The New Orleans Bee.

NO. 109 CHARTRES STREET. NEW ORLEANS, THURSDAY MORNING, SEPTEMBER 28, 1855. [Vol. XVI.—NEW SERIES. [Vol. XXIX.—Whole No. 7056.

THE DAILY BEE.

Thursday Morning, Sept. 27th, 1855.

THE NORTHERN MAIL came through yesterday with the latest dates.

THE CANVASS.

The catalogue of slander and misrepresentation is nearly exhausted. The perpetrators who have so diligently traduced the length and breadth of the State, pouring out diatribes against the American party, avoiding the discussion of its avowed principles, and substituting in its stead, a vast stream of vituperation, and a broad and imaginary statement of doctrines unknown to the party here, having been met at every point, foiled in their insidious efforts, and driven from their boasted vantage ground, are now compelled to betake themselves to the real issues, or in default of this, to repeat over and over again the stale and nauseous rehash of slander and abuse. But though the process of truth is slow, and often shackled by obstacles thrown around it by inveterate error, it nevertheless will eventually work its way. We knew at the opening of the canvass, that the American party would be exposed to the most virulent attack, and that from the fact of its rapid growth and the comparative ignorance of its tenets and objects, many honest and right minded persons in the interior would be induced to regard it with aversion and distrust. Hence it was that we counselled our friends not to suffer the grass to grow under their feet, but to arm themselves promptly with the panoply of truth and justice, encounter their adversaries face to face, and by discussion enlighten the minds of the people, and prove to them that we were basely libelled, and that our aims and objects were alike pure and patriotic. This advice was followed, and the result has been such as might have been anticipated. For a few weeks the anti-Americans seemed flushed with triumph. They could then point to point scattering fallacies and illusions in their path. They gloried in alarming many, in inducing many to withdrawals, in bringing back a portion of the seceders to the Democratic fold, and in representing numbers of good and honest but overcredulous citizens, from whom we have since been receiving daily accessions, as the mere dupes of designing men, who had even been a candidate for office. It is difficult to conceive how a political party could have occurred.

NEW NATURALIZATION.—We have received and will publish, if possible, to-morrow, an elaborate and able communication in reference to the decision of the First District Court in the matter of naturalization. Want of space alone prevents its insertion to-day.

BARBECUE AT POINTE A LA HACHE.—On Monday, the 1st October, the American party are to have a barbecue, and hold a grand mass meeting. Messrs. DENSIGER, EUSTIS, DUCROS and other distinguished orators will deliver addresses on the occasion. For the purpose of accommodating visitors, the steamer MOBILE will leave at 6 o'clock, A. M., the wharf fronting the Old Intent Towboat Office, Marigny buildings, and will return during the evening.

RICH AND FANCY DRY GOODS.—The attention of the trade is called to the advertisement of Messrs J. H. PEPPARD & Co., 35 Gravier street. They have in store a magnificent new Fall stock, embracing the finest styles and newest fashions. Their silks, mantles, monsellines, embroideries, cloaks, mantillas, &c., will be found well worthy the attention of city and country purchasers.

OSWEGO STARCH.—We invite attention to the advertisement of J. H. MARKS & Co., No. 1 Magazine street, in reference to this article. They are the sole Agents for its sale in New Orleans. The Oswego Starch is a pure farina, and in quality excels all other manufactured in the United States. In every market where it has been introduced, it takes precedence, on account of its purity and invariable uniformity. The Oswego Starch Factory is a joint stock company with a capital paid in of $300,000. It has been in operation for seven years, and has from year to year been enlarging, until now it is able to turn out ten millions of pounds of starch a year.

The starch is made from sound corn, without fermentation, and consequently is suitable not only for the laundry, but for food. It has invariably taken the premiums wherever it has been exhibited in competition in this country, and took the highest premium at the World's Fair in London.

SEVEN DAYS LATER FROM EUROPE.

ARRIVAL OF THE BALTIC.

No News from the Seat of War.

The steamer Baltic left Liverpool at 10 A. M., on the 8th inst., and arrived at this port last night at midnight.

The Baltic passed the Atlantic off Fire Island at half-past five yesterday afternoon.

The commercial intelligence by this arrival mentions that the Bank of England has increased the rate of discount from 3½ per cent., at which it had stood since the 15th of June, to 4 per cent. Consols recorded to 90¾ but closed at 90⅝.

The Liverpool Cotton market, indicated by the favorable accounts of the growing crop in America, and by the increased and ample supply at home, had been dull, with prices of last week barely supported, and on Uplands a partial decline of 1-16@⅛d. The week's sales amounted to 56,000 bales, of which 43,000 were taken by the trade. Splendid harvest weather had prevailed throughout the week, and the bulk of the Breadstuffs crops was likely to be housed in excellent condition. Wheat is still thought to be rather a light yield; but Spring Corn and roots, including Potatoes, are abundant; yet prices of Breadstuffs are maintained under the impression that in any event large imports will be required. Bacon has advanced 1s. per cwt. Beef and Pork are unchanged. Lard and Tallow in active demand at an advance. Naval Stores generally dull. Rice, Sugar, and Coffee firm. American Securities are reported steady, without material change in price.

The week which this arrival covers is more barren of news than any similar period since the commencement of the war. With the exception of the announcement that the Russians on the Tchernaya are again menacing the Allied lines, and a surmise that England, instigated by France, is about to pick a quarrel with Naples, the papers contain little else than odds and ends of correspondence respecting the battle of Traktir and the bombardment of Sevastopol—events of the past.

The War.

The bloody episode of the fight of Traktir seems to have little effect on the course of events in the Crimea. The Russians have retired up their narrow and well-fortified passes to the steep plateau, where, according to Gen. Simpson's latest report, they are once more prepared for offensive movement. Attention is, therefore, again turned to the siege of Sebastopol. Little on which to pronounce may be founded can be learned either from the despatches of the generals, or from the correspondence of letter-writers before the city. To our previous knowledge that the Russians' sap had approached very near to the Russian defences, we now learn that the foremost parallel, which had been begun at the time made, was completed and united in the middle, on the 16th of August. Since then a fortnight has passed without much incident. Gen. Simpson mentions a small sortie in which the Russians succeeded in destroying some gabions. For the rest—the daily life of the camp, its hardships and amusements, the death or leave of individual officers, fill both public and private letters. On the great preparations of the last ten weeks the hopes of the besiegers are fixed, and the fire that will open when the time comes will be encamped in the history of warfare.

The cannonade of October last, (says the Times,) was trifling to that of April; April was surpassed by the two days which preceded the capture of the Malakoff; but it will take tremendous preparations with the iron tempest which will shortly be poured on the besieged city. The weight and range of the guns, the number and size of the mortars, the positions of the batteries won by the steady progress that has marked the Summer, will try the endurance of the Russians to the utmost. The great scale on which such a bombardment is carried on, and the preparations necessary for its execution render the delays which precede it a matter of little surprise. In April the Allies threw against Sebastopol, in three days, 350,000 shot and shell, the cost of the British ammunition alone was £300,000 sterling! In April is now looked back upon as a time when we underrated the enemy and did not know what Sebastopol was. Even on the January of the following year, when throw 4,000 shot on the 24 hours, and 500 shells into only one portion of the British position. Whatever the resources of the garrison and the strength of the works at which they labor night and day, there can be no doubt that the approaching struggle will determine the fate of Sebastopol for the Winter at least. No one can pretend to foretell the issue; all that is spoken of with certainty is, that the line of battle ships in the harbor will be destroyed, or at least driven from their position, so as to be made powerless against the assailing troops. Whether the besiegers shall take the Malakoff—whether they will keep it—whether it will lead to the immediate capture of the town, or only to ulterior success, are all matters of doubt. Should victory not favor the besieging arms they will probably be forced to rest in inactivity till another Spring, when change of tactics may assure success. The besieging Generals have set all on the hazard of a decisive struggle at a single point, and we must wait the result. The Russians, meantime, are actively engaged in bridging the harbor, to remove their defences to the North side, should the South be taken.

The evils of a divided command are more and more felt. The line from Baidar to Inkermann, a distance of twelve miles, is occupied by French, Sardinians and Turks, with part of the English army—each nationality under its own commander, and totally independent of all the others. Report speaks vaguely of a plan to unite the commands of all the troops on the Tchernaya in one hand.

As six weeks, or, at most, two months, are the utmost limit that can be assured for active military operations, attention is turned to the means of supplying the armies during the coming Winter. Mr. Beatty, civil engineer, has received orders to construct two new lines of railway—one from the Col de Balaklava to Kamiesh, to be worked by horse power, and the other from Kadikoi to the Woronzoff road, (near the Sardinian position over Chergoun,) to be worked by locomotive. The labor of erecting these roads will be supplied by the French and Sardinians. Mr. Beatty believes that the original railway will last during the Winter, and 300 men of the army works corps are now engaged in repairing it. Stores and sheds are being erected as rapidly as possible, and other preparations for Winter are going on with energy.

The following are the latest official despatches:

BEFORE SEBASTOPOL, Aug. 25, 1855.

MY LORD: Having been engaged since daylight in a careful observation of the position in front of Malakhoff, I am unable to address your Lordships at any length to-day.

The enemy have been concentrating troops at the Mackenzie, Tchorva and Kamiesh, their left extending as far as the village of Makouri, and are supposed to have received considerable reinforcements, which probably consist of two divisions of grenadiers, and have been brought up in carts from Bakshiserai and Simpheropol.

The bridge across the great harbor is nearly completed, and large bodies of men are employed in erecting earth works on the North side of the harbor. Intrenchments have been thrown up on the Severnaya Hill, extending from the Quarantine Bay to the site of the first lighthouse, facing the north.

From various sources, we learn that the Russians are on the South of the Tchernaya are held in perfect readiness for an offensive movement.

Our siege operations progress steadily, with, I regret to say, heavy casualties on our side, as the accompanying lists testify.

(Signed) J. SIMPSON.

SEPT. 1.—Prince Gortschakoff briefly says: "The fire of the enemy continues as before. There is nothing new."

Same Date.—Pelissier telegraphs: "All goes well; every thing advances. We are making progress."

Latest by Telegraph.

DEFENCE OF OMER.—The captain of a French barque who was wrecked near Odessa, and remained in that city until exchanged, has just returned to Marseilles. He gives a lamentable account of the general distress which prevails among the inhabitants of Odessa; and many hitherto opulent families, he says, are literally starving. The inhabitants have live in constant apprehension of being bombarded. The town is ruined.

DAMAGE TO SEBASTOPOL.—Gen. Gortschakoff writes from Sebastopol that the fortifications have generally suffered, and that the garrison has experienced considerable losses.

Writing on the 17th, the Prince notices the new bombardment commenced on the 16th, and adds:

"On our side, despite the violence of the bombardment, the artillery of the town replied with constant success, and with no less energy than that of the enemy, and by its well-directed fire silenced some of their batteries, and destroyed the embrasures of others. The serious damage done to our fortifications can be resolved by us as well as possible, although the incessant fire of the besiegers at short range considerably delayed the works."

The Russian text is from the Invalide Russe, of August 30.

ROMA.—Gen. Berg, who commands at Sveaborg, has been decorated with the Order of St. Andrew.

ST. PETERSBURG, Sep. 5.—An imperial ukase has been issued, abolishing, on the occasion of Prince Paskiewitch, the Field Commandership of the army on active service—Commander-Gen. Annenkoff remaining his former charge. Gen. Baron Rosenbrock has received "permission to resign."

PARIS.—The Moniteur of yesterday contains an imperial decree modifying the import duty on manufactured iron and machinery.

The War in Asia.

Intelligence from Asia Minor is reported to be more favorable to the Turks. According to a Turkish bulletin the Russians advanced, on the 5th of August, against the intrenched camp of Kars, and attacked a battery. An artillery fight ensued, which lasted two hours, and the Russians retired, leaving 100 dead. A battery for the Russians succeeded in destroying it. The result could have been attained. Erzeroum is said to be completely relieved. At Kerpikhani, a village on the road to Kars, a Russian detachment took place. Afterwards the Russians broke up from before Erzeroum, and retired on Kars, across the Bashkali range of hills.

London says that Omer Pacha will not go to Kars, but will move on to Tiflis. With the lowland object of securing the communications of the Russians with Georgia, and consisting of three corps, and also of operating on supposition of the Circassians, and other mountain tribes, to join him.

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The pro Rome paper "Le Monde" of August, says: "If we may interpret by the general tone the quivering activity of diplomacy, an issue of an entanglement is not long. If the Vienna Conference fall into the most agreeable embarrassment."

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War Items.

The American steamer Star of the South left Gibraltar August 25 with stores for the Crimea.

The British steam ship Prometheus, which was on the 13th of August, ordered the steamer to make out some boats that were observed on the beach. The persons on shore hoisted a white flag, as did the steamer, but on the latter approaching within range, a heavy fire of musketry was opened upon her, which killed the lieutenant and wounded some others. The ship replied with shot, shell and musketry and apparently caused considerable slaughter.

Gen. Sir George Brown has retired from the army.

Gortschakoff has sent Gen. Todleben to Simpheropol to reassure his strength. Todleben's latest "creation," called the "Fortress Kelly Cross," is reported to consist of "a cabinet and completely commanded."—Moniteur.

Prince Windischgrätz Czartoryski has left Paris, with several officers, for Constantinople, to organize a corps of Turkish Cossacks, to include Polish recruits. Gen. Vivian's contingent remains for the present at Constantinople.

Mehemet Ali has been appointed Capudan Pasha in the place of Halil Pasha. There is a rumor that Vely Pasha will retire the Ministry to Minister of Commerce. Lord Stratford de Redcliffe has returned from the Crimea.

Ferhad Pasha (Gen. Stein) taken command of the Anglo-Omer corps of Omer Pasha's army in Asia.

Gortschakoff has sent a considerable sum of money to Constantinople for the use of the Russian officers—prisoners.

Nearly three-fourths of the village of Kadi-Kent (the ancient Chalcedon) was destroyed, Aug. 30 by an accidental fire. A destructive fire had also occurred at Moscow.

Prince Menschikoff is said to have retired to a monastery at Moscow.

Letters say that the peasants of the Ukraine are still much discontented.

Great Britain.

Sir Charles Napier has put his threat in execution, and has published a portion of his correspondence with Sir James Graham. The correspondence on the whole shows that Napier had all along the approval of the Admiralty, as expressed through Sir James Graham, and that he strictly followed out his instructions, which were not to hamper the fleet against ships with the pilot boat flag. The publication has not excited much interest, the public being rather tired of the story of "Old Charley's" wrongs.

There is not a word of political news—if we except a rumor current in the Clubs, that British interests to call Napier to account and will make a recent insult of his attack on Naples to be amended on the arrival of the British Embassy the ground work of a quarrel.

The news of the death of Abbot Lawrence was received in England with every expression of sympathy. On the 7th the American ships in the port of Liverpool displayed their flags at half-mast.

Fergus O'Connor, the noted chartist, has just died, aged 59. For some time past he was under the care of his sister, having been removed from a lunatic asylum. He did not recover his intellect, but died a complete wreck.

London papers contain severe editorials on the sacrament of the Scots. The maintenance and cost of the Baltic fleet alone is called £30,000 sterling per day!

A deservedly complimentary notice of the Canadian Department of the Paris Exposition appears in the London Times of the 7th.

Mr. Blacke, of the Canadian Legislature, is appointed Governor of Barbadoes. There are those who consider Mr. Blake's position a fair reward for his receiving services in the United States.

The Queen and family are at Balmoral, Scotland.

Spain.

SPAIN.—A despatch from the Captain-General of Catalonia to the Minister of War, dated August 27, states that the Carlist chief Borges had collected 50 or 60 men, and surprised a detachment of Cuenca Mobile Regiment. The engagement. The infantry fled, leaving several prisoners in the Carlists' hands. The same body of guerillas entered the village of Solsona and attacked the house of the Commandant, whose horse and arms they carried off; but, being pursued by a detachment of the National Guard, they dispersed. The military in the Carlists have not abandoned their plans of a civil war.

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ITALY.—The Pope is founding a college at Rome for the education of English clergy.

The town of Chiavenne has been chosen as the central depot of the Anglo-Italian legion.

Cholera still rages in Central Italy. In North ern Italy the disease still rages, although somewhat abated in virulence.

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RUSSIA.—Mercantile letters from St. Petersburg contain no general news. The rate of exchange tends downward, the heaviness is attributed to the large amount of paper issued to meet the expenses of the war. Expectations are general that the paper will be redeemed by the proceeds of a loan to be raised when the war is over. The Nystad Treaty for the exchange and imports is going off favorably, good prices being obtained, and debts being fairly paid.

A despatch from Albany, of the 90th inst., says:

The express train for this city, on the Central Railroad, came in collision with a cattle train, by which the locomotive of the express train was thrown from the track, and the engineer and fireman killed. A brakesman, and an express messenger were badly hurt. None of the passengers were killed.

The locomotive and tenders of both trains were smashed. John Pratt, of Albany, engineer of the express train, was instantly killed; P. Kirkland, fireman, of Albany, had both legs and arms broken, and cannot live; Wm. Griffin, of Buffalo, the express messenger, was fatally injured; Mathewson Fox, a passenger, had a leg broken; and a man belonging to Albany, had his back broken. The express train was from Buffalo.

Heavy Loss.—The Mobile *Advertiser* of Tuesday says:

A loss or robbery of no less a sum than $6,418 occurred yesterday. The circumstances, so far as we could gather them, were these: Capt. Boslé, of the ship Milwaukie, drew out of the Bank of Mobile, shortly after 10 o'clock, this large sum of money—rolled it up—put it in his pocket, and proceeded down Conti street to the store of L. Bonnabel & Co., on Commerce street, not until he got there did he perceive that his money was gone. A return to the Bank proved positive of information as to the loss or any finder; and a placard was at once printed and, offering a reward, for a return of the money, of five hundred dollars. But up to the last inquiry, no pledge had been given. A party of idlers was formed by six of $1,000-each, four of $100, with a ten and a five dollar note. So speedily and so generally was the fact published, that it looks like such an outlet that had the money fallen into honest hands it must have been restored. We learn, if any one of these schools scoundrels, with whom our city is sprinkled, watched the Captain closely and abstracted the roll, he, doubtless, escaped in the mail boat.

☞ An immense quantity of wheat—supposed to be near twenty thousand bushels—fell through from 5th story of Hazell's Mill, at Richmond, on the 16th inst. The floor gave way, and the immense weight in its downward rush broke all the floors to the lower pit, where much of it went into the river. Three large mill wheels were much damaged, and the loss estimated at over $10,000. No lives lost.

Wreck of Steamer Schenectady, &c.

CHICAGO, Wednesday, Sept. 19, 1855.—We have received full particulars of the loss of the steamer Schenectady, previously reported. The mate and pilot escaped a boat and attempted to reach the shore with a line, but were both drowned. Subsequently a life boat was sailed ashore by one seaman, and by that means a hawser was fastened ashore and all the passengers landed in safety.

The Schenectady passed in three pieces about 3 o'clock this afternoon, and is a total loss. Her cargo consisted of 3000 tons of merchandise and fifty barrels—all a total loss. She was bound from Buffalo to Chicago. The supposed cause of the wreck is that the ship broke in two. Her cost, and that Capt. Watts mistook a light on a beached schooner for it. She grounded at 3 o'clock in the morning.

The brig Tennessee, of this port, entirely disappeared this morning. Her owners were Messrs. Davis & Sanford of Buffalo. The hull was insured in the Home Co., and the cargo in the Chicago Mutual.

The ship Dunbo is ashore four miles North of this. Her cargo is supposed to be of lumber, owned by Messrs. Wheeler, of Cleveland.

The Bark Hampden from Milwaukee to Oswego, with a cargo of wheat, returned to port leaking badly.

The schooner Rosarier is ashore nine miles this side of Milwaukee, with the waves dashing over her, and more in the rigging.

Three unknown schooners are also ashore near the wreck of the Schenectady, but we have no particulars yet.

☞ A violent Northeast squall prevailed at Boston on the 25th. The ships Erricsson, Clifton, and Calcutta, for Baltimore, both entered and took the gale outside the light house, and rode it out with tolerable safety. The Clifton struck on Tinker's Island, in Hingham Bay, where she remained during the night. The Erricsson parted her cables and drifted ashore, with a crowd of fishermen flying. The Calcutta lost her foremast.

The Grand Turk.—The Grand Sultan of Odin Pelagos, and all the distinguished Greeks and Turks of the Archipelago, are expected to visit the Crystal Palace during the present week. The Grand Turk will be received with the honors due to his rank, and will be entertained at a banquet by the Committee of Arrangements. The Grand Turk will visit Niagara Falls, and will probably visit Boston. He will not go to Europe this Fall, but will make an extended tour of the United States.

Death of an Editor.

The death of Mr. Brown—the father, in the estimation of Mr. P. Hackett, editor of the Nashville True Whig. He had been in delicate health for some time previous to his demise.

☞ The American party of Maryland have completed their Congressional nominations, which are as follows:

First District—Dr. C. C. Cox.
Second District—Hon. James B. Rieard.
Third District—J. Morrison Harris.
Fourth District—H. Winter Davis.
Fifth District—W. W. Glenn.
Sixth District—Dr. W. W. Watkins.

From Norfolk and Portsmouth.—The Baltimore Patriot of the 26th says:

By the opening Saturday, which came up this morning from Norfolk, we regret to learn that there is little abatement in the sickness in Norfolk and Portsmouth. Dr. Minnis, the physician of the Lunatic Asylum, died during the twenty-four hours ending at noon yesterday, there were 50 deaths in Norfolk, and 30 in Portsmouth. During the same time there were 40 interments in Norfolk, and a number of new cases in Norfolk is not reported.

Among the deaths at Norfolk, yesterday, by fever, we regret to announce those of Josiah Wilt, Esq., President of the Farmers' Bank of Virginia.

CITY INTELLIGENCE.

ADVERTISEMENTS.—We have to request another more extensive sacrifice, which took place yesterday morning on board the Yazoo river steamboat W. H. Sumner, by two individuals named James Brodie, as principal, and James Carey, as accessory. The former being employed on deck hand and the two latter as firemen on board the Sherman. The circumstances of the occurrence are of a very sketchy character. They are as follows: On Tuesday morning, Dalhagan and Carey got into a political dispute, in the course of which the latter became insulted and threatened by the other on board with a stick. Yesterday morning, Dalhagan having been relieved by two hands named James Brodie, Patrick, as principal, and James Carey, as accessory, from the lower deck. Carey immediately commenced blackguarding Dalhagan in an unsavory manner, and told him he was afraid of no d——d Irish son of a b——h," and that he would willingly fight him if he dare to come up. Dalhagan, who was sober, and seeing no fun, but the latter crying "will him," and "pitch into him," struck Carey a slight blow with his fist, when the latter, drawing a knife, struck at the abdomen of the young man, driving it in up to the hilt. He then pulled out the knife, and threw it under the table, where it was subsequently picked up by a witness of the occurrence. Dalhagan then staggered into the cabin, and immediately expired from the effects of the cutting that he was murdered. Broderick then ran out on the guard, and jumped into the river, but was caught by Mr. Thomas Moore, one of the engineers of the boat. Carey jumped on board the steamer C. Comeau, which was moored close to the Sherman, and was handed down with a stick of fire wood by Mr. George W. Lamb, a passenger. They were then given over to the Second District police.

The steamer Sam was then placed in a tub to be towed to the Crescent City Hospital, but died in Carondelet street when about half way there. The body was taken to the yard of the Second District jail, moved from a lunatic asylum. He did not recover his intellect, but died a complete wreck.

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Heavy Loss.—The Mobile *Advertiser* of Tuesday says:

A loss or robbery of no less a sum than $6,418 occurred yesterday. The circumstances, so far as we could gather them, were these: Capt. Boslé, of the ship Milwaukie, drew out of the Bank of Mobile, shortly after 10 o'clock, this large sum of money—rolled it up—put it in his pocket, and proceeded down Conti street to the store of L. Bonnabel & Co., on Commerce street, not until he got there did he perceive that his money was gone. A return to the Bank proved positive of information as to the loss or any finder; and a placard was at once printed and, offering a reward, for a return of the money, of five hundred dollars. But up to the last inquiry, no pledge had been given. A party of idlers was formed by six of $1,000-each, four of $100, with a ten and a five dollar note. So speedily and so generally was the fact published, that it looks like such an outlet that had the money fallen into honest hands it must have been restored. We learn, if any one of these schools scoundrels, with whom our city is sprinkled, watched the Captain closely and abstracted the roll, he, doubtless, escaped in the mail boat.

☞ An immense quantity of wheat—supposed to be near twenty thousand bushels—fell through from 5th story of Hazell's Mill, at Richmond, on the 16th inst. The floor gave way, and the immense weight in its downward rush broke all the floors to the lower pit, where much of it went into the river. Three large mill wheels were much damaged, and the loss estimated at over $10,000. No lives lost.

Wreck of Steamer Schenectady, &c.

CHICAGO, Wednesday, Sept. 19, 1855.—We have received full particulars of the loss of the steamer Schenectady, previously reported. The mate and pilot escaped a boat and attempted to reach the shore with a line, but were both drowned. Subsequently a life boat was sailed ashore by one seaman, and by that means a hawser was fastened ashore and all the passengers landed in safety.

The Schenectady passed in three pieces about 3 o'clock this afternoon, and is a total loss. Her cargo consisted of 3000 tons of merchandise and fifty barrels—all a total loss. She was bound from Buffalo to Chicago. The supposed cause of the wreck is that the ship broke in two. Her cost, and that Capt. Watts mistook a light on a beached schooner for it. She grounded at 3 o'clock in the morning.

The brig Tennessee, of this port, entirely disappeared this morning. Her owners were Messrs. Davis & Sanford of Buffalo. The hull was insured in the Home Co., and the cargo in the Chicago Mutual.

The ship Dunbo is ashore four miles North of this. Her cargo is supposed to be of lumber, owned by Messrs. Wheeler, of Cleveland.

The Bark Hampden from Milwaukee to Oswego, with a cargo of wheat, returned to port leaking badly.

The schooner Rosarier is ashore nine miles this side of Milwaukee, with the waves dashing over her, and more in the rigging.

Three unknown schooners are also ashore near the wreck of the Schenectady, but we have no particulars yet.

☞ A violent Northeast squall prevailed at Boston on the 25th. The ships Erricsson, Clifton, and Calcutta, for Baltimore, both entered and took the gale outside the light house, and rode it out with tolerable safety. The Clifton struck on Tinker's Island, in Hingham Bay, where she remained during the night. The Erricsson parted her cables and drifted ashore, with a crowd of fishermen flying. The Calcutta lost her foremast.

The Grand Turk.—The Grand Sultan of Odin Pelagos, and all the distinguished Greeks and Turks of the Archipelago, are expected to visit the Crystal Palace during the present week. The Grand Turk will be received with the honors due to his rank, and will be entertained at a banquet by the Committee of Arrangements. The Grand Turk will visit Niagara Falls, and will probably visit Boston. He will not go to Europe this Fall, but will make an extended tour of the United States.

Death of an Editor.

The death of Mr. Brown—the father, in the estimation of Mr. P. Hackett, editor of the Nashville True Whig. He had been in delicate health for some time previous to his demise.

☞ The American party of Maryland have completed their Congressional nominations, which are as follows:

First District—Dr. C. C. Cox.
Second District—Hon. James B. Rieard.
Third District—J. Morrison Harris.
Fourth District—H. Winter Davis.
Fifth District—W. W. Glenn.
Sixth District—Dr. W. W. Watkins.

From Norfolk and Portsmouth.—The Baltimore Patriot of the 26th says:

By the opening Saturday, which came up this morning from Norfolk, we regret to learn that there is little abatement in the sickness in Norfolk and Portsmouth. Dr. Minnis, the physician of the Lunatic Asylum, died during the twenty-four hours ending at noon yesterday, there were 50 deaths in Norfolk, and 30 in Portsmouth. During the same time there were 40 interments in Norfolk, and a number of new cases in Norfolk is not reported.

Among the deaths at Norfolk, yesterday, by fever, we regret to announce those of Josiah Wilt, Esq., President of the Farmers' Bank of Virginia.

CITY INTELLIGENCE.

ADVERTISEMENTS.—We have to request another more extensive sacrifice, which took place yesterday morning on board the Yazoo river steamboat W. H. Sumner, by two individuals named James Brodie, as principal, and James Carey, as accessory. The former being employed on deck hand and the two latter as firemen on board the Sherman. The circumstances of the occurrence are of a very sketchy character. They are as follows: On Tuesday morning, Dalhagan and Carey got into a political dispute, in the course of which the latter became insulted and threatened by the other on board with a stick. Yesterday morning, Dalhagan having been relieved by two hands named James Brodie, Patrick, as principal, and James Carey, as accessory, from the lower deck. Carey immediately commenced blackguarding Dalhagan in an unsavory manner, and told him he was afraid of no d——d Irish son of a b——h," and that he would willingly fight him if he dare to come up. Dalhagan, who was sober, and seeing no fun, but the latter crying "will him," and "pitch into him," struck Carey a slight blow with his fist, when the latter, drawing a knife, struck at the abdomen of the young man, driving it in up to the hilt. He then pulled out the knife, and threw it under the table, where it was subsequently picked up by a witness of the occurrence. Dalhagan then staggered into the cabin, and immediately expired from the effects of the cutting that he was murdered. Broderick then ran out on the guard, and jumped into the river, but was caught by Mr. Thomas Moore, one of the engineers of the boat. Carey jumped on board the steamer C. Comeau, which was moored close to the Sherman, and was handed down with a stick of fire wood by Mr. George W. Lamb, a passenger. They were then given over to the Second District police.

The steamer Sam was then placed in a tub to be towed to the Crescent City Hospital, but died in Carondelet street when about half way there. The body was taken to the yard of the Second District jail, moved from a lunatic asylum. He did not recover his intellect, but died a complete wreck.

London papers contain severe editorials on the sacrament of the Scots. The maintenance and cost of the Baltic fleet alone is called £30,000 sterling per day!

A deservedly complimentary notice of the Canadian Department of the Paris Exposition appears in the London Times of the 7th.

Mr. Blacke, of the Canadian Legislature, is appointed Governor of Barbadoes. There are those who consider Mr. Blake's position a fair reward for his receiving services in the United States.

The Queen and family are at Balmoral, Scotland.

Spain.

SPAIN.—A despatch from the Captain-General of Catalonia to the Minister of War, dated August 27, states that the Carlist chief Borges had collected 50 or 60 men, and surprised a detachment of Cuenca Mobile Regiment. The engagement. The infantry fled, leaving several prisoners in the Carlists' hands. The same body of guerillas entered the village of Solsona and attacked the house of the Commandant, whose horse and arms they carried off; but, being pursued by a detachment of the National Guard, they dispersed. The military in the Carlists have not abandoned their plans of a civil war.

AUSTRIA.—The harvest throughout Austria is about an average, neither positively good nor the reverse.

ITALY.—The Pope is founding a college at Rome for the education of English clergy.

The town of Chiavenne has been chosen as the central depot of the Anglo-Italian legion.

Cholera still rages in Central Italy. In North ern Italy the disease still rages, although somewhat abated in virulence.

The London Times has a leader evidently put forth as a feeler, suggesting that the English and French fleets should be sent to Naples, "although," says The Times, "neither France nor England would accept a road of King Bomba's beautiful territory. It is, however, a question if France and England have not limited in their high mission when they acquiesce in the infliction of such intolerable evils as the king inflicts upon the delicious population of the Two Sicilies. If the Neapolitans should ever be strong enough to take the matter in their own hands, there is no one in Western Europe but would bid them God speed."

RUSSIA.—Mercantile letters from St. Petersburg contain no general news. The rate of exchange tends downward, the heaviness is attributed to the large amount of paper issued to meet the expenses of the war. Expectations are general that the paper will be redeemed by the proceeds of a loan to be raised when the war is over. The Nystad Treaty for the exchange and imports is going off favorably, good prices being obtained, and debts being fairly paid.

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