

THE DAILY DISPATCH

JAS. A. COWARDIN, Proprietor. HUGH R. PLEASANT, Editor. CASH TERMS OF ADVERTISING. Square, insertion \$0 50 | square, month \$4 00

THE WEEKLY DISPATCH

Published every Friday morning, and mailed for ONE DOLLAR A YEAR. To Clubs, for \$5 three copies, for \$10 three copies, for \$15 twenty copies, for \$20 twenty-seven copies.

MAIL ARRANGEMENTS

The Mails are due and closed as follows: GREAT NORTHERN MAIL, via Washington City

THE CHARLES CITY C. H. MAIL

Swinegard-Due Tuesdays, Thursdays, and Saturdays at 6 P. M., closes Tuesdays, Thursdays and Saturdays at 6 P. M.

THE YORKTOWN MAIL

via the Grove Landing-Due Tuesdays, Thursdays, and Saturdays at 6 P. M., closes Tuesdays, Thursdays and Saturdays at 6 P. M.

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FOR SALE-A valuable Farm in a healthy and good neighborhood

of cleared and thirty of wooded land, about five miles from the city of Richmond, half a mile from the Richmond and Fredericksburg Railroad

MUSICAL INSTRUMENTS

Violas and Violoncellos, Flutes, with from 1 to 8 keys, Clarinets, Flageolets, Pipes, Accordions, Italian and German Guitars and Violin Strings, &c.

WELL-KNOWN FACT

OSBORN'S DAGUERAN GALLERY is the place to get fine Sky-light Pictures taken for \$1.

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LIST OF LETTERS Remaining in the Richmond Post Office on the 30th July, 1852.

Persons calling for Letters in this List will please say they are advertised.

LADIES' LIST

Anderson Mrs Mary E Adams Mrs Elizabeth Anderson Mrs Maria B

Blankenship Mrs E Baker Mrs Jane C Bradley Mrs Kate E Bayne Mrs W B

Cole Mrs Caroline Crump Mrs E W Cark Mrs Esther H Cox Mrs Henry

Dodson Mrs Sarah E Drew Mrs Martha A Evans Miss Virginia B

Folkes Miss Virginia 2 Fox Miss Susan Fautroy Miss Kate Funnay Miss Mary C

Green Mrs Mary F Glenn Mrs Mary S Gary Mrs Mary C Hay Mrs George

Hick Mrs Lucinda Hudson Mrs Mary Hildebrand Mrs M D Hutcherson Mrs M D

Harris Mrs R Harris Mrs Ann O Hoffman Mrs S A Hopkins Mrs Sarah

Johnson Mrs Anna M Jones Mrs Sarah E Jones Miss M B L

King Mrs Mary J Leitch Mrs Betty W Leubetter Mrs Sarah E

Milton Mrs Ann Moore Mrs C A Mitchell Mrs Elizabeth

Miller Mrs J A M Monteir Mrs Kate Morris Mrs Lucy Montague Mrs Mary A

Moore Mrs Mary Jane McGlone Mrs Louisa Nunnally Mrs Jane

Nash Mrs Harriet P Owen Mrs Mary S 2 Parry Mrs A B

Parker Mrs B L Pennington Mrs C Perry Mrs C D Pullen Mrs Frances

Pegman Mrs Mary G Reckord Mrs Julia A Richardson Mrs M A

Richard Mrs Nancy Spencer Mrs W A Shipwash Mrs Nancy

Smith Mrs Marcella Smith Mrs Mary Strange Mrs Mary B

Stearns Mrs J P Sanford Mrs L P Simms Mrs Lucy D

Sheppard Mrs A C Stimpert Mrs M A Tipton Mrs Sallie

Turpin Mrs Mary A Vaughan Miss M H Wardell Mrs Elizabeth

Whitlock Mrs E J White Mrs W A Wright Mrs Mary C

White Mrs Malvina Warren Mrs Sarah Wallace Mrs Virginia A

Addington A J Addington A J Allen B R Archer Dr Carlton

Allen Geo A Anady Geo A Brady Antony Barrett Alexander

Benton Dr Michael Boldeman Dr Butlerworth James Brailly Monar

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TERIBLE STEAMBOAT CALAMITY. The following are the particulars of the burning of the steamer Henry Clay

on the Hudson river, Wednesday, July 23, copied from New York Herald of Thursday.

The Henry Clay, Captain J. F. Tallman, "the new and swift steamer," as she is called

in the advertisements, left Albany at seven o'clock yesterday morning, for New York. She was, comparatively, a new boat, and considered every fine steamer of her class.

She was launched on the 7th of August, in 1851. She was five hundred and four tons burthen

two hundred and six feet long, twenty-seven feet and four inches wide, and eight feet and a quarter deep.

Her hull was built by Mr. Thomas Collyer, at the foot of Twentieth st., and her engines by Messrs. Cunningham, Belknap & Co., in West street.

She started from Albany in company with the America, making the usual stoppages for passengers, swelling the number till it reached

between three and four hundred. She raced with the A., as all the passengers we have seen inform us, till she had run ahead of that steamer some four or five miles.

Her hull became very much heated from the sun, as well as from her own furnace, and she was as dry as a chip and as inflammable as gunpowder.

In this condition, and when near Yonkers, while these three or four hundred human beings were little dreaming of danger,

a black smoke was seen to issue from the centre of the boat, near the pipes. Soon after, one of the officers of the steamer appeared, and requested the ladies to keep cool—that there was no danger.

Immediately it was noticed that the head of the boat was turned towards the shore, from which a breeze was blowing. Then the flames began to steal up

and through the vessel. Then the cry of fire conveyed to the passengers on board the board that ill-fated steamer. Almost immediately after this she struck on shore, below Yonkers, about a quarter of a mile this side of Fonthill, Mr. Forrest's residence, and the scene that then ensued baffles description.

The steamer struck head on, and as the fire broke out in the centre, and the breeze blew off towards the stern of the boat, had either leaped into the water or perished in the flames.

One of the passengers who had reached the shore, said, that as he turned, he saw the flames envelope a fine lad, standing on the verge of the upper deck, seemingly uncertain whether to perish by fire or water.

The flames and thick smoke seemed to wrap around him like a winding sheet, till he disappeared, and is now no more. Another gentleman informs us, that he saw a mother take her infant in her teeth

by its clothes, to have the babe come on the top when she arose to the surface, and approached the edge of the boat to leap into the water. By a sudden jerk of the boat the child fell from the grasp of the mother, and she disappeared. There were several other heart-rending incidents connected with this sad affair.

We shall never know all the sad scenes of this terrible disaster. Most of those who were saved came to the city in the morning, and the Hudson River Railroad. The down train

stopped to render assistance, and a special train was sent out to bring the survivors to town. Several reached the Irving House in a sad plight—some without shoes, others without hats, and some without coats, shoes or stockings, &c. Three other survivors—Mr. Vancliepe, of Baltimore, and two ladies—arrived at the Astor House in a terrible state of mental distress.

The steambot Armenia, which left Albany, as we have already stated, in company with the Henry Clay, was at the time the fire occurred about four miles distance astern. When she came up her officers immediately made every effort to rescue those on board the Henry Clay.

We have obtained the following account from Captain Polhemus, the pilot of the Armenia, who succeeded in saving and bringing to the city a number of the injured and uninjured passengers.

STATEMENT OF MR. POLHEMUS, PILOT OF THE ARMINIA. About three o'clock in the afternoon, our boat was some four miles astern of the Henry Clay, when I saw a smoke ascending, apparently from the head of the boiler. It soon increased, and shortly a dense smoke arose.

I then felt satisfied that the boat was on fire, and made an effort for her as quickly as possible. We were not racing with the Henry Clay, and I observed that the pilot of the burning boat had placed her head in shore; and before we arrived, the Henry Clay was run ashore. The sight, as we approached the boat, which was then burning in a furious manner, was dreadful to behold. The after part of the boat was covered with human beings, and a great number were immersed in the water, clinging to the guard-rail of the boat, in frightful despair, expecting every moment to be driven off by the flames into the water.

We stopped our boat, lowered a small boat, and sent her off to the relief of the sufferers. A number were taken from the wreck in that way. Peter Bishop, a deck hand of the Armenia, acted very courageously. On seeing a man struggling in the water, who had sunk twice, Bishop sprang from the small boat, swam to the relief of the drowning man, whom he seized by the neck, and conveyed him to the shore. His life was thus saved.

The pilot also related that aid was given by the captain of the steambot James Madison, and by the captain and crew of a brig and a schooner, who were near at hand at the time of the calamity. The small boats in this way conveyed many of the persons to the shore who were found clinging to the boat. The Armenia went to a dock, about a quarter of a mile below the wreck, and there waited and took on board a number of the passengers, together with two young women, (one named Mary Rhodes,) very seriously, if not fatally injured, having jumped from the bow of the boat, and was trampled upon by the other passengers. Others were more or less injured by burst fuses, bruised limbs, dislocated shoulders, and cut heads.

One of our reporters afterwards saw Captain Tallman, of the Henry Clay, and obtained the following particulars from him:

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Capt. Tallman came to the city in the Armenia, and says that when he felt he saw ten human beings dead on the shore and one child, which he believed to be the smaller fry, or turned up, he did not think any of the main crew

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