POETRY.

ANGELS.

BY C. D. STEWART.

O, teach me not the barren creed
That angels never haunt the soul;
That 'tis a dream, O, never plead;
I would not lose their sweet control,
Low whispering spirits still they come,
And bid the dear emotion start,
With visions of our childhood's home,
That Mecca of the human heart.

Their feet are on the viewless wind;
Their lips among the odorous flowers;
They fill the waste of years behind,
And sweetly charm the passing hours
The smile that mantles Friendship's cheek,
The tear that gleams in pity's eye,
The thrill that words may never speak,
And hopes that brightly hover nigh;

O, rob them not of angel's guise—
The only fount to rapture given—
These young Immortals from the skies,
That bids us fondly hope for Heaven!
Still floating on their golden wings,
The beat the light of other years,
And each a sweet consoling brings
To sprinkle over the tide of tears

Break not the spell my heart hath wove,
Bind not those fairy-footed gleams—
Those messengers of joy and hope
That people all my dearest dreams;
Still let me feel my mother near,
When Summer winds are on my cheek,
And let me, though in fancy, hear
Her lips in music's echo speak.

Chide not these tears, that while I sing,
Like waters from a fountain start;
The memories of a childhood bring
Their wild contagion to the heart;
Above the desert I have passed,
The flowers of life again I meet,
And youth its myrtle leaves has cast—
Their shadows resting at my feet.

O, chide me not, nor break the spell;
All I have loved or love is here:
The kind, the good, the true, they dwell
In Friendship's smile and Pity's tear;
A little faith may rend the guise,
And what our yearning hearts adore,
Will change to Seraphs from the skies,
Who, lingering, watch till life is over.

CITY AND STATE NEWS.

CENTRAL RAIL ROAD COMPANY.—The following are the receipts of the Virginia Central Rail Road Company, for the month of August, 1857:

For passenger fare	$38,302 58
For freight	32,687 77
For express freight	564 71
For transportation U. S. mail	2,330 10
	$73,867 16

BLUE RIDGE TUNNEL COMPLETED.—A note dated the 15th, from Col. Crozet, the Chief Engineer of the Blue Ridge Rail Road, to the editor of the Charlottesville Jeffersonian, states that the grading of the Tunnel is completed, and the track through the Tunnel is now being laid. This will be the work but of a few days, and the cars may then be run through as soon as the President and Directors of the Central Rail Road Company shall think proper to do so.

GREAT YIELD OF TOBACCO AND WHEAT.—Dr. J. A. Flippo of Caroline County, Virginia, made last year, on six acres, sixteen hundred and seventy pounds of tobacco per acre; sold it for $266 per acre, and has made this year, on the same six acres, twenty eight bushels of wheat, measured, to the acre. If the wheat be sold at $1 50, it will furnish the astonishing result of $308 per acre in twelve months, or the snug little income of $1,948 from six acres of land. Mr. Richard Collawn, residing some six miles from Port Royal, Caroline County, Virginia, raised the last season seventy bushels of wheat on a lot of ground containing one and a half acres. Mr. C. applied seventy five pounds of guano to the lot.

LOSS OF THE STEAMER NORFOLK.—The loss of the steamer Norfolk, on Monday, in Chesapeake Bay, has been noticed by telegraph. She was a side-wheel boat of 611 tons, and was about 11 years old. She was rebuilt and strengthened in 1853, and named the Penobscot, and about six months ago was purchased by the Union Steamship Company, to ply between Richmond and Philadelphia, for $17,000, making her first trip under the name of "Norfolk" to the Jamestown celebration, on the 12th of May last. Her crew and passengers, including Captain Kelley, the commander, with his wife and four children, were carried to Cape May, by the steamer Joseph Whitney, and from thence arrived in Philadelphia Wednesday evening. The vessel was partly insured. The Petersburg Express gives the following list of losses sustained by merchants in that city, who had goods on board:

Z Pearman & Co, boot and shoe dealers, $420; no insurance. Geo E Ford, book and periodical agency, $380; no insurance. Wilson & Alfriend, druggists, $270; insured fully. William J Drummond, boot and shoe dealer, $189; insured fully. Wm R Johnson, boot and shoe dealer, $180; no insurance. F H Robertson, druggist, $120; no insurance. Samuel Hall, hatter, supposed $137; not insured. There are several others, we learn, who lose small amounts."

The Norfolk Argus states that the "Norfolk" had on board for this city and Portsmouth alone freights amounting to $100,000—a large portion of which was not insured. One house in Norfolk had on board, uninsured, $10,000 worth of silks, cloth and other dry goods.

DISCHARGED.—Several of the employees in the tinning and moulding departments of the Gosport (Va.) Navy Yard were discharged on Tuesday on account of the scarcity of work in those departments.

DISCHARGED.—Wm. Car, who was arrested in Harrisonburg, Va., on Saturday week, charged with robbing the mail near Wheeling, has been discharged there being no conclusive evidence against him.

AFFRAY IN KANSAS.—At a ball in Lecompton, Kansas, an affray occurred in which C. Baily was stabbed, supposed mortally, by W. B. Brockett, formerly of Alexandria, Va. Mr. Brockett was held to bail in $2,000 to answer.

BARN BURNT IN MADISON.—About two weeks ago, the barn of Mr. John Booton, in this county, was destroyed by fire, together with a quantity of wheat, rye, hay, &c. It was thought at the time to be the work of an incendiary, and recent developments prove such to be the fact. A negro woman the property of Mr. Booton, has confessed the deed, and is now lodged in jail. She says a white man (giving his name) offered her a sum of money to do the act for him.

QUITE ALIVE.—Mr. A. V. Spradling, who was recently reported murdered and found in the bottom of a tree near Lincastle, Botetourt, Virginia, called in the Dispatch office on Friday, looking as lively as any murdered man could wish to look. Mr. S. resides in this city, and it is to relieve the fears of his friends here that we make this announcement.—[*Richmond Dispatch.*

DREADFUL ACCIDENT.—A distressing accident occurred near Timberville, in this county, on Friday, the 11th inst. Two gentlemen, named Hottinger and Spitzer were engaged in blasting, when by some accident a premature explosion occurred. Mr. Spitzer had both eyes blown out, an arm broken, and was otherwise dreadfully mangled. One of his eyes was blown out, whilst the other lay upon his cheek!

Mr. Hottinger was seriously injured. He had an arm broke, and was otherwise much bruised.—[*Rockingham Register.*

LARGE FIRE IN PETERSBURG.—On Friday night, a few minutes past 12 o'clock, the watchman at Tappey's Foundry, discovered a dense volume of smoke issuing from the immense tobacco shed on Washington street, owned by Robert Leslie, Esq., and immediately adjoining the new and splendid factory just erected by Mr. L.

The alarm was immediately given, but before the firemen could reach the spot, the framed building was wrapped in flame, illuminating the entire city, and presenting a scene of rare grandeur and sublimity. The new brick factory caught on the eastern side, and the new and splendid Baptist Chusch to the west, was literally enveloped in the sparks and cinders which arose by myriads from the burning building. Great sympathy was manifested for the church, and numbers ascended the steeple and extinguished the burning coals as fast as they fell.

Fortunately, the Church escaped uninjured, and the damage to the new factory will not exceed five or six hundred dollars. The wooden building was entirely consumed. This as well as the new factory are partially insured in the Mutual Office.—[*Petersburg Express.*

POST-OFFICE AFFAIRS.—In Virginia, a post-office is established at Pleasant Ridge, Princess Ann county, Va., Weston W. Dozier, postmaster—directly on the route from Norfolk to the Land of Promise. Also, at Hensonville, Putnam county, Va., Jas. S. Henson, postmaster, on route from Jackson C. H. to Mud Bridge. Also at Oak Hill, Fayette county, Va., James H. Phillips, postmaster, immediately on route from Gauley Bridge to Red Sulphur Springs.

MEETING OF THE STOCKHOLDERS OF THE VIRGINIA AND TENNESSEE RAIL ROAD.—The annual meeting of the stockholders of the Virginia and Tennessee Rail Road adjourned Thursday, after a two days' session in Lynchburg, during which they adopted resolutions approving of the mission of Hon. Wm. Ballard Preston to Europe; leaving the matter of free tickets to the President, and Board of Directors, with the expression of the hope "that they may see fit to curtail the issue of the same as much as the interests of the company will allow." John Robin McDaniel, Esq., was re-elected President, and John M. Preston and Henry Davis chosen Directors. The "Virginian" says the exhibit of the company's affairs was very favorable.

SENTENCED.—W. Washington Cline, convicted at Wheeling, Virginia, on two indictments, of passing counterfeit coin, has been sentenced to the penitentiary of the District of Columbia, for ten years.

A GOOD SALE.—The tract of land in Amelia county, Va., belonging to the estate of Mackness Goode, was sold at public auction last Thursday for the sum of $18 85 per acre. The tract contained about 300 acres, and was assessed a short time since at $8.

IN LUCK.—A gentleman in Portsmouth, Virginia, drew $20,000 last week, in Swan & Co.'s Lottery. Whether the luck is good or bad, time will decide.

EDUCATION.—In Lexington, Virginia, the Military Institute was opened with 150 cadets; Washington College with 75 students, and Ann Smith Academy, with 50 young ladies.

RUMORED KILLING OF A CONGRESSMAN.

In the Washington (Arkansas) Telegraph of the 2d inst., we find the following paragraph:

We learn by a gentleman just from Texas that in a difficulty which occurred at Palestine, Anderson county, recently, Judge Reagan, member of Congress elect for the eastern district of Texas, his brother and three other persons were killed. Our informant did not learn the origin of the difficulty, or any further particulars.

RESCUED PASSENGERS OF THE STEAMER CENTRAL AMERICA.

NORFOLK, September 18.—The steamship Central America foundered at sea on Saturday last. Fifty of the passengers were rescued by the Norwegian bark Eloise, and have been brought into Hampton roads. Twenty-six of them are females.

The officers of the Central America are all lost, except Frazier, the Chief Engineer, and Ashby, who took a boat and deserted the ship. Two millions of specie were lost in the steamer.

[SECOND DISPATCH.]

NORFOLK, Sept. 18.—The brig Marine succeeded in recovering from the wreck of the Central America 26 women and children and 20 men. The Chief Engineer of the Central America deserted the ship an hour before she went down. The Norwegian bark Ellen, from Balize, Honduras, bound to Falmouth, England, rescued Capt Thos W Badger, A J Easton, R L Brown, O Harvey, J Birch, J A Forrester, O P Manlove, J V Clarke, Jno D Demen, H T O'Conner, Julius Stetson, F A Wells, Geo Breun, Jos H Ross, Thos McNeish, W A Osborn, L W Tolino, W Chase, J C Taylor, C Aquio, H Holland, W F Fletcher, Wm Eds, Chas A Vose, R Casey, J W Casey, John W Crafts, Henry A Rummel, Jacob Juencer, Henry Hartman, Jno McCaber, S Calwell, Benj Sayer, Jno George, Ed W Moore, J M Lee, Jas Jackson, Chas Reid.

Besides these, there are on board the barque Saxony, bound for Savannah, Messrs. Childs, Howe, Look and Robert Ridley, Mrs. Badger, Mrs. Easton, Mrs. Browne, Mrs. Harvey, Mrs. Birch, Mrs. Conner.

Also, on board the brig Marine, are the crew who were saved, Jas. M. Frazer, 2d officer; Henry Keifer, 2d assistant engineer; John Jones, fireman; J. McCarty, fireman; A. R. Holcomb, H. Hardenburg, and Tim. McKugh.

The Central America was commanded by Captain W. L. Herndon, of the U. S. Navy, whose explorations of the Amazon have made his name familiar to the scientific world of Europe and America. He was a native of Fredericksburg, Va., and was regarded as one of the bravest and most accomplished officers of our navy. His loss will be widely and deeply deplored.

The number of passengers stated to have been lost we believe to be under estimated, as the Empire City reported that the Central America had on board 700 passengers. Her crew could not have been less than 100, and, if the number of survivers is given correctly, there is too much reason to believe that nearly 700 were lost by this frightful disaster.

The Central America was lost 250 miles off Cape Hatteras.

[THIRD DESPATCH.]

NORFOLK, Sept. 18.—The Bark Ellen has arrived with forty-four passengers, which are all the ladies and children saved by the Brig Marine.

The steamship Empire City sailed to day for New York and will take part of the passengers of the Central America.

SAVANNAH, Sept. 18.—A vessel just arrived here brings five passengers saved from the Central America. They report that a Boston Brig saved forty or fifty additional passengers. The vessel, mail and treasure are a total loss.

NORFOLK, Sept. 18.—The schooner Wm. A. Ellis, which was ashore on Cape Henry, has been gotten off and has arrived here in a very leaky condition.

LOSS OF THE STEAMER CENTRAL AMERICA.

SAVANNAH, Sept. 18—P. M.—The following particulars in regard to the wreck of the Central America we have obtained from the passengers now here.

STATEMENT OF MR. HENRY H. CHILDS.

We left Havana September 8th, having had delightful weather, and a calm sea from the time of leaving Aspinwall. In the afternoon of the day of sailing from Havana, a fresh breeze sprung up, and, on Wednesday morning, the 9th, it commenced blowing very strong. The gale continued all day, and at night it was still increasing, and raining in torrents.

On Thursday the wind blew a complete hurricane, and the sea ran very high. Through Friday the storm raged with unabating fury, and at 11 o'clock, A. M., it was first known among the passengers that the steamer had sprung aleak and was making water fast. A line was formed, and all the men went to work, bailing from her engine-room, the fires having been already extinguished by the water.

After some hard work we gained on the water so much as to be able to get up steam again, but held it so but for a few minutes, when the water again rose on us, and the engines stopped then forever! Bailing was still continued in all parts of the ship, and kept up until she finally went down.

During Friday night the water gained gradually, but all being still in good spirits, we worked to the best of our ability, feeling that when morning came we might possibly speak some vessel and thus be saved.

The fatal Saturday came at last, but brought nothing but increased fury! Still we worked on.—About 2 o'clock, P. M., the storm lulled a little, and the clouds broke away, when hope was renewed, and all again worked like giants. At 4 o'clock, P. M., we spied a sail, and fired guns, our flag being placed at half mast! To our joy we were seen, and soon the brig Marine, of Boston, hove down upon us. We then considered our safety certain. She came near and we soon spoke her and told her our condition.—She laid by about a mile distant, and we, with the aid of only three boats—all that had been saved from the fury of the storm—placed all the women and children in safety on board the brig.

As evening was fast approaching, we discovered another sail, which responded to our signals and came near us. Capt. Herndon told them our condition and asked that they would lay by and send a boat as we had none left. He promised to do so, but it was the last he saw of her except at a distance, which grew greater and greater every moment.

At 7 o'clock we saw no probability of keeping afloat much longer, although we felt that if we could do so until morning all would be saved. In a short time a heavy sea for the first time broke over her upper deck, and all hope faded fast away from desponding hearts.

Lifesaver rockets were supplied to all, and as we sent up two rockets to attract the attention of any sail that might still be near us, a tremendous sea swept over us, and in a moment more the steamer went down.

I think some 400 or 450 souls were at that moment launched upon the ocean at the mercy of the waves. The storm by this time had entirely subsided, and we all kept near together and went as the waves took us. There was nothing or very little said except that each one cheered his fellow comrade on, and ecurage was thus kept up for two or three hours, and I think for that space of time none had drowned, 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 we had spoken soon fled us, and our trust was alone in Providence, and what better trust could you or I ask for? I saw my poor comrades fast sinking around me, and at 1 o'clock that night I was nearly alone upon the ocean, some two hundred miles from land.

I however still heard shouts from all that could do so that were not far from me, but I could not see them.

Within an hour from this time I saw a vessel, I judged about one mile from me. Taking fresh courage I struck out for the vessel and reached it when nearly exhausted, but I was drawn on board by ropes as soon as perceived.

The vessel proved to be a Norwegian bark from Balize, Honduras, bound for Falmouth, England. I found on board of her some two or three of my comrades, and at 9½ o'clock next morning, we had 49 noble fellows on board, and these are all I know of having been saved. We strayed about the place until we thought that all alive had been rescued, and then set sail.

We found the bark short of provisions and the crew living on gruel. We had some tea and coffee to refresh ourselves with, and at noon on Sunday spoke the American bark Saxony, bound for Savannah, who supplied us with provisions and took five of us on board.

Our names are R. H. Ridley, of Maine; Jabez Howes, of San Francisco, Samuel W. Leek, of Maine; Adolph Frederick, of San Francisco and Henry H. Childs, of New York.

The Norwegian barque set sail for Charleston [Norfolk we presume] with the balance of the forty-nine passengers. Their names, unfortunately, I cannot give. The few recollected are, Captain Badger, of Baltimore; Mr. Frazier, the second officer; R. F. Brown, of Sacramento; Billy Birch, of San Francisco, minstrels; A. J. Easton, of San Francisco; —— Fletcher, of Augusta, Me.

There is a lad, saved, some seven years of age, 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 are known to me. Their names are: Mr. Priest, of Long Island; Thos. Payne Sanford, of Connecticut, and —— Jones.

ADDITIONAL DETAILS.

[From the Norfolk Herald, Sept. 19.]

In our last we stated that the steamer Empire City was about to proceed in search of the steamer Central America; but before her departure the Norwegian barque Ellen, Capt. Johnson arrived below with 49 of the passengers and crew of that ill-fated vessel, which had foundered at sea, at 8 P. M., on Saturday last, when upwards of 500 souls, with the immense treasure on board, were engulphed in the briny ocean!

From the passengers we learn, that the Central America experienced a gale of wind which commenced on Thursday night, the 11th inst., and blew heavily till Saturday, when it moderated, but kept up a tremendous swell. Owing to culpable neglect of duty of the Chief Engineer the furnace was not properly supplied with coal to keep up steam, and finally the engine stopped and the ship fell off into the trough of the sea—but still made good weather; but the pumps being rendered useless partly by the stoppage of the engine, and partly from mismanagement, the ship became clogged with water which she shipped through her upper works. Bailing was resorted to, but proved ineffectual. At 4, P. M. a brig, (the Marine,) ran down under the ship's stern, when all the boats, six in number, were ordered to be lowered alongside, but unfortunately three of them were stove and rendered useless. The remaining three were brought alongside, and all the ladies with their children seated in them; they were followed by about twenty men, the first among whom was the recreant Engineer. These were all safely transferred to the brig, and the boats returned to take off others of the passengers; when there was a general rush to get on board, in which all three of the boats were swamped—thus cutting off all chance of getting on board the brig, which by this time had drifted six or eight miles to leeward.

The ship was now rapidly settling in the water; and by 8 P. M. was no longer visible above the wave. As many as could, provided themselves with life buoys or such other articles as they could float with, but hundreds went down with the ship, among whom was Capt. Herndon, her commander, who declared his determination to stick by her to the last. Most providentially, the Ellen came directly in their way about one o'clock the next morning, and heard the piteous cries of the survivors, when Capt. Johnson immediately put out his boat and commenced the benevolent work of rescuing them from their perilous situation, in which he continued engaged for several hours, and did not cease cruising about the spot till 11 o'clock, when being assured that he could render no further assistance, he bore away with those he had saved, for this port. They all speak in the warmest terms of Capt Johnson and his crew, whose generous efforts to snatch them from a watery grave filled their hearts with the most grateful emotions. He seemed like the Angel of Mercy suddenly appearing in their midst when hope had abandoned them.

We subjoin the following statement, with a list of the persons saved, furnished us by one of the survivors. The husbands of three of the ladies saved in the brig, and a son of another, are among the number. There are supposed to be fifteen or twenty of the ladies saved who have been widowed by this fearful calamity!

The steamship Central America (formerly George Law,) W. L. Herndon, Commander, U. S. N., bound from Aspinwall to New York, foundered at sea at 8 o'clock, P. M., on the 12th, lat. 31° 55', lon. 76° 15', on the eastern coast of the Gulf Stream with about 500 souls on board and two millions of treasure.—The brig Marine, supposed of Boston, although in a disabled condition, succeeded in rescuing from the steamer all the women, supposed about 26, with their children; also, about 20 men, mostly the boat's crew—the Chief Engineer fled in one of the boats one hour previous to sinking. An American schooner ran down to her but did not render her any assistance.—At the time she sunk no boats or sail were in sight.—At 1 A. M., on the 13th, the Norwegian barque Ellen, Capt. A. Johnson, from Balize, Honduras, bound to Falmouth, Eng., passed near the place of the disaster and heard the cries of the floating survivors—continued the search for sufferers till 11 A. M. The following are supposed to be all that survived:

Capt Thos W Badger, (lady on board brig Marine.) of San Francisco; A J Easton, San Francisco; R F Brown, Sacramento; O Harvey, Placerville; W Birch, (lady on board the Marine.) San Francisco; J A Forrester, Murphy's, California; Oliver P Manlove, Grant county, Wisconsin; J B Clark, Polk county, Missouri; J D D Ements, Oregon City, O T; H T O'Conner, (mother on board the Marine.) Albany, New York; Julius Stetson, Shaw's Flat, California; F A Wells, Lepden, Massachusetts; Geo Bruyn, Ulster county, New York; Jas H Ross, Mahonivy county, Ohio; Thos McNeish, Grass Valley, California; Wm N Osborne, Isthmus of Panama; L U Folenno, Cincinnati, Ohio; Wm Chase, Michigan; J C Taylor, Cohose Falls, Albany county, N Y; C Ayulo, Lima, Peru; Henry Holland, Montreal, Ca; W F Fletcher, Bloomfield, Me; Wm Eds, Wisconsin; Chas A Vose, Francestown, N H; B Casey, Aukland; J M Casey, Aukland; John U Crafts, Me; Henry Rummel, Illinois; Jacob Quencer, Waterton, N Y; H Hartman, Bremen, Germany, John McCabb, N Y; S Caldwell, N Y; Benj Sayer, (wife on board brig Marine,) St Louis; John George, England; Edward Moore, Boston; B M Lee, Pittsburg, Pa; Jas Jackson, Missouri; Chas Reed, N Y; Mr Childs," N Y; Mr Howe," N Y; —— C Y Look," San Francisco; Robt Ridley."

The undersigned are survivors of the crew of the steamer: Jas M Frazier, 2d officer, Brooklyn, N Y; Henry Keefer, 2d Assistant Engineer, N Y; John Jones, Fire room; Bart McCarty, do; Aaron R Holcomb, saloon cook; Henry Hardenburg, ship's cook, N Y; Tim McKugh; seaman. Total, 49 survivors.

Last night, just as we were going to press, we received intelligence that the barque Marine had arrived with 10 or 15 of the lady passengers, (women and children,) and a part of the crew of the lost steamer Central America, and among them is the engineer. They are in the most destitute condition.—The remainder were taken off and carried to New York in the steamer Empire City.

*Put on board barque Saxon, bound to Savannah.

[From the Norfolk Argus, Sept. 19.]

FURTHER PARTICULARS.

The gale commenced Thursday evening, 10th inst. At 2 o'clock on the 11th, the ship sprung a leak, and Capt. T. W. Badger, with great coolness, and at the same time, extraordinary decision, presence of mind and skill, organized a company among the passengers, who commenced bailing, the ship's engine having stopped, and the pumps being entirely useless.

In consequence of the stopping of the machinery, the ship fell off in the trough of the sea and lay over on one side, allowing the water to flow in rapidly.—The bailing, under the direction of Captain Badger, went on vigorously; different gangs passing up the water in buckets, &c., through all the hatch ways.

At 6 P. M., the foremost was cut away to relieve the ship, and the water did not increase for several hours; but at 12 o'clock, the passengers were worn out by the labor of getting up the water.

At 4 o'clock, Saturday morning 12th, the gale somewhat abated, but the sea continued very heavy. The bailing now was renewed with great activity, pork barrels, &c., being rigged and the water drawn up through every hatch way; but the water gained rapidly; it became evident that the ship must sink, and assistance was anxiously looked for. Signals of distress were raised, and at 2 o'clock a sail was discovered to windward—at 3 o'clock the brig Marine, came to the assistance of the sinking ship.

Two of the steamer's five boats were lost in getting them down, and in the remaining three were placed the women and children, with four men to row and one to steer in each. In the last boat that left the ship there were only two women, and the boat was then filled with men, among these was the 1st engineer. The efforts of the passengers to keep the steamer afloat were vigorously going on—at 5 o'clock the brig was five or six miles to leward and it was impossible to get nearer to the steamer—and the boats could not get along side.

The second cabin floor was now under water, and the bailing went on with all possible rapidity—the stern loud voice of Captain Badger being heard in every part of the ship encouraging the almost hopeless passengers in the last effort to save the lives of those on board.

A schooner was spoken, and the Captain promised to lay by the steamer all night, but being short of sail, she drifted far to leeward.

The bailing continued till 7 o'clock, when the water had reached the upper saloon deck, and then the work of getting out the water ceased—no vessel or boat in sight. At ten minutes before the ship went down, rockets were fired from both wheel houses, in the usual way of indicating the sinking condition of a ship—and the moment of terror arrived. At eight o'clock, every person got what he could to save himself. Two waves swept entirely over the steamer, wild shrieks of despair burst from the lips of the hopeless crowd that thronged the decks; the sea yawned, and the floating castle, with many a struggling being, went down in the fearful vortex—

"In one vast burial blent!"

Many, however, succeeded in the effort to keep afloat, but they soon drifted apart, and were compelled to contend alone with the heavily rolling surges that threatened every moment to overcome them.

Capt. Herndon remained on board to the last, doing what he could to save the ship and the passengers, and went down with the rest beneath the waves.

At half past 1 o'clock, Sunday morning, the Norwegian bark Ellen, Captain Johnson, from Balize, bound to England, while running before the wind under full sail, was surprised by the cries of human beings. The captain immediately rounded to, and hove his bark back, and commenced rescuing the sufferers, and succeed by 10 o'clock, A. M., in getting 49 on board.—After patiently waiting till 12 o'clock and seeing nothing but pieces of drift wood, the vessel changed her course for the nearest port, which proved to be that of Norfolk, and arrived off Cape Henry, on Thursday at 7 o'clock, P. M.

The following five of the rescued passengers came up to the city yesterday morning, in a pilot boat, and to whom we are indebted for the above particulars: Captain Badger, and Messrs. Easton, Brown and Ayulo, and Mr. Birch of the San Francisco Minstrels.

It is a gratifying fact that all the women and children were saved. Twenty of the ladies were married, sixteen of whom were made widows by this fearful calamity—which may be regarded as among the greatest that ever happened on any sea. The hours of intense and agonizing suspense, the despair that seized on them, and, finally, the sudden engulphing of so large a concourse of human beings, excite the liveliest emotions of sympathy, and can better be imagined than described.

The barque Ellen came up to Craney Island yesterday morning, with the rescued passengers

Effect of the Disaster in New York—Action of the Insurance Companies in Reference to the Loss of Gold—Insurance in England, &c.

NEW YORK, Sept. 18.—The steamship disaster, with the loss of $2,000,000 in gold, had less effect upon the stock market than was expected, and the prompt action of the insurance companies has resulted in less disturbance in the values at the stock board than would have been the case under other circumstances. The principal effect was upon the Pacific Mail Steamship Company's stock, which, however, has no connection with the loss. That stock opened to-day at 60, but it was better subsequently, and rallied to 64.

It is now ascertained that there was no insurance on the vessel, which was valued at $300,000. About one million of the specie was insured in England, and the balance here. Reclamations upon the foreign companies will form the basis upon which to draw bills of exchange, and thus stand as equivalent to shipments of specie to the same amount. Our own companies are fully able to meet their losses, and will pay them at once. Among the amounts insured abroad are the following:

Wells, Fargo & Co., $300,000; Duncan, Sherman & Co., $150,000; Robb, Haller & Co., $150,000; Aspinwall & Co, $100,000; Wm. Hoge & Co., $50,000. Wells, Fargo & Co. have open policies in the Marine Insurance Company, the Indemnity Mutual Marine (London) Assurance Company, and the Royal Exchange Assurance Company. The freight lists and other papers of the ship are all on board, and duplicates cannot be obtained from San Francisco under six weeks.

Lieut. Herndon, the commander of the Central America, leaves a wife and daughter, now in this city. The deceased was a native of Virginia. He was under Commodore Perry in the Mexican war, and was engaged in behalf of the government, in the exploration of the Amazon some time ago, for which Congress voted him a handsome gratuity. His loss is universally deplored.

LAUNCH OF THE GREAT EASTERN.

The Canadian (London) News of the 2d instant, says it is authorized to state that the Great Eastern steamship "will be launched in the first spring tides of next month (October.) The day is not as yet absolutely fixed, but this important event will probably take place on Monday, the 5th of that month. The tides will be highest on that day.

The same journal describes, with minuteness, a route of pleasure travel through the United States to Chicago and St. Louis, and which is extended on the European continent to Germany and Switzerland, for which "Great Eastern tourist tickets" are to be provided:

"This tour can be accomplished (say) from New York and back in about eight weeks, including the two passages across the Atlantic; but to those less pressed for time it can be advantageously extended to from eleven to thirteen weeks. The cost of a first-class tourist ticket for the whole excursion of a little under 9,000 miles will be about £50 sterling, or (say) $280.

Arrangements are also in progress for a more extended tour, which, in addition to the foregoing, and at an increased cost of about $100, will probably comprise Naples, Rome, Florence, Genoa, Turin and Milan, together with a passage across the Alps by Simplon."

GEN. SAM HOUSTON.

The San Augustine Eastern Texan, of the 29th ult., has the following:

We have heard it stated privately that General Houston intends handing in his resignation, to take effect on the 1st of March next. It is not known whether he will return to the Senate during the winter.

MAINE ELECTIONS.

PORTLAND, Sept. 18.—Morrill's vote is 46,000. Smith's nearly 35,000. Full returns will probably make the Republican majority 12,000.

REPORT OF RECEIPTS OF THE MOUNT VERNON ASSOCIATION FOR AUG., 1857.

In again presenting the progress of the Mount Vernon Association to the notice of the public, it is unnecessary to enumerate the causes which have prevented the further report of the sums contributed in 1854 and '55 in aid of its Fund.

August is an unpropitious month to develope old plans or project new ones for the accomplishment of any object, therefore this report will only give the result of unabated zeal, amid discouragements which the season alone could present. But the friends of the Mount Vernon Association are assured that arrangements are in progress for more extended plans of operation, having reference to the anticipated visit of Mr. Everett to the Southern cities, which must advance this patriotic object and highly conduce to its success.

Mr. Everett, since last June, has added $10,000 to his Fund, and gifted and influential men following his lead are enrolling themselves as knights of the Order of Mount Vernon, to canvass their States.

ALABAMA.—Hon. W. L. Yancey reports the sums received by him:

From Mobile,	$755 00
" Forkland,	77 00
" Union Church,	82 75
" Tuskegee,	100 00
On the 4th of July Prof. Tutwiler and family and the students at the University contributed	90 00
Total,	$1104 75
GEORGIA.—Mrs. Eve reports,	338 00
Included in above a donation from the Burton Club, $157 90.	
Total,	$338 00

SOUTH CAROLINA.—An Association has been formed in Sumter District—others are in contemplation, but to the honor of the citizens of Charleston be it recorded, that they voluntarily send their offerings, made more acceptable by so much high-toned patriotism.

An additional sum has been received since the last report of	$600 00
Of this, Charleston contributed $470—making the entire contributions from this city,	2,460 50
NORTH CAROLINA is systematically at work, and assurance is given that *every county* will add liberally to the Mount Vernon Fund.	
Reports have been made of the collections in July amounting to	701 32

TENNESSEE—This State is under the care of Mrs. Mary Rutledge Fogg, whose zeal and ability to serve the cause, give assurance that the Mount Vernon Registry will be such as will do honor to Tennessee—Preparations have been made for producing great results in the State, but they are too recent to be reported this month.

It is gratifying, however, to announce, as an evidence of what will be done by the ladies of Tennessee, that a contribution was forwarded last month, to the Treasurer of the Association, from Memphis, through Mrs. Wormley, of $65. This was a spontaneous offering from a few noble women, who, for the first time, were made acquainted, by a lady of Richmond, with the plans, aims and object of the Mount Vernon Association of the Union.

INDIANA is manifesting an interest in the Mount Vernon enterprise, and Mr. W. S. Gaffney of Washington, Davies county, is appointed Knight of Mount Vernon to canvass the State.

VIRGINIA—Contributions have been received:

From Richmond,	$64 00
From Association of Williamsburg, through Mrs. Saunders,	33 00
Total,	$97 00

Will the citizens of Virginia allow the sister States to present to her the Domain of Washington without a single effort for its possession worthy the State which has given to the world those illustrious men, whose names adorn the pages of her history?

Cannot the zeal, the patriotism, the unselfish devotion which they manifested in pledging "their lives, their fortunes, and their sacred honors," to the cause of liberty, excite in the bosoms of their descendants one generous impulse, call forth one tribute of gratitude, for placing the Old Dominion in its high and commanding position in this great Confederacy?

It cannot be that Virginia will longer remain insensible to the claims of the past upon the present.—Will she not rise in the dignity of her power, and from her garnered fields pour into the Mount Vernon treasury *such* an *offering* as will forever secure to her keeping the resting place of her Son, "the Father of his Country!"

SUSAN L. PELLET,
Cor. Sec. Mt. Vernon Association.

RICHMOND, Aug. 28, 1857.

LOSS OF THE STEAMER NORFOLK.

The Philadelphia papers contain some further particulars of the loss of the steamer Norfolk, Capt. Kelly, on her passage from that port to Norfolk and Richmond, with 26 passengers, and crew of 21 persons, and a valuable cargo. The particulars are furnished by George U. Porter, Esq., of the Baltimore Merchants' Exchange, who was a passenger on the steamer Joseph Whitney, from this port. We copy the following:

The Norfolk left Philadelphia on Saturday morning, September 12th, and encountered a heavy gale from E. S. E., on Sunday evening, which continued to increase in violence during the night. Between 10 o'clock P. M. and 4 A. M., she sprung aleak, carried away jib, spanker and force-spencer, and to lighten her a large portion of the cargo was thrown overboard. Her head was then turned toward the beach, with the view of running her on to save the lives of those on board, but the rudder broke off, and she was left a helpless wreck in a violent gale and heavy sea, and at daylight on Monday broke into pieces, then about ten miles South of Chingoteague, the passengers and crew barely having time to take to the boats, saving nothing but what clothes they had on before she went down, and was lost entirely from view.

After being on board the small boats in a heavy sea and high NNW. wind for about nine hours, they were fallen in with at 2½ P. M. by the steamship Joseph Whitney, Captain Howes, from Baltimore, bound to Boston, who succeeded in taking up three of the boats, containing forty persons. The fourth boat steered off in another direction in search of a vessel which was in sight, but which did not heed them, and it was not seen afterwards, but it is supposed made for the shore. This boat's crew, containing the first and second engineer and firemen, was afterwards picked up by the steamer Caledonia, bound from Charleston to Baltimore.

The passengers all speak in the highest praise of the conduct of Capt. Kelly and his officers, Mr. John Moore and Mr. W. H. Snyder, during the trying circumstances of the loss of their ship. The captain stood by the gangway, and would not allow a single man to leave the ship until the ladies were all safely stowed in the boat; he then had each boat provided with a compass and provisions, &c., being himself the last to leave the sinking ship.

It is impossible to describe the feelings of the unfortunate shipwrecked people, upon finding themselves once more safe and on the deck of the Joseph Whitney. Some of them were almost entirely destitute of clothing, while others were but half clad—most of the ladies and children were without shoes and stockings, and from their exposure to the high wind and sea, their garments generally were nearly washed off them. In a short time they were made as comfortable as possible, under the circumstances. The officers and passengers of the Joseph Whitney did all in their power; trunks were opened, and dry clothes were put upon all. The passengers generally were unremitting in their attentions to these unfortunate persons. In this connection mention should be made of the kind and generous conduct of a poor Irish girl, Margaret Finley, who fills the position of stewardess of the Joseph Whitney. Her joy was unspeakable upon witnessing the rescue of the shipwrecked people; she dealt out her clothes to them till the last piece was gone, save the clothes she had on, and she then gave up her room for their further accommodation. The rescued crew and passengers expressed themselves in high terms of praise of Capt. Howe, of the Joseph Whitney, and her crew and passengers.

The following named passengers on board the Joe. Whitney were particularly kind to the shipwrecked people: Miss Lehman, Mrs. Thayer, Miss Martha Lee, of Md.; W. H. Mann; John F. Ellis of Washington; Robt. Freeman, Benj. Freeman, F. Mott, J. A. Chilles, E. G. W. Hall, Rev. C. A. Davis, U. S. Navy; W. P. Lee, C. B. Whitney, of Boston; George Fitzpatrick; John Godfrey and George U. Porter and lady, of Baltimore. John Franz, steward of the Joseph Whitney, was also especially kind on the occasion.

ARRIVAL OF AFRICAN APPRENTICES.—From Gaudaloupe we learn that the first cargo of African laborers had arrived by the ship Phœnix.—She left the coast of Africa with 296 on board, and lost 14 on the passage, which lasted thirty-nine days. The administration of Guadaloupe had been informed by the minister of marine that "two ships, belonging to the house of Regis, the Stella and the Clara, were about to sail for Marseilles, to recruit on the West Coast of Africa the 1,200 or 1,500 emigrants that house had undertaken to supply in the course of 1857."

A NEW LITURGY.

A GREAT WORK NEARLY COMPLETED.—The liturgy committee of the German Reformed Church, which had been in session in Lancaster, Pa., since the 25th of August, adjourned on the 4th inst. The Lancaster Express says:

This committee, which was raised about seven years ago, by the Eastern and Western Synods of the Church, with the acquiescence of all the Classes, consists of twelve members, six or seven of whom, we understand, have performed most of the labor of the great work which has been in progress for the past seven years. The members present at the session just closed were Rev P. Schaff, D. D.; Rev. J. W. Nevin, D. D.; Rev. D. Zacharias, D. D.; Rev. E. Heiner, D. D.; Rev. E. V. Gerhart, D. D.; Prof. T. C. Porter and Rev. H. Harbaugh.

The committee are to re-assemble in Philadelphia in October, when the work, making 300 or 400 pages, is expected to pass through the press. The Express adds:

Each part of the work has been carefully prepared from the original liturgical s