ENGLISH MAILS despatched from the Kingston Post Office, by the different lines of Steam ers, and the Rates of Postage on Letters. For the month of September, 1857.

Mail Despatched Monday, Sept. 7, 3 p. m. Cunard Steamer leaves Boston. Postage 15d. per half oz.
" Thursday, Sept. 10, 1 p. m. Canadian Steamer leaves Quebec. Postage 7½d. per half oz.
" Monday, Sept. 14, 3 p. m. Cunard Steamer leaves New York. Postage 10d. per half oz.
" Monday, Sept. 21, 3 p. m. Cunard Steamer leaves Boston. Postage 10d. per half oz.
" Thursday, Sept. 24, 1 p. m. Canadian Steamer leaves Quebec. Postage 7½d. per half oz.
" Monday, Sept. 28, 3 p. m. Cunard Steamer leaves New York. Postage 10d. per half oz.

ROBERT DRACUN, P. M.
Post Office, Kingston, Aug. 20th, 1857.

No notice can be taken of anonyme communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of his good faith.
We cannot undertake to return rejected communications.

AGRICULTURAL FAIRS FOR 1857.

Canada, West, ... Brantford ... Sept. 29-30 Oct. 1-2
Richmond, at Selby ... October 3.
Madoc & Tudor, at Hastings ... Oct. 3.
New York, ... Buffalo, ... October 6-9
Iowa, ... Muscatine, ... October 6-9
Township of Kingston, ... Oct. 6-7
Frankford Fair, ... October 6th.
County of Prescott, ... Oct. 7
County of Addington, at Newburgh, ... Oct. 8.
County of Lenox, Napanee, ... October 8th.
County of Hastings, at Belleville ... Oct. 8.
Township of Pittsburgh ... Oct. 9
Township of Fredericksburgh ... Oct. 7
Newburgh Fair, ... Camden, ... October 13th.

The Daily British Whig.

"Opifer per Orbem Dicor."

TUESDAY MORNING, SEPTEMBER 22, 1857.

LETTERS AND TELEGRAPHS.
A. & S., London; E. M. Toronto; J. B. C., Frankford.

Further by the "Indian."

Quebec, Sept. 19.

The Indian arrived at 9 p. m. She brings 130 cabin and 160 steerage passengers, with full cargo.

The Anglo Saxon arrived out on Tuesday at 1 p. m., after a passage of nine days, and twenty-two hours. Saw nothing of North American, City of Toronto, or Clyde.

The Indian sailed at noon. The City of Baltimore left at the same time for New York.

The Ariel was to leave Southampton on the same day.

The Arago arrived at Southampton on the morning of the 5 h, and the Canada at Liverpool on the afternoon of the same day.

Vague rumors were current in Paris of the approaching visit of the Pope and the Coronation of the Emperor.

The trade of Paris was improved.

Corn was declining in France.

Spanish advices say that the Mexican Government has accepted the propositions for mediation.

It has been stated in explanation of the concentration of Russian troops on the Austrian frontier, that they are merely there for review by the Emperor, as he goes to Germany.

The Persian Government had proclaimed the legal equality of the different religious denominations.

Herat had not been evacuated.

The British Minister had been received by the Shah.

London, 9th Sept.

The Times city article reports dullness in the Funds and active demand for discount.

The Daily News says speculation is stagnant from absence of Indian news.

Napoleon had subscribed £1000 sterling as a personal contribution to the Indian Relief Fund, and £400 had been subscribed by the Imperial Guard.

Baron Hockschild, Swedish Minister at London, is dead.

Vienna, Tuesday.—The Moldavian Minister of the Interior, and other officials, had been dimissed from office for abusing their functions.

Reports were again current on the Continent that England is about to raise another Foreign Legion. They are permature.

A reconciliation between Naples and the Western powers is spoken of as highly probable.

ITALY.

The Pope returned to Rome on the 5th. The official accounts say that he was well received, but it is stated that his servants were hissed and shouted at all the way from Bologna to Rome, and ware only protected from injury by an escort of dragoons.

MEETING OF THE L. C. AGRICULTURAL ASSOCIATION.

Montreal, Sept. 18.

Pursuant to notice published in the Prize List, a meeting of the Agricultural Association for Lower Canada took place at the Secretary's Office, on the Show Ground.

James Logan, Esq., of Montreal, Vice-President of the Association, was called to the chair. Gentlemen present—J. Yule, Esq., President of the Board of Agriculture; Major Campbell, C. B; B. Pomroy, Esq.; R. N. Watt, Esq.; I. E Dostaler Esq., M.P.P.; J.O.A. Turgeon, Esq., Members of the Board of Agriculture, and Joseph Laporte, Esq., Vice-President of the Agricultural Association; Hon. J. O. Chauveau, Superintendent of Education.

Presidents, Vice-Presidents and Delegates of County Agricultural Societies:—Terrebone—A. Kimpton, Esq.; Jacques Cartier—William Boa; Laval—Dr. Smallwood; Compton—C. A. Bailey; Richelieu—M. De Blois Argenteuil——Jones, Esq.; Missisquoi—H. Desriviers, Esq.; Shefford—T. Wallace, Esq.; Compton—Charles Penoyer; Shefford—A. A. Kaowlton; Argenteuil — McGregor; Stanstead—S. Bean; P. Labelle, M.P.P., Laval; J. L. Beaudry, Hochelaga; Captain Rhodes, Megantic.

RESOLUTIONS.

That J. Logan, Esq., be President of the Agricultural Association for the year 1857-'58.—Carried unanimously.

That Joseph Laporte, Esq., M.P.P., be Vice President.—Carried unanimously.

That the Hon. Hollis Smith, Sherbrooke, be second Vice-President.—Carried.

That the next Provincial Agricultural and Industrial Exhibition be held at Montreal, next year, on Wednesday, Thursday, and Friday, in the last week of September.—Carried.

Resolved—That the thanks of the Association are due to Messrs. Logan and Laporte as Vice-Presidents of the Association, for their able assistance in carrying out the duties last year.

Resolved—That the thanks of the Association be tendered to the Members of the Local Committee.

That the Board of Agriculture be requested to prepare petitions to the three branches of the Legislature, praying for power to select some permanent Place for the Annual Exhibition.—Carried unanimously.

J. PERAULT,
Sec. Treas. Agri. Association.

THE EDITOR'S TABLE.

No. 64.

The use of fireflies is again becoming common in Canada, and with it, the delightful treat of light reading. What is more delightful than to sit before a good wholesome log fire in these cold evenings, with a number of "Blackwood" on one's knee, half reading, half dosing; with the rattling sound of the piano in a distant apartment, and the pleasant voices of the children, half pleased, half sorry at the idea of bed time? Then it is that the invention of magazines becomes an honored Institution; and then it is that we gather together the accumulations of the past week, and think of jotting down our hebdomadal "Editor's Table." When the mosquitoes bite and torment (that only drawback to a country residence,) an inclination to be savage is almost irresistible; but now that these noisome blood-suckers have ceased their ravages, and home becomes sweet home, nothing but an innate ugly disposition, (how expressive is that Yankee word!) can tempt us to speak ill of things which contributes so much to our personal enjoyment. Our task is light to-day.

Imprimis, we thank the Publishers, (Messrs. Weir & Co, of Toronto,) for a bound copy of their First Volume of "The Canadian Merchants' Magazine," a useful work which we have repeatedly noticed and eulogized.

THE QUARTERLY REVIEW for July. American Reprint of L. Scott and Co., New York. $3 a-year.

Its contents are:—No. 1. The French Constitutionalists; 2. Electioneering; 3. Ireland, past and present; 4. Interior Decoration and Arrangement of Churches; 5. Travels in China—Fortune and Huc; 6. Manchester Exhibition; 7. Homeric Characters; 8. The Bill of Divorce. We anticipate much pleasure from the perusal of the great Quarterly's Article No. 4, on Churches—Puseyitish doubtless.

GRAHAM'S ILLUSTRATED MAGAZINE for October. Watson and Co., Philadelphia. $2 a-year.

"Graham's" for October is early, gay, sparkling, witty and beautiful—what more can we say!

THE MUSICAL WORLD for September 19th. Willis and Storr, New York. $3 a-year.

The piece of Music which accompanies each number of this delightful periodical more than compensates in value for the annual subscription. That for the present week is Bucken's "Maiden Mine," with English and German words. These musical pieces are so printed that they can be detached from the Magazine and bound together. As every family in Canada, comme il faut, has a Piano Forte, so should every family take in a copy of the Musical World.

THE LIVING AGE, No. 696, for September 26th. Littell, Son and Co, Boston. $6 a year.

What has become of Lever's new tale, the commencement of which was given in No. 691? The public can scarcely afford to lose anything from Lever's pen, of which a promise has been given.

THE FAMILY GYMNASIUM. Part II. By Dr. R. T. Trall. Fowler and Wells, New York. 12mo., pp. 216 $1.25.

This is the second and concluding part of an extremely valuable treatise on Gymnastics, adapted for family use. These little books are filled with Illustrations, and their explanations are so plain, that any head of a family, by a trifle of patience and trouble, can adapt them to his own household, thereby saving the expense of teachers, and that great item of expenditure, a Doctor's bill.

The above are the only new works that have visited us during the week; but we are promised, almost immediately, several others, the advance sheets of which have reached us. Per example:—

In the Press, and will be published by T. B. Peterson, No. 306 Chestnut Street, Philadelphia, on Saturday, 26th instant, Price $1, bound in cloth, or in two vols. paper, at $1.25, and remitted to all parts of Canada, free of postage, on receipt of the price:—

THE LOST DAUGHTER, and other Stories of the Heart. By Mrs. C. Hentz.

The writings of Mrs. Hentz are so extremely popular that her very name on the title page of a new work is sure to sell it. One of her great admirers, thus notices some of her former productions:—

"As a successful writer of sketches Mrs. Hentz is, in our opinion, unequaled in this country, and her continuous stories are marked by all the characteristics that proclaim the true novelist—a natural and ably developed plot, great powers of imagination and construction, purity of feeling, and evident earnestness of purpose on the part of the author, without which the reader cannot feel interested in any story, while she possesses also the artistic skill which causes the interest of the reader to increase as the tale proceeds to the end of the last chapter."

Also, in the Press, and will be published by T. B Peterson, on Saturday, October 3d, and can be procured, free of postage, by remitting the price:—

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. Complete in one large volume of near 800 pages, neatly bound in cloth. Price $1.25 a copy.

The publisher in his advertisement says:—

The real advantages of this work, are that every person that examines it, may gain knowledge; and Lord Bacon says that "knowledge is power."

This is a thorough and practical Encyclopædia for the whole country. From its pages, those who have not leisure from business, nor aptitude for mental toil, may obtain information which is the fruit of years of hard study, and an acquaintance with thousands of volumes. The whole is arranged with an Alphabetical Index to every receipt in the whole work, whereby any one can turn to anything wanted to be known on any subject in a moment.

Every receipt, every precept in this book is practical, and has been tested, tried and proved worthy of credit. If properly followed, the directions found in the volume will infallibly produce the promised result.

Those little secrets of the Arts, which professors sell so dear, through long courses of lessons, are here displayed and put in a form that any person may use them with great profit.

Here, for the first time, those golden rules of conduct, which our WASHINGTON framed for his own guidance in early life, are set before the people; extracted from the ponderous hitherto volumes in which they have hitherto been preserved; these wise maxims will now be accessible to all.

The young, the inexperienced, and those who live far from seminaries and cities, will, in this book, find directions that will be useful in every emergency of life, and that instruction which will stand them, instead of what is termed an accomplished education. It is a book that should be owned by every male and female in the land, and should be at every fireside.

Secretary's Office,
Toronto, 19th September, 1857.

His Excellency the Administrator of the Government, has been pleased to make the following appointments, viz:—

Zephania S. M. Horsey, Esq., to be an Associate Coroner for the United Counties of Prescott and Russell.

James Wilson, of Perth, Alexander Long, of Smith's Falls, and William Wilson, of Carleton Place, Esq., Surgeons, to be a Board for examining Applicants for Militia Pensions in Upper Canada, for the United Counties of Lanark and Renfrew.

WEDNESDAY MORNING, SEPT. 23, 1857.

LOSS OF THE CENTRAL AMERICA.

STATEMENT OF CAPTAIN BADGER.

Captain Badger, one of the rescued passengers of the Central America, states that the gale increased until two o'clock on Friday the 11th, when it was perceived that the engine had stopped; and the ship fell off into the trough of the sea, which caused her to make considerable water around her ice shaft and the ice lower dead lights.

It was afterward ascertained that the cause of the stoppage of the engines was the neglect of the fire and engine department to get coal along the bunkers to the fire room fast enough to keep up the fires. Consequently all the engines stopped, as well as all the pumps attached to the engines.

The deck pumps were out of order; and at Capt. Badger's suggestion, companies were organised, whilst the stewards gangs and deck hands went down to pass the coal along.

By this time, the fires were put out, and the water became so heated in the hold of the ship, and the steam engendered was so great, that they were compelled to abandon passing the coal. The ship then lay at the mercy of the waves, but she did not labor hard. We then started several gangs at bailing as the only hope of saving the ship. At my suggestion the captain ordered the foremast to be cut away, which was done about six o'clock.

From four o'clock till eight the water was kept at bay. An attempt was made to raise steam in the donkey boiler. Berths were torn up and thrown into the furnace to raise steam to start the pumps, but all to no avail. The cause I could not learn. A drag was proposed but failed, and the ship continued in the trough of the sea. Bailing still went on vigorously, and was kept up all night, gangs were changed as often as they became exhausted.

Toward morning the men were beginning to fail and the water to increase and grow up in the hole of the ship. At 4 o'clock on the morning of Saturday the 12th, the gale abated, with a heavy sea running.

They were encouraged by myself and others with the assurance that the ship would hold out. Every passenger remained cool, and seemed to forget his danger in the united efforts to save the vessel. There was no weeping or exhibition of despair even on the part of the females. At eight o'clock, another attempt was made to raise steam in the donkey boiler to pump the ship, but without avail.

One proposed to box the pumps, but on inquiry no carpenter or tools could be found, and the water gained rapidly. The ice shaft was shrouded in heavy blankets to stop the leak, but the water burst through. At 2 o'clock on Saturday, a sail was reported to windward, and at half past three she came under the stern. Boats were immediately lowered, but two were stove instantly by the sea.

Three boats still remained, one in a bad condition. At 4 o'clock the work of removing the ladies and children to the deck of the Marine was commenced. The brig being much lighter than the ship had by this time drifted away to leeward.

The distance was considerable, and the boats were long in making the trips, and there being a heavy sea, but few could be carried at a time. After sending the ladies and children, the engineer and some fifteen others were embarked on the brig. By this time it was dark.

The work of bailing was still kept on but the water gained faster and faster upon the vessel. As the boats successfully approached the ship, a simultaneous rush was made by the passengers to get aboard, and it was apprehended that the boats would be filled and stoved,

It was now dark; about two hours before the sinking of the ship, a schooner ran down under her astern, but could not render her any assistance for want of boats. The work of bailing went on until within an hour of her going down.

Two lights of the above vessel were now seen far to leeward. Rockets were fired from the wheel, but went downward. The immediate sinking of the ship followed. Capt. Herndon remained on the wheel up to the moment of going down, which was 8 o'clock on Saturday night. I was standing on the quarter deck.

Some jumped over and put out from the now rapidly descending ship, and seized on whatever they could. No one screamed or cried, but all stood calm. The captain behaved nobly, and said he would not leave the ship.

I promised him I would remain with him, as also did the second officer Mr. Fraser. All at once, the ship as if in the agony of death herself, made a plunge on angle of 45 degrees, and with a shriek from the engulphed mass, she disappeared and five hundred human beings floated out on the bosom of the ocean, with no hope but death.

At quarter past one o'clock in the morning, the Norwegian barque Ellen came running down with a free wind. The cries of distress reached those on deck, and they hove to under short sail. The task of rescuing the passenger was nobly commenced, and by nine o'clock the next morning, forty-nine had been picked up. Diligent search was made until 12 o'clock, but no more could be seen.

They then bore away for Norfolk, with a fair wind, and arrived at Cape Henry on the 17th, where myself and four others embarked in the pilot boat and arrived in Norfolk.

TWO ARTICLES ON INDIA.

From the Times.

The scene on which the active operation of our Indian forces are now concentrated assumes, in comparison with the territorial proportions of the Empire, very narrow dimensions, and admits of being readily brought under a comprehensive view. The Ganges and the Jumna measure in their course the entire length of the plains of Hindostan. To the north-west of the sources of these streams lies the Punjab, constituting the extreme province of the Bengal Presidency, and at Allahabad, where the two rivers unite, commences a succession of districts terminating with Lower Bengal, in which insurrection has either never broken out or has been successfully put down. It is between the two points thus definable, or, as may be more precisely expressed, between Allahabad to the south-east and Umballah to the north-west, that the disturbed territories lie.—They comprehend the central seats of the old Mogul Power. Oude and Bengal in those days being governed by Viceroys, and the Punjab having passed into the hands of Sikhs. In the usual territorial nomenclature of India they are described as the North-Western Provinces, having become attached as new districts in the extension of our Empire to the already settled dominions of Bengal. It was once in contemplation to raise these provinces into a fourth Presidency, with a title taken from Agra, but the idea was never carried out. It is in this great district that the revolt in its most and most dangerous features has been raging, and if the city of Agra be taken as a centre, a comparatively small circuit will include all the spots at which operations of immediate importance are now pending.

In considering the nature of the work before the British Commanders it must be recollected that mutiny and treason have released from their standards—Regulars, Irregulars, and Contingents included—between 80,000 and 100,000 soldiers many of them disciplined and organized on the best British model, and all of them trained more or less to the use of modern arms. Of this enormous host a large proportion has, no doubt, contented itself with simple desertion, and has not taken the field against its rulers; but, on the other hand, the insurgents in arms have been joined by all the villains and marauders representing the scum of an Oriental population in the ferment of a revolt. Altogether it may be reckoned that at least 100,000 men in the guise of desperate mutineers, disbanded ruffians, or professional thieves, are now at large in the North-Western Provinces of India. The chief hold of this murderous swarm is Delhi, which appears to be the favourite resort of those particular traitors who retain a certain military organization, and who can carry with them arms or plunder to the common stock. A notable instance of the reinforcements thus contributed was furnished in the reports of the last mail, which stated that the mutinous garrisons of Moradabad, Bareilly, and Shahjehanpore—all stations in the immediate vicinity, had marched into Delhi in military array, with infantry, cavalry, artillery, and treasure, under the very eyes of the besiegers.—They will be followed, in all probability, by the garrison of Neemuch and Nusseerabad, who were so roughly handled in the sortie from Agra, and deterred from any further designs upon that fort. The loss of life, however, in their daily encounters with the British from internal discord, and from epidimic disease is reputed to be so great in Delhi that these succours, which in the very nature of things must be terminable, probably do little more than keep up the rebel strength at head-quarters to its original height; indeed, we receive a convincing proof to this effect in the announcement that, after all their reinforcements, they are as incapable as ever of making any impression on our position. There are but two other points at which the insurgents muster in any considerable numbers—Bithoor and Lucknow. The former of these is the residence of that treacherous and cowardly assassin Nena Sahib, who after his buthery of women and children at Cawnpore has intrenched himself near his own abode with a force computed at 20,000 men. The latter has attracted and is occupying the bulk of the mutineers in Oude, the numbers of whom range, according to the variation of reports, from 12,000 to 20,000.

The Proclamation of the mutineers from Delhi adopts distinctly and expressly the religious ground as the ground of the present Mutiny. It is, indeed, considered in this light, a very grotesque document, being, as it is, a joint issue from two opposite religious bodies that hate each other. These two—Mahomedan and Hindoo—have nothing in common. Too whole creed of Mahomedanism is a protest against idol worship, which is the very essence of Brahminism. The Mahomedan is the most zealous and furious iconoclast in the world; he outruns Jew and Protestant in his hatred of idols. MAHOMET did not much care about his deity being just or benevolent, but he would have him a sole and un-embodied deity. That was the one truth which fed the long meditations in the Cave of Mount Hira, and gave the PROPHET's persecuting sword its one excuse. He knew that so far as he really veiled the DEITY, hid Him from human eyes, divested Him of fiercer form or colour, and removed Him into the bosom of mystery and the sanctuary of the unseen, that so far he exalted the DEITY. He mixed with this truth a multitude of lies, but this truth Mahomedanism does embody and defend. Brahminism, on the other hand, is the most impudent and outrageous system of idolatry in the world. There is no religion that has so outraged decency in its audacious representations of the infinite unseen Being, that has dragged Him so unceremoniously to the very surface of the world of sense, and clothed Him in such outlandish, gross, and fanciful shapes. Brahminism riots and luxuriates in the representation of Deity. Here, then, are two religions which rise upon totally opposite principles, one on the idea of representing the Deity, the other on the idea of abstaining from all representation, as being impious and blasphemous; the one the grossest of idolatries, the other the fiercest of protests against idolatry. Yet these two religions now combine in one religious appeal to the native population of India. The Manifesto is addressed to "all Hindoos and "Mussulmans," and urges them to a common and mutual defence of their two respective religions against English assault. So here is Hindoo fighting for Mahomedanism, and Mahomedan for Hindooism; whereas, on everyground, the Mahomed an ought to consider himself much nearer a Christian than a Hindoo in creed. It is, indeed, a simple fact that he so considers himself. He accepts the old Testament, honours the Jewish Patriarchs and Prophets, and gives our LORD Himself the very first place as a Messenger from Heaven, next to that of his own PROPHET. A Mahomedan, then, accepts to a large extent the premisses of Christianity. But here he embarks in a joint anti-Christian crusade with the Hindoo, whom he must regard as having much less in common with him than the Christian. Such a union is a mockery. Christianity is probably a more formidable power to each of them than either is to the other, and therefore fear of a common enemy may sustain the compact for a time, but the failure or the success of this rebellion must either of them alike dissolve it.

The Great Southern Railway.

From the London Prototype.

Most of our citizens are aware by this time that the Southern Railway Company has ceded its interests to the Grand Trunk. It is inferred from this intelligence that the Grand Trunk will purchase our local road—the Port Stanley. At any rate, they will be obliged to come to some understanding with the proprietors of that line.

We understand that it is likely that that portion of the Southern Line which will run from St. Thomas to Amherstburgh, will be first proceeded with, but that eventually the whole line from the Suspension Bridge to that town will be constructed. Mr. Morton, of Kingston, has undertaken the contract for the construction of the greater portion of the whole line, and will, we are informed, commence the work early next Spring. Mr. Morton, although not much known in the western country, is a gentleman of very large means, and has carried on for many years past probably more extensive business operations than any other man in the country. In the lumbering trade alone, he is said to employ some seven hundred men; he carries on locomotive works on a large scale; he employs the prisoners in the Penitentiary—paying a certain sum for their labor to the Province, and he also, brews and distils in as large quantities as any one in the Province. Mr. Morton's friends feel quite assured that his individual credit will contribute much towards the early completion of the road, and we are glad, on account of Provincial interests, that he has got the contract.

It is needless to enlarge at much length with regard to the benefit that will arise to this city from this amalgamation. We will be relieved, in all probability, from the burden of the Port Stanley Road. The expenses of freight will also, as a consequence, be much reduced, and a considerable portion of the northern trade, which has hitherto found its way elsewhere, will be attracted to our good city.

THE EQUINOCTIAL GALES have begun, and with a vengeance, too. It blew a heavy gale of wind from the South all day yesterday, that must have done much damage.—The "Anna Maria" schooner, of Milford, was lost yesterday in the Upper Gap, coming from Oswego, but all hands and the passengers were happily saved. We shall hear of more anon.

AMERICAN HOUSE, BOSTON.—It will be seen by the advertisement in another column, that this popular Hotel has adopted the old plan of management, under which it has gained so favorable a reputation, and the gentlemanly proprietor will still continue to afford every comfort and convenience to the travelling public.

Word from the "City of Toronto."

Quebec, Sept. 22.

The steamer Victoria has arrived from the wreck of the City of Toronto. The ship is abandoned, and was sold eight days after the Victoria arrived for £732. The steamer brings about one hundred and forty packages, and a quantity of loose goods—all damaged. Three more schooners are on the way to Quebec, one ninety-eight packages, and the other two with damaged goods.

Baltimore, Sept 21.

W. Aaaly, Chief Engineer of the Central America, left here this evening for New York. He says he is ready to meet any investigation which may be ordered as to his conduct in leaving the vessel, as the manner in which he performed his duty. He said he left in the boat by the Captain's orders, to arrange with the Captain of the Brig for bringing his vessel closer, and that the boats refused to return to the Steamer with him, all deserting the boat.

A number of destitute widdows and orphans are here, and collections are making for their relief. $2,000 was subscribed for this purpose at Norfolk

Charleston, Sept. 20.

The Ship Florida, from Liverpool for Savannah, touched at this port and placed in a Pilot boat Captain Joseph Young and the officers and crew, 18 in number, of the ship Floating Zephyr, of Boston, water-logged in the late gale, Aug. 20.

On Sunday last, in Pike County, Alabama, 37 persons poisoned, six of whom are dead. A negro cook mixed arsenic with the food of the family at the instigation of a Hungarian named Coskina. Thos. Frasell, the overseer's wife, two children, Mrs. Elad, and Frasell's grand-daughter, are dead and the others are lying in a critical position. The negro woman was burned, and Coskina would undergo the same fate on the following day, Monday.

THURSDAY MORNING, SEPT. 24, 1857.

Loss of the Central America.

New York, Sept. 22nd.

The "Empire City," from Norfolk, arrived yesterday, bringing 92 of the survivors from the "Central America," being those saved by the "Ellen" and "Marine." She met the latter ship going into Norfolk, and transferred such as desired to come in her. Mr. Douglas Rutherford, of Oakland, Jefferson county, Wis., stood near Capt. Herndon and the chief engineer, at the time the latter proposed to leave the steamer. Ashby went up to the Captain and intimated that he was going on that boat. Capt. H. replied that he had no right to do so, and that it was his duty to stick to his post. The engineer said if you will let me go I will bring back the two boats and all the boats that can be reached from the brig. Capt. H expressed his fears to trust the engineer, but the latter again pleaded so hard, and promised to exert himself in securing assistance, that Captain Herndon finally consented, when Ashby immediately seized a rope and let himself down into the boat, and was followed by a passenger. No sooner had the latter reached the boat, when Ashby drew a dirk and swore that he would stab the man unless he would jump overboard. Captain H. Herndon remarked, said, stop there you must not do that. As soon as the boat pushed off, Capt. H. walked forward on the steamer and called after the engineer, now I may depend on your returning with the boats, and the engineer in reply said, Captain you may depend your life on my returning, but he failed to do so.

APPEARANCE OF THE PASSENGERS.—The steamer Empire City, which was awaited with so much anxiety, arrived off Sandy Hook on Saturday night. Sunday morning she steamed up to Quarantine, was boarded by the Health Officer and twelve reporters, after which she proceeded direct to New York. There were on board ninety-two passengers saved from the Central America, by the brig Marine and bark Ellen. Of these thirty were women, twenty-six children and thirty-six men; fourteen of these ladies had husbands with them on board the Central America; four of the said husbands are known to have been saved. These unfortunate, and yet fortunate women, wore an expression of the greatest sadness, it was not an obtrusive sorrow, but calm, deep and persading. Scarcely one of them had a cent of money, and none a change of clothes; they were just as they had got in the boat from the Central America, devoid of skirts, and wearing merely an outside dress. Some wept as they approached New York city, overcome with the past memories and their unexpected condition. They had left California sufficient in wealth and rich in the reciprocal enjoyment of affection; they arrived here devoid of treasure and overburdened with affliction. For their bright anticipations they find the severest suffering, and some, the extremest penury. Not the least pitcous was the sight of the infants. Some of them were perfectly naked, merely wrapped around by a coarse blanket taken from a berth. Others were merely girt about the loins with linen, while others wore a fuller dress. Many of the mothers seemed quite unwell. Some were taking gruel, others were giving it to their babes. The deepest sadness pervaded all. A few could only speak with tears; others had power to speak the outward semblance of their inward grief. Some who had faced death in the hour of their peril with checks unblanched, could not speak of the catastrophe and the loss of a loved one without tears. In looking at the condition of those saved from the unfortunate ship one could more fully realize the greatness of the calamity. All the passengers, male and female, spoke in the highest terms of their treatment on board the Empire City. When they arrived off the Battery it was reported that the passengers would not be allowed to land till to-day. This announcement, to persons in their condition, was anything but agreeable; it began to annoy them considerably, as they thought they had come to an end of their "trials by sea," but in less than a minute a steaming was seen making for the steamship, into which the passengers immediately rushed and were conveyed to the city, pleased at least, to be once more safely lodged on the firm earth. J. A. Van Dyke and others were on the ground with carriages to convey the shipwreck passengers without charge to whatever place in the city they desired to go.

The Persian Balm soothes the pain from the severest burns or scalds like magic. Try it when unfortunate. 186

MR. CRAWFORD'S CONCERT.

Mr. Crawford will give the lovers of Song another vocal treat to-night on evening The satisfaction given by his first Concert was immense, and his progress throughout the Province has been a triumph. And very deservedly so; judging not merely from the satisfaction evinced by his audience, but from the fact of his really being what he is represented to be—in many respects a worthy successor of Wilson. There is not a countryman of his in Kingston but should go to hear him, and not they alone but every lover of good melody, united to a compass and range of voice rarely met with. Let the Old Hall be filled.

GOVERNOR ALLAN OF TORONTO.

A specific charge has been made against one of our most efficient public officers by a city newspaper, which, being the organ of one or two disappointed politicians, finds its interest in assailing men of character. The statement was made that Mr. ALLEN, the governor of the jail, was in the habit of walking about the streets with CUMMING, the unfortunate clerk of the Upper Canada Bank now awaiting his trial. Had such been the case, it is very evident that the sooner Mr ALLAN had been relieved of his duties the better for the community. But it appears that there is not even a shadow of ground for such a statement. All that was done by Mr. ALLEN was to take CUMMING down to the jail after his commitment, and since that day the unhappy young man has never left the jail. We have greater pleasure in contradicting this slander, from the fact that we consider Mr. ALLEN one of the most energetic and conscientious of our public men, and one who performs the difficult functions of his office with humanity, but with strictness and discipline.

Halifax, Sept 22.

There is, as yet, no signs of the Canada, from Liverpool.

ARRIVAL OF THE "GLASGOW."

New York, Sept. 21.

The steamship Glasgow, from Glasgow, 5th inst., arrived here this morning. She reports that on the 16th inst., experienced a terrific squall, carrying away every stitch of square canvass, and the fore and main top-gallant-mast yards, main yard, and started the mainmast.

New York, Sept. 22.

The 8 o'clock train from Newhaven this morning ran off the track at Fordham. All the cars were badly smashed. One man killed and several wounded.

Albany, Sept. 22.

The steamer New World ran aground a short distance below Catskill last night, but was not damaged. She has not yet arrived at Albany.

Philadelphia, Sept. 21.

The steamer State of Georgia, from Charlestown, arrived here this afternoon. She reports passing several pieces of wreck, consisting of ship furniture, deck-houses, life-preservers, pillows, and top of deck-houses sawed off as if intended for a raft.

Philadelphia, Sept. 22.

R. Paterson & Co., extensive dealers in sugar have failed. Their liabilities are very heavy.

The failure will have a bad effect in New Orleans.

Charleston, Sept. 21.

The most extensive fire that we have had here for years occurred yesterday. Johnson's hotel, and many other buildings were destroyed. Loss $50,000, of which one-half was insured, principally in Southern offices.

KINGSION IMPORTS.

Sept. 22.

Schr. Milrose, Milwaukee.—12,301 bush wheat, Hooker & Pridham.

Schr. W. G. Grant, Chicago.—15,000 bush Wheat, Holcomb & Henderson.

Str. Napier, Cape Vincent.—1 box, J Hegart; 1 box, T Briggs; 1 pkge, J L'Hoist; 1 box, J Clements; 1 pkge, T W Robison.

Str. Cataract, Rochester.—269 baskets peaches, 16 bbls apples, owners; 9 lots images owners; 1 horse and wagon, J Nowison; 2 oxen, owners.

September 20.

Schr. Mary Morton, Chicago.—10,715 bush wheat, Hooker and Pridham.

Schr. C. C. Trowbridge, Chicago.—15,000 bush wheat, Hooker and Pridham.

Schr. Hannah, Cleveland.—170 tons coal, A C Chewitt & Co.

Schr. Queen City, Chicago.—17,015 bush Indian corn, Hooker & Pridham.

Schr. St. Paul, Chicago.—12,011 bush wheat, Holcomb & Henderson.

Schr. G. D. Dousman, Milwaukee.—17,226 bush wheat, Hooker & Pridham.

Brig Beaver, Middelbar Island.—8,500 ft oak timber, Calvin & Breck.

Str. Cataract, Ogdensburgh.—1 case goods, Jas Hickey.

Schr. Wild Rover, Chicago.—12,606 bus wheat, Holcomb & Henderson.

Schr. Caroline Marsh, Do.—13,638 bush wheat, Walker & Berry.

Str. Ranger, Montreal.—26 bales, 19 cases British dry goods, W Harty & Co.

Schr. Allies, Chicago.—15,000 bushels wheat, Hooker & Pridham.

Str. Napier, Cape Vincent.—1 case, O L Potter; 80 boxes saleratus, D Bush; 1 case, O. F. Co; 1 case confectionary, A W Craig; 6 boxes, S Muckleston; 1 case, Horsey & Brother; 7 bales wadding, 3 bales bags, J. Hickey; 9 bbls dye woods, E W Palmer; 30 boxes c. pins, 16 rolls leather, J Carruthers & Co; 2 cases hats, Thos Begg; 1 beam warp, J Lanier; 1 sack, J Cronk; 1 pkge, H Yates; 2 boxes oysters, J Winters; 1 tub, S Wright; 1 pkge, J Duff; 1 pkge, G Barns, 1 pkge, E Harrison.

Str. Ontario, Rochester.—224 baskets peaches, owners.

EXPORTS.

September 22.

Schr. Sarah Bond, Oswego.—115,000 ft sawed lumber, 18 cords lathe.

KINGSTON MARKETS.

September 24th.

	£	s.	p.		£	s.	p.
Flour ₱ cwt.	0	18	9	to	0	0	0
Wheat ₱ bush.	0	0	0	..	0	9	0
Oats ₱ bushel	0	2	6	..	0	3	0
Rye	0	0	0	..	0	0	0
Barley	0	2	0	..	0	0	0
Peas ₱ bushel	0	0	0	..	0	0	0
Indian Corn do.	0	0	0	..	0	0	0
Indian Meal	0	6	3	..	0	7	6
Oatmeal	0	15	0	..	0	17	6
Potatoes do.	0	2	0	..	0	2	6
Turnips do.	0	0	0	..	0	0	0
Carrots and Beets do.	0	0	0	..	0	0	0
Onions do.	0	0	0	..	0	0	0
Butter ₱ lb	0	0	11	..	0	1	0
Beef ₱ cwt.	1	10	0	..	1	15	0
Pork ₱ lb.	0	0	0	..	0	0	0
Beef ₱ lb.	0	0	0	..	0	0	7½
Pork ₱ cwt.	0	0	0	..	0	0	0
Mess Pork	5	0	0	..	6	10	0
Prime Mess	5	10	0	..	5	15	0
Ham and Bacon ₱ lb.	0	0	0	..	0	0	9
Mutton ₱ lb.	0	0	4	..	0	0	6
Lamb ₱ lb.	0	0	4	..	0	0	5
Veal ₱ lb.	0	0	3	..	0	0	4
Cheese ₱ lb.	0	0	6	..	0	0	8
Eggs ₱ doz.	0	1	0	..	0	0	0
Turkeys each	0	0	0	..	0	0	0
Geese each	0	0	0	..	0	0	0
Fowls ₱ pair	0	2	6	..	0	3	0
Ducks ₱ do.	0	2	6	..	0	3	0
Apples ₱ bushel	0	2	6	..	0	3	0
Fresh Salmon each	0	0	0	..	0	0	0
Hay ₱ ton	2	0	0	..	2	10	0
Straw do.	0	0	0	..	0	0	0
Timothy seed ₱ bushel	0	0	0	..	0	0	0
Clover seed per bushel	0	10	0	..	0	0	0
Wood ₱ Cord	0	11	3	..	0	12	6
Pot Ash ₱ cwt.	0	40	0	..	0	42	6
Pearl Ash ₱ cwt.	1	15	0	..	1	17	6
Sheeps Pelts each	0	0	0	..	0	1	3

PRODUCE & STOCK MARKET.

FROM THE MONTREAL GAZETTE.

Montreal, Sept 21.

	s.	d.	s.	d.