over us, and then the steamer in a moment went down. I think that some four hundred or four hundred and fifty souls were launched upon the ocean, at the mercy of the waves. The storm at this time had entirely subsided. We all kept near together, and went as the waves took us. There was nothing or very little to eat or drink. Capt. Herndon, our captain, was kept up for two or three hours; and I think for that space of time, none had drunk or eaten. But those who could not swim became exhausted, and one by one gradually passed to eternity. The hope that boats would be sent to us from the two vessels, and that we could be rescued, and our trust was alone in providence; and what better trust could you or I ask for? I saw my comrades fast sinking, and at one o'clock that night I was nearly alone upon the ocean, some two hundred miles from land I, however, heard shouts from all that could be seen, and we were not far from us; but could not see them. Within an hour from this time, I saw a vessel, which I judged was about one mile from me. Taking fresh courage, I struck out for the vessel and reached it when nearly exhausted, but was drawn on board by ropes. It proved to be a Norwegian barque, from Laitan, Honduras, and from the United Kingdom. I found on board of her some three of my comrades, and at nine o'clock the next morning we had 49 noble fellows on board. And these are all I know of having been saved. We cruised about the scene of disaster until we thought that all alive had been rescued, and then set sail. We found the brig at the scene of the wreck, and the crew living on guel. We had some tea and coffee to refresh ourselves, and at noon on Sunday, spoke this American bark (the Saxony) bound for Savannah, who supplied us with provisions and took five of us on board. Our names are B. H. Ridley, of Cape Race, the City of Glasgow; Francis; Henry H. Childs, of New York. The Norwegian barque then set sail for Charleston with the balance of the forty-nine passengers. Their names names unfortunately I cannot give. The few I recollect are Capt. Badger, of Baltimore; Mr. Frazier, second officer of the City of Glasgow; Mr. Brown, of Sacramento; Billy Birch, of the San Francisco Minstrel; A. J. Easton, of San Francisco and Fletcher Augustus, of Maine. There is also a lad saved some seven years old, whose mother was with the other ladies placed on board the brig.

P. S.—There were three passengers that got into the boats that saved the women and children, which were known to me. Their names are Mr. Priest, of Long Island; Thos. Payne, of Stamford Connecticut, and a Mr. Jones. FULL PARTICULARS OF THE DISASTER. One hundred Saved by the Brig Marine Arrived at Norfolk—Nearly two-hundred Survivors. We have at last the full account of the terrible disaster of the sinking of the Central America and the great portion of her California passengers, as they were published by the Agent of the Associated Press, by passengers, and slips from the offices of the Baltimore American and Norfolk Herald, possession of which we have had.

The women and children were saved in the brig Marine; about twenty of the ladies saved, were rescued by the brig Marine. The brig ran down under the ship's stern, when all the boats, six in number, were ordered to be lowered alongside, but three of them were stove and rendered useless. The remaining three were brought alongside, and all the ladies with their children saved in them. The boats appeared to be in good order, and if night had not come on, it is probable much greater number would have been saved. The last trip took a number of men passengers, including the chief Engineer, who is censured for deserting the ship.

TOTAL LOSS OF THE STEAMSHIP CENTRAL AMERICA. FIVE HUNDRED LIVES LOST. Arrival of the rescued at Norfolk and Savannah—Two Millions in Specie Lost. Norfolk, Sept. 18. The steamship Central America foundered on Saturday last, when two hundred miles off Cape Hatteras. Fifty passengers, including 26 females, were rescued by the Norwegian barque Eliois, which has arrived at this port. The officers were all lost except Mr. James M. Frazier. The chief engineer, George E. M. Herndon, had only a few minutes to get his hour before she went down. The two millions of dollars in specie, which were on board the Central America, were lost. FULL ACCOUNT OF THE WRECK BY A SURVIVOR.

The Wreck of the Central America—Statement of Henry H. Childs. SAVANNAH, Sept. 18. Henry H. Childs, one of the rescued passengers, states that the Central America left Havana on the 8th inst., having had delightful weather and a calm sea from Aspinwall to that port. On the afternoon of the day of sailing from Havana we had a fresh breeze; and on Wednesday it blew very strong; night it increased and rained in torrents. On Thursday the wind blew a hurricane, and the sea ran very high. On Friday the storm raged with unabated fury, and at 11 o'clock A. M., it was first known among the passengers that the steamer had sprung a leak, and was making water fast. A line of men was formed, who went to work in bailing the water from her engine room, the fire having been already extinguished by the furnaces being overflowed. We gained upon it so much that the firemen were enabled to get up steam again, but this continued for only a few minutes, when the fire was again extinguished and the engines were abandoned. The bailing, however, was continued in all parts of the vessel, and kept up until she finally went down. During Friday night the water gained gradually, but all being in good spirits, we worked to the best of our ability, being that when morning came we might possibly speak some vessel and be saved. The fatal Saturday came at last, but brought nothing but an increased fury of the storm. Still we worked on. About 2 o'clock P. M. the storm subsided a little, the clouds broke up, and our cup hopes were renewed and we all worked like giants. At 4 o'clock P. M. we spied a sail and fired guns. Our flag being at half mast it was seen and the brig Marine, of Boston, bore down upon us. We then considered our safety certain. She came near us, and we spoke to her, and she in good condition. 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ARRIVAL OF THE EMPIRE CITY. Ninety-one Survivors on board of her. NEW YORK, Sept. 20. The steamship Empire City arrived here last night from Norfolk, with ninety-one passengers and crew of the Central America. Among the passengers is Alexander Gardner of Philadelphia. STATEMENT OF CAPT. THOS. W. BADGER. Capt. Thos. W. Badger, who is among the saved, and who has arrived here in the Louisiana, is able, from his experience as a sea captain, as well as from the close connection in which his exertions on board the wreck brought him with Capt. Herndon and officers, to give a more accurate and reliable account of the disaster than perhaps any other of the saved. We have taken down from his dictation the annexed full and interesting narrative: At three o'clock on Friday afternoon I assisted in organizing and putting to work both the crew and passengers, and the engine room and stowage. The passengers joined willingly and cheerfully in this effort. An attempt was made to raise steam on the donkey engine to pump the ship out, using the vertical and other woodwork of the ship for fuel, but the engine would not work, from what cause was not known. At five o'clock, after consulting with Capt. Herndon, I assisted in cutting away the foremast, which somewhat relieved the ship. The ship had laid perfectly easy whilst the machinery was in motion, but at which time the strength of the sea, making heavy lurches to leeward. From twelve to four o'clock on Saturday morning the water gained fast on us, as the men were fatigued and worn out by incessant labor and exposure to the storm. At 4 o'clock the gale somewhat abated, but the sea continued to rise, and being then nearly up to the second cabin floor. At daylight on Saturday morning, however, all hands took hold again with renewed vigor to free the ship. The water was thus again kept at bay for an hour or two more, during which signals of distress were set, and a vigilant look out kept for sails. The ladies were even anxious to assist us in bailing, and cheered us up in our labors by their calmness in these trying times. At 8 o'clock another attempt was made to raise steam in the donkey boiler so as to work the steam pumps, but this succeeded in putting on board the Marine, at the women and children, twenty six in number, during which the male passengers mostly continued at their work. The boats could not carry more than five or six owing to the high sea, and they made several trips to and from the Marine. When the boat that took the ladies on board came alongside, the chief engineer jumped in the boat, and was followed by several other gentlemen. Two other boats came alongside afterwards, when there was a rush to jump in them by the male passengers, involving great danger. By this time the brig had drifted a long way to leeward, which made the trips of the boats to and from the ship very dark, so that the boats did not again return. About dark, a vessel, believed to be the schooner Sovereign of New York, ran down under our lee. We hailed and told him that we were in a sinking condition, asking him to lay by as all night, which he promised to do. He then came alongside, and in the progress, but the water had by this time raised half way up to the lower cabin, and was rapidly gaining on us. There was, however, no cessation of the bailing until one hour before the ship sank, when all hope of keeping her afloat until daylight was relinquished.— There was about seven o'clock on Saturday evening.

I should, however, mention that two hours previous I had a conversation with Captain Herndon, who, after consultation, agreed with me that the ship must go down, but it was still advisable to keep it as long as possible, and we did not make up our minds to give up until daylight. Captain Herndon requested that the second officer, Mr. Frazier, and myself should remain with him, and expressed his determination not to leave the ship while there was a soul on board, but would remain until she sunk under him. His only regret was his family—and he died like a brave man. At 7 o'clock, on Saturday night, the water was up to the floor of the dining saloon and all then went to work calmly to devise means, each for their safety. A half hour previous to the ship sinking there were two lights seen some distance to leeward, supposed to be the brig Marine and the schooner that spoke us an hour or two previous, but having a fresh breeze and high sea they were unable to work up the windward. Those who had succeeded in keeping themselves afloat, soon scattered over the surface of the ocean for a distance of about a mile. One hour after the ship sank I saw a light at leeward, which was seen by most of those rescued, supposed to be that of the schooner Sovereign, but it soon disappeared. We knew that the ships to leeward could not reach us and turned our gaze in the opposite direction.

At 11 o'clock on Sunday morning we saw approaching us under full sail, with a strong breeze, the Norwegian bark Ellen, ran into our midst, and those on watch were astounded with the cry of human beings. Capt. Johnson, the commander, immediately hoisted his vessel to, under short sail, and commenced to tow us. The schooner at this time had been down over five hours. He launched his boat, and threw out ropes and buoys, and did everything that good seamanship and a humane heart could dictate to save as many as possible. I was the fourth one rescued, and witnessed the noble exertions of himself and crew throughout the night. He continued his search among the drift wood, tacking backward and forward up to 12 o'clock on Sunday, but did not find any one after 9 o'clock in the morning, and consequently relinquished the search at noon.

STATEMENT OF MR. WM. BIRCH. From Mr. Wm. Birch, of the San Francisco Minstrel, whose wife is among the saved, and who was himself flung by the bark Ellen, after six hours' exposure in the water, we obtained some interesting particulars of the fearful experience which he has gone through: Mr. Birch had tied a short rope to his arm, thinking it might be useful, and started forward, where a raft was in progress of construction. On the wheel-house he saw Capt. Herndon, still calm and self-possessed. Remembering that Captain Luce, who was on the wheel-house of the Arctic when she went down, was saved by clinging to it, he for a moment thought of taking a position by Capt. Herndon, but he would be struck by the chimneys, which were abreast the wheel-house, he continued on to the forward part of the boat. At this time the most of the passengers were on deck, dispersed in different quarters, the greater number perhaps being aft and upon the hurricane deck. Arrived forward, Mr. Birch secured a piece of board and stood ready for the final plunge. A second lurch drove another large number into the sea, and almost immediately afterward came a third lurch, and then the steamer sank rapidly, going down, as our informant described it, "like a cork." He was drawn down, down in the vortex caused by the sinking of the vessel, receiving two severe blows

on the shoulder from what he supposed to be an iron bar. In the lightning like thought of the fearful moment he gave up hope, but finally the downward tendency was arrested, and he shot up to the surface amidst a confused mass of struggling human beings, mixed with floating boards, parts of the hurricane deck, loose boards, and other light portions of the ship, which had broken away from the hull. Mr. Birch, on his return to the surface, had involuntarily grasped some boards, and sustained by these, reached the hatchway, on which there were already three young men. He secured himself to this with the piece of rope, and, with his companions, watched for any sail that might bring relief. When he first rose to the surface, as far as could be seen, and everywhere around, were heard the shouts and cries of the hundreds who were struggling in the water for life. Gradually these subsided. Many who had secured nothing to fasten upon, and sustained by the waves, were separated by the force of the waves, and were driven off in groups. All it may be presumed, were earnestly watching for relief, but during many anxious hours, none appeared. Shouts continued to re-echo from different parties, who hoped that by attracting attention to these first brought to their aid the Norwegian bark Ellen, Capt. Johnson, who, hearing cries of distress, rescued those nearest to him, and learning from them that others were still in the water, continued his search until nine o'clock the next day, at which time the schooner Sovereign had been rescued. He continued cruising around the vicinity until afternoon on Sunday, when, no more being seen, the Ellen bore away for Norfolk, the nearest port. The conduct of Capt. Johnson merits the highest praise. His action in coming to the aid of the sufferers was prompt, and his search continued as long as a hope remained that another life could be saved. His kindness to the saved was afterwards unceasing.

MR. MANLOVO'S STATEMENT. Oliver P. Manlovo gives the following statement:—I had provided myself with a life preserver and a piece of a spar, and determined to go down with the vessel, with the intention of saving myself and whom I understood, bracing themselves upward, securing those articles most available to buoy them up. I was standing near the smoke stack at the time, and we were all dragged under the water with the sinking ship. The vessel was under the surface at least twenty feet, and when we rose we were nearly stifled. The rapidity with which I was drawn down tore the spar from my hands, and I reached the surface my clothing was almost all stripped off, and I was a poor man. I was wearing life preservers, who gave me one; and we also seized on pieces of the wreck, which helped to sustain us. About four hundred of the passengers were struggling about, most of them having lost their life preservers, and others seizing on pieces of the wreck which were within reach. The captain had cut away the upper works of the vessel, so that when the hull sank they would float up; but they were dragged down and came up in fragments. Many persons were killed, stunned and drowned by being struck with pieces of the wreck, whilst the pieces were to others the means of escape. An occasional flash of lightning showed to each other a sea of struggling forms. Each strove to encourage his friend with hopes which he scarce felt himself. At first we were all together in a mass, but soon the waves separated us, and at each successive flash of lightning, we discovered that we were separated from each other, and we soon found ourselves apparently alone on the boundless ocean. About ten o'clock he was picked up by the boat Ellen, and had the satisfaction of finding others on board her. (From the New York Journal of Commerce.)

STEAMSHIP DISASTERS.—The appalling loss of life on the Central America has no parallel in the history of American steamship navigation. The nearest approach is the disaster which befel the steamship Arctic, on the 27th of September, 1854, by which something like three hundred and fifty lives were lost. The steamship San Francisco, belonging to the Pacific Mail Steamship Company, which was founded in the Arctic on the 27th of December, 1853, was lost under circumstances similar in many respects to the disaster which has just occurred; though the number of lives sacrificed was much less, not varying far from two hundred, including 150 United States troops.

Taking a retrospect, with a view to recount the various catastrophes which have fallen ocean steamships owned in or trading with the United States, we find that the following have been entirely lost: Name. Fate. Valuation. President. Never heard of. 835,000 Columbia. All hands saved. 300,000 Humboldt. All hands saved. 500,000 City of Glasgow. Never heard of. 200,000 City of Philadelphia. All hands saved. 300,000 Franklin. All hands saved. 450,000 San Francisco. 300,000 Arctic. A few saved. 700,000 Pacific. Never heard of. 680,000 Tempest. Never heard of. 300,000 Central America. A few saved. *140,000

* Exclusive of about \$1,600,000 in specie. If the cargo was included, the total loss would be more than doubled. The President was lost in the year 1841; no one knows how or where. The Columbia, in nautical phrase, "broke her back" on the rocks on the American shore of the Atlantic. The City of Philadelphia went to pieces on the rocks near Cape Race. The City of Glasgow sailed from Liverpool March 1, 1854, and was not afterwards heard of. The Great Britain came near being included in the list, having lain ashore for some months at Dundrum Bay, coast of Ireland, but is now engaged as a transport for India. The Franklin and Humboldt were lost on the coast of Greenland the former on Long Island, and the latter near Halifax. The Arctic and Pacific were lost as already recorded. The iron steamer Tempest, measuring 1500 tons, sailed from New York Feb. 12, 1857, with a crew of from thirty-five to forty men, and was never heard of since. One of the Pacific steamers have been lost, generally of a smaller class. The Independence, for instance, was totally lost, with one hundred and twenty lives; and the Tennessee, St. Louis, and Yankee Blade, Windfield Scott and others, became total wrecks.

English steamers, in waters contiguous to the United States, have fared little better. Within a short time, we have had to record the loss of the fine iron steamship Canadian, on the St. Lawrence; also the steamship Clyde, and several steamers in the West India Islands. A single steamer, in water contiguous to the United States, makes a total of about seventeen hundred. This loss being irreparable, no consolation can be derived from the fact that a large proportion of it might have been prevented by a division of these ships into compartments by water-tight bulkheads; but this is an opportunity to make the adoption of such a means of safety compulsory upon the owners of all sea-going steamers, and thereby doing much to prevent the recurrence of catastrophes such as we too often have occasion to deplore.

DU VALL'S GALVANIC OIL has done more good performed more cures, and relieved more pain than any other medicine in the known world. It has cured a wonderful case of Spine Disease, in the person of Nancy Ann Martle, Troy, and many others could be mentioned. Agents for the VALLEY GALVANIC OIL.—Frisling & Galloway, Fishers, W. Weimer, C. Welch, H. D. Malin, Hargett & Hall.

THE \$1,000 REWARD will be paid for any Medicine that will cure PRATT & BUTCHER'S MAGIC OIL for the following diseases: Rheumatism, Neuralgia, Spinal Affection, Contracted Joints, Cholic Pains, Gout in the Joints, Headache, Toothache, Sprain, Burns, Thrush, Cuts, Bruises, Burns, and all diseases of the Throat, Chest and Stomach. None genuine without the signature of PRATT & BUTCHER, attached to each Label.—Principal office, 200 Washington Street, Brooklyn, New York. Wholesale Office, 100 Broadway, New York. Agents: Albert W. Fisher, Druggist, Market Street, Sunbury.

This is to certify, that I have made but one application of the Magic Oil on my fingers, which have been drawn from contraction of the cords, brought on by rheumatism. It was of seventeen months standing, and I was entirely cured. I cheerfully recommend it to all afflicted like me. J. M. FINBROOK, Harrisburg, 72 Locust Street, July 25, 1857.—ly.

OXYGENATED BITTERS. An opinion having been asked for me in consequence of the formula for preparing Oxygenated Bitters being known to me I express the following in form: The composition of these Bitters includes those medicinal substances which experienced physicians have long resorted to for special action on the system when deranged by Fevers, Dyspepsia, Agues, and General Debility resulting from exposure of climate influence. These are rendered permanent and active in this preparation as a consequence of the scientific manner in which they are combined. It was a well founded inference that the preparation used in larger or small doses, would prove a valuable General Medicine which experience has demonstrated. In this medicine no medicinal salts can be found by the most delicate chemical trials. Respectfully, A. A. HAYS M. D., Assessor to the State of Mass., No 1 Pine Street, Boston 16th Dec., 1852. Seth W. Fowle & Co. 138 Washington Street, Proprietors. Sold by their agents everywhere.

Philadelphia Market. Sept. 23, 1857. GRAIN.—The receipts of Wheat continue quite large, though the market is inactive. Good red is held at \$1 32 & \$1 35, and \$1 49 & \$1 45 for good white. Sales of choice Kentucky at \$1 50, and very superior Blue-stem at \$2 25. Rye is steady at 75 cents. Corn is dull, and light sales are making at 76 & 78c. Oats are in demand at from 25 & 27 cents per bushel. Cloverseed—Sales of prime at \$7 1/2 per 60 lbs. Whiskey—Sales at 25 cts. in bills and in hhd., at 27 cents.