STEAMBOAT DEPARTURES.

DEADWOOD, Ind.	Jerry Rich	8 AM
GAZELLE	LOUISIANA, Smith	5 AM
LAFOURCHE	ALTON, Buchner	5 AM
PITTSBURGH	PERSIA, Hammond	11 AM
ATTAKAPAS	C. HAYES, Hogan	12 M
TRUMBULL	J. RUSH, Sutherland	4 PM
CINCINNATI	SWALLOW, Wade	4 PM
ALABAMA	GOLDEN GATE, Hallett	4 PM
RED RIVER	T. PALMER, Ker	4 PM
MOBILE	ALPINE, Coulter	4 PM
TENNESSEE RIVER	EASTPORT, Mitchell	4 PM
ST. LOUIS	BUNKER HILL, No. 2, Kinney	4 PM
YAZOO RIVER	SONORA, Newhouse, Richardson	4 PM
PORTSMOUTH	SUSQUEHANNA, Stout	4 PM
LOUISVILLE	ALINE, Morgan	4 PM
JOHN RAYMOND	CITY OF ALEXANDRIA, Alexander	4 PM
CAMDEN	CORA NO. 2, Moulton	4 PM
NATIC. NAVA.	JOHN SCANDRAGLI, Mullen	4 PM
BAYOU MACON	BEE, Ross	4 PM
RED RIVER	LELIA NO. 2, Moore	4 PM
PORT ROYAL	DOVE, Smith	4 PM
CINCINNATI	BUCKEYE, Nichols	4 PM
RED RIVER	CADDO NO. 2, Graham	4 PM

Friday, January 27, 1858.

LAFOURCHE	DE SOTEL, Wilson	8 AM
LAFOURCHE	T. TOSWELL, Sutton	8 AM
NEW LATONIA	NEW LATONIA, Hooper	10 AM
DIVINGTON	LENORA, Dickens	10 AM
ATTAKAPAS	EDWARD H. DENNY	11 AM
MOBILE	CALEDONIA, Hunter	4 PM
MEMPHIS	T. P. CLAYTHES, Smith	4 PM
ALABAMA RIVER	ISLAND HOME, Bonhegan	4 PM
LOUISVILLE	BELLE REY, Ray	4 PM
LOUISVILLE	EMPIRE, Meekin	4 PM

Frightful Disaster and Loss of Thirty-two Lives.

The *Mobile Herald* of Wednesday last, gives the particulars of the stranding and subsequent explosion, by gunpowder, of the brig Lily, 180 tons. The vessel in question left the Mersey on Thursday [illegible] under the command of Captain John Owens, for the [illegible] coast of Africa. The cargo consisted of about [illegible] of gunpowder, twenty puncheons of rum, a quantity of arms and considerable goods, containing articles of barter on the coast. The vessel was heating about the channel till Monday morning and, when she was driven by the violence of the storm to the Sound of the Gulf of Mon. The sea was running mountains high at the time, and despite all the efforts of the crew, about eleven o'clock the Lily was stove on Ritterland Island, which lies between the island of the Gulf of Man, and the mainland of the Isle of Man. With a desperate effort most of the crew (thirteen in number) reached the rocks by the aid of the boats. The waves beat furiously upon the wreck and rocks. Captain Owens and three of the crew got on the ledge of a rock from which two of the seamen sprang to the land; but the captain in attempting to do the same was drowned. The cook and two lads also met with a watery grave. The carpenter was killed by the mast falling upon him. Early on Tuesday morning Mr. Enos Lane, grocer and shipbroker of Port St. Mary, being sub-agent for Lloyd's, repaired to the wreck with thirty-one men, to see what could be saved.

At a quarter before eight, a violent shock was felt throughout the southern district of the island; and a shoot of fire and pillar of smoke were seen to be hurled into the air hundreds of feet high from the wreck. It seems that a large portion of the powder was placed so high in the vessel that it did not get wet by the waves breaking on it. *The explosion dashed the crowd to atoms, and close to looking frightened some thirty human beings!* But one individual near the fatal scene escaped to tell the story—James Kelly, who is still alive, although one cheek and one arm taken off and he is otherwise much contused. Many of the deceased were active, energetic men of business of Port St. Mary, and were engaged in the fishing and other nautical pursuits. Thirty-two men (besides the five of the crew that were lost on Monday) were killed, leaving twenty-three widows and twenty-three fatherless children.

The explosion was heard in Douglas, and was supposed by many persons to have been an earthquake. Fragments of the wreck were thrown as far as the Red Gap, near Castletown—being a distance of three miles. Portions of the vessel and cargo, consisting of chain-links, portions of gun-barrels, swords, caps, fragments of wreck, shirts, etc., have also been picked up in various parts of the parish of Rushbin. Some pieces of burning cotton were seriously feared at Peel Town, some hundreds of miles off. Mr. Boardman, agent for Lloyd's, of Douglas, and brother of Mr. Boardman, of the Sailors' Home, at the port, was engaged in rendering assistance to a vessel in distress, or he would no doubt have been among the sufferers. No vestige of the vessel remains; but fragments of wood, iron, copper, guns, and parts of human bodies are strewn around the country for miles. It is not probable that the cause of the explosion will ever be exactly ascertained, but it is supposed that the powder was fired by a light from the pipe of some of the men who were smoking on board the vessel. [Liverpool Mail, January 1.

Speech of Mr. Gladstone.—The Hon. Mr. Gladstone, who replied to Mr. D Israeli on the night of the defeat of the British Ministry, and who is a Conservative of the Sir Robert Peel school, while sitting in the room of the Carlton (Tory) Club of which he was a member, was surrounded by a number of other members, and openly denounced as unworthy of membership. The insult was completed by the members ordering lights in another room, and leaving Mr. Gladstone in the Club Chamber.

At the gate which suspicion enters, love goes out.

Gen. Scott, it is said, gave a brilliant party in Washington on Saturday evening, the 15th inst.

It said that the Hon. R. F. Stockton contemplates resigning his seat in the U. S. Senate.

Rev. Dr. Ferris, of the Reformed Dutch Church, has accepted the chancellorship of the New York University.

F. W. N. Bailey, the original founder of the Illustrated London News, has recently died at Birmingham, England, as poor as a church mouse.

An ingenious down-easter has invented an umbrella with a gutter all round it so that the water pours off in a single stream.

Pete, who was the strongest man " Odd Chris-Tom, not lived old Mrs Stone—you can smell him a mile.

The Merchants' line of telegraph, formerly the Bain line between New York, Albany and Buffalo, has been bought by the old Morse line company.

Lexington, Ky., has just voted not to grant any more liquor licenses. The popular will was quite decided in the subject.

U. S. store-ship Relief was seen going into Rio Janeiro December 4. She is from New York, and is bound to the East Indies.

The free-soilers of Ohio have nominated Sam'l Lewis for Governor, and Mr. D. Bissel for Lieutenant-Governor.

The Grand Duke of Tuscany has imported a guillotine, and appointed a public executioner, at a salary of fifteen dollars per week.

The matrimonial affairs of Cincinnati must be in a bad state. One hundred divorce cases are now on the docket in that city.

The average price of gas in England is $1 20 per thousand cubic feet; this is less by $2 on than it is in New York City. All the working people there burn it.

Departures of the Collins and Cunard Steamers.

FROM EUROPE.			FROM AMERICA.		
AMERICA (R.)	Liverpool	Dec. 8	ARABIA (R.)	N. Y.	Dec. 18.
ATLANTIC (C.)	Liverpool	Dec. 15	BALTIC (C.)	N. Y.	Dec. 18.
ARABIA (R.)	N. Y.	Jan. 1	ARABIA (R.)	N. Y.	" 29.
BALTIC (C.)	N. Y.	Jan. 1	NIAGARA (R.)	Halifax	Jan. 1.
COLUMBIA (R.)	Halifax	Jan. 3	ATLANTIC (C.)	N. Y.	" 5.
ASIA (C.)	Boston	" 5	ARIEL (R.)	Halifax	" 8.
ARIEL (R.)	Halifax	" 8	ASIA (C.)	Boston	" 12.
COLUMBIA (R.)	N. Y.	" 12	COLUMBIA (R.)	N. Y.	" 15.
ASIA (C.)	Boston	" 19	ARABIA (R.)	N. Y.	" 26.

Havre and Bremen Steamers.

FROM SOUTHAMPTON.		FROM NEW YORK.	
HERMANN (R.)	Jan. 8.	HERMANN (R.)	Jan. 15.
HERMANN (R.)	Jan. 8.	HERMANN (R.)	Jan. 15.
FRANKLIN (R.)	Jan. 15.	FRANKLIN (R.)	Feb. 12.
WASHINGTON (R.)	Jan. 22.	WASHINGTON (R.)	Feb. 19.

COMMERCIAL SUMMARY.

FROM THE ANNUAL CIRCULAR OF WASHINGTON JACKSON, SON & CO.

LIVERPOOL COTTON MARKET, January 1, 1858.—The past year, as a whole of 1857, commenced its career in the commercial world with a spirit of speculation, which, in the opinion of many, was more than was justified by many circumstances, that of the past year, which, however, in the opinion of many, was not sufficient to justify the speculation, and in the end many immediately under control, with a proper consideration, so severely, in some cases, paid. Found in a great degree, the result of the operations of the year, in the fact that it was merely attributed to the commercial code of this country, many commercial houses, and, especially, those affiliated, and, chiefly, connected by the banking profession, in the United States, which, in the opinion of many, [illegible] of any industrial pursuit, while the material interest of the country, in the opinion of many, [illegible] of the great commercial mania. To this we attribute the [illegible] of the commercial world, in the opinion of many, [illegible] the commercial and financial [illegible] of the year, [illegible] the [illegible] of the year, [illegible] the [illegible] of the year, [illegible] the