

of the troops was admirable. Nena Sahib has retired to Bithoor, and blew up this morning on his retreat the Cawnpore magazine. He is said to be strongly fortified. I have not yet been able to get in the return of killed and wounded, but estimate my loss at about 70, chiefly from the fire of grape."

It appears that a number of Natives have volunteered their services, and have been usefully employed against the mutineers. The Governor General has publically thanked these men, as well as the native troops who have proved true to the British. They number ten regiments, a company of artillery, a troop of horse artillery, and a detachment of sappers.

UNITED STATES.

LAST week, through the attention of our attentive Agent in New York, we gave a telegraphic report of the loss of the mail steamer Central America from California, and upwards of five hundred passengers. By yesterday's mail we obtained from the same source, a detailed account of this sad accident, which we copy below.

New York, Sept. 19, 1857.

On Saturday last, the 12th inst. the United States Mail Steamship, Central America, Capt. Herndon, bound to this port, with the Pacific mails, passengers and crew to the number of some six hundred and twenty-five persons, and treasure to the amount of over two millions of dollars, foundered in a hurricane off Cape Hatteras.

The Central America was due at this port on Sunday last, she having left Havana in Company with the Empire City, on Tuesday the 8th inst.—the latter vessel was out-distanced by the former, and although she met with very severe weather, was enabled to reach Norfolk on Tuesday last, having been compelled to burn her wheel houses, tables, chairs, and every available article of wood-work to keep her fires going.

The extent of the gale must have been considerable, for the Cunard steamship Persia experienced a heavy touch of it on Friday, which literally swept her decks, though her course was a good deal to the northward of the track of the Central America and Empire City.

I enclose an account of the disaster by a passenger on board the ship, also the latest particulars of the incident, that has reached this City.

The steamship Arago sailed at noon to-day for Havre, with eighty-five passengers.

UNO.

In consequence of the reprehensible conduct of the managers of some of the Southern telegraphic lines, we are unable to present as many particulars of the loss of the Central America as we had reason to anticipate. Our agent states that a full report of the disaster was ready for transmission, but those in charge of the lines refused to keep them open, although that an arrangement that they should do so had previously been made.

The first despatch received from Norfolk, yesterday, afforded a little additional information. By it we learned that the bark Elize had arrived in Hampton Roads, a few miles from Norfolk, Va., with fifty passengers on board; that all the officers of the Central America had perished, except James M. Frazer, second officer, and that twenty six women and children had been rescued by a brig, the name of which was not given. It added that the engineer, George E. Ashley, had deserted the ship in a boat—the only desertion yet reported. Former expectations as to the loss of the treasure were confirmed. Another despatch gave us the brig that had saved twenty-six women and children and twenty men, together with some of the names. She proved to be the brig Marine, bound for the port of New York.—More cheering news arrived soon afterwards from Savannah, to the effect that the bark Saxony had just arrived there with five of the Central America's passengers on board; which together with the names of a few of the saved is all that had been received at 1 o'clock this morning.

Number of Lost and Saved.—From all sources we have the following figures of the lost and saved:

By bark Elize	50
By brig Marine	46
By bark Saxony	5

Total saved	101
which subtracted from the whole number reported as being on board, gives the following remainder of lost:	
Number on board Central America	626
Whole number saved	101

Total lost 527
The Treasure Insurance.—The following list, in the absence of the manifest, is based partly on the amounts which usually came, of late to the respective parties:

Consignees	Amount	Where shipped
American Exch. Bank	\$300,000	In N. York
Wells, Fargo & Co	350,000	In London
Duncan, Sherman & Co.	200,000	do
W. Hoge & Co.	140,000	do
Robb, Hallet & Co.	150,000	do
Howland & Aspinwall	110,000	do
W. T. Coleman & Co.	50,000	do
Sundry Consignees	250,000	N. Y. & Bn.
Philadelphia Consignees	100,000	Philadelphia

Total shipment \$1,620,000

Of which in New York, \$550,000: London, \$950,000; Philadelphia, \$100,000.

Of the miscellaneous consignees, \$550,000, we are not particularly advised; assuming, however, that all are covered either in New York, Philadelphia and Boston.

The loss of the mails will postpone the presentation of the drafts made against the gold until about the 28th or 30th inst., on the arrival of the packet of the 5th September with the duplicates.

Scene at the Office of the Company.

The whole of yesterday there was a large and anxious throng at the office of the Company to which the Central America belonged, at the corner of Watren and West streets. The visitors comprised mainly those who had friends on board the steamer, or expected some of their friends had taken passage in her. The greatest anxiety was to learn the exact list of passengers. One had enquiries to make about a father on board, another a mother, another a brother or sister, and an occasional one sought information of an absent lover. Being informed that no list of names could be furnished, the anxiety of the crowd then turned itself to the particulars of the telegraphic dispatches received from time to time by Mr Roberts relative to the disaster. A large portion of the crowd—such was their eagerness to learn the latest intelligence, lingered about the office till the hour of closing. The clerks gave all the information that they could, and the crowd eagerly laid hold of any fact inciting to hope or encouragement.

During the afternoon Commodore Vanderbilt visited the office to enquire into the particulars of the disaster as far as it was possible to give them. He expressed his deep sympathy for the passengers on the ill-fated steamer, and commiserated the Company for the heavy pecuniary loss entailed upon them by her loss.

How the Melancholy News was received in the City.

The excitement about town, as might be expected, was very great, immediately, the full force of the disaster made itself felt in the street. In restaurants, counting rooms and offices, nothing was talked of but the loss of the Central America. "Why, she was the old George Law, a condemned ship, totally unseaworthy," everybody exclaimed, and very indignant were the speakers that, under a change of name, she should have been imposed upon the public as a worthy sea-going craft. "There has nothing been known like it since the sinking of the Arctic," others exclaimed. And, in view of the loss of specie, this is even a worse calamity, occurring as it does during the present pressure on the money market.

The newspaper offices were crowded by parties who had relations or friends on board, anxious to learn if any additional news had been received. The bulletins on the news offices were besieged by excited crowds. In Wall-street the news fell with a less stunning effect than might have been expected; but still the depression of spirits, if not of stocks, was very great. It is, however, the general opinion that no immediate pressure will ensue from the large loss of specie. That such a misfortune should have occurred, so soon after the late panic, was acknowledged to have a very calamitous foreshadowing.

As the day wore on, and the news was more widely circulated, the excitement yet more largely increased, spreading to those classes which usually care little for mere news. The mothers, wives, sisters, daughters of the crew, hurried in their everyday working apparel, and with no attempt at adornment, to the newspaper offices to learn when later intelligence was expected. "Was it true that all the crew were lost?" "If not, who were the rescued? Was this, that, or the other man among them?"—Until midnight and later, the Times office was visited by those who had relatives on board, their faces blanched with apprehension, utterly unable to repress their tears.

Generally, among men of intelligence, it was believed that the loss of life would not be so very serious as the first report indicated. We wish we could extend the hope that in that tempestuous sea, there was much probability of any large portion of the passengers or crew surviving in boats or on rafts, but we do not ourselves share that expectation.

The arrival at this port of the Empire City, due about noon to-day, will place us in possession of many important facts connected with the fate of the Central America, and of her passengers and crew.

Late and important particulars by Telegraph. AUGUSTA, Friday, Sept. 18.

The following is the statement of HENRY H. CHILDS:

I left Havana in the steamship CENTRAL AMERICA for New York on Sept. 8. The weather was delightful, and the sea calm on the passage from Aspinwall. On the afternoon of the day of sailing from Havana fresh westerly breezes sprung up. On the following morning the wind blew very strong, the gale continuing to increase in violence as the day advanced. At night there was no abatement in the fury of the gale, and it commenced raining in torrents. On Thursday it blew a hurricane, the sea running very high.

On Friday the storm raged fearfully. At 11 o'clock in the morning of this day it was first known among the passengers that the steamer had sprung a leak and was making water fast. A line of men was immediately formed, and they went to work bailing out the water from the engine rooms, the fire having already been extinguished. We gained on the

water so much that we were able to get up steam again, but we held it but a few minutes, and then it stopped forever. Bailing continued, however, and was kept up in all parts of the ship until she finally went down.

During Friday night the water gained gradually, but all on board being in pretty good spirits, they worked to the best of their ability, feeling that when the morning came, they possibly might speak some vessel, and thus be saved. The fatal Saturday came at last, but brought nothing but increased fury in the gale. Still we worked on, and at about 2 o'clock in the afternoon the storm lulled a little, and the clouds broke away. Hope was renewed, and all now worked like giants. At 4 P. M. we spied a sail, and fixed guns and placed our flag at half-mast. It was seen, and the brig MARINE, of Boston, bore down upon us. We then considered safety certain.

She came near us and we spoke to her and told our condition. She laid by about a mile distant, and we, in the only three boats saved, placed all the women and children, and they were safely put on board the brig. As evening was fast approaching we discovered another sail which responded to our call and came near us. Captain HERNDON told our condition, and asked them to lay by and send a boat, as we had none left. She promised to do so, but that was the last we saw of her, except at a distance, which grew greater and greater every moment.

At 7 o'clock we saw no possibility of keeping afloat much longer, although we all 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 the upper deck of the vessel, and then all hope faded away. Life-preservers were now supplied to all, and we sent up two rockets, when a tremendous sea swept over us, and the steamer in a moment went down. I think some four hundred or four hundred and fifty souls were launched upon the ocean, at the mercy of the waves. The storm at this time had entirely subsided. 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. Courage was thus kept up for two or three hours, and I think for this space of time none had drowned but three—who could not swim because exhausted. After this, gradually one by one passed away to eternity. The hope that boats would be sent to us from two vessels we had spoken soon fled from us, and our trust was alone in Providence—"and what better trust could you or I ask for?"

I saw my comrades sink fast, and at 1 o'clock that night I was nearly alone upon the ocean, some two hundred miles from land. I heard, however, 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, which I judged to be about one mile from me. Taking fresh courage I struck out for the vessel, and reached it when nearly exhausted, and they drew me on board of it by ropes. It proved to be a Norwegian bark from Belize, Honduras, bound for Falmouth, England. I found on board of her some three of my comrades, and at 9 1/2 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, and at noon on Sunday we spoke the American bark (the Saxony) bound for Savannah, which supplied us with provisions, and took five of us on board.

Prompt movement of the Insurance Companies.

We understand that at a meeting of the Underwriters of the City, it was determined, in the event of its being ascertained that the treasure by the CENTRAL AMERICA was lost, upon the receipt of proper proofs, that the Insurance Companies should hold themselves in readiness to discount at once any claims that may arise under policies which have been taken out in offices in this City. The duplicate bills of lading will be received by the steamer due on the 25th inst., so that, in case of loss, the only inconvenience by those to whom remittances were made by this conveyance, and insured in New York, will be the delay of a few days in the realization of their means. This prompt action on the part of the Insurance Companies is deserving of all praise, as it will do much towards the alleviation of the effect of this blow upon the money market of this City.

The papers still continue to furnish long lists of failures of commercial firms and banks. Some of the journals anticipate that the crisis has passed, and that matters will speedily assume a more healthy appearance; others predict a continuance of commercial troubles and bad times.

INDIA.

To such of our readers as wish to peruse a succinct and ably written history of the rise and progress of the East India Company, and the conquest and civilization of that country, we would refer them to an article under our Literary head in this day's paper. It will occupy about the same space for three or four weeks.—We have gleaned all the intelligence obtained from this quarter by recent arrivals from Britain.

LOCAL.

LARGE VEGETABLES.—Our friends keep us pretty well supplied with extraordinary Vegetables and other fruits of the earth. Last week

we had to acknowledge several favours. This week we have to thank Dr. Benson, of Chatham for half a dozen ONIONS. We put them into the scales and they weighed seven pounds.—The bed from which they were pulled, contains, we should think, about two barrels, and we do not think there can be more than the weight of an ounce difference in any one of them. They are a lot of the largest onions we ever saw, and they are well worthy of an examination.

THE FISHERMEN.—We have much pleasure in publishing the annexed documents. The Committee here have wisely decided on expending the money they have on hand, or may hereafter receive, in food and clothing, to be distributed by them personally, to such as they may find in need. They learn that about £80 have been subscribed in Fredericton. The St. John papers report that something will be done in that city towards their relief. We have no doubt the generous and humane in other places will contribute something towards this laudable work.

September 21st, 1857.

At a meeting held by the committee of the Gymnastic Games, on Monday evening, it was resolved that the money on hand, amounting to the sum of £5 17s. 11d., should be presented to George H. Russell, Esq., to be given to the Widows and Orphans of the persons lost in the late gale, as the best purpose it could be devoted to.

James Gray,
William Seaton,
John Loban,
Alexander Vans,
George Gray,

HENRY W. WATHEN, Secretary.

The Subscribers acknowledge receipt of Five Pounds seventeen shillings and eleven pence, Currency, from the Committee of the Gymnastic Games, lately held in Chatham, being their surplus funds, to be appropriated towards the relief of the Widows and Orphans of the French Fishermen.

GEORGE H. RUSSELL,
HENRY CUNARD,
RICHARD HUTCHISON, } Committee.

Chatham, Sept. 25, 1857.

Received from James A. Pierce & Son, the sum of fifteen shillings, being the amount contributed by the Scholars belonging to Mrs Reeves's School, in Douglastown, towards the relief of the Widows and Orphans of the Fishermen, lost on our coast in July last.

GEORGE H. RUSSELL,
HENRY CUNARD,
RICHARD HUTCHISON, } Committee.

THE SEASON.—We have passed through a fortnight of wet, cold and boisterous weather. Yesterday there was a decided change for the better, which we trust may continue, to enable the farmers to cut and gather in their grain. The crop is an abundant one, and if it can be housed in good condition, will be of incalculable value, as all kinds of business and employment is exceedingly flat, with no prospect ahead of a change for the better. Persons should make preparation to spend a dull winter.

SUPREME COURT.—The sitting of the Supreme Court was brought to a close on Saturday last. The following Criminal cases were tried.

Bigger, for Burglary—Acquitted.
Turney, for Robbery on Highway; Guilty, and sentenced to four years in the Penitentiary.
Savage, for grievous bodily harm; Acquitted.
Horan, for Assault; Pleading Guilty, and sentenced to one month in the County Gaol.

We understand that Bigger has been sent to St. John for trial on a charge of Larceny.

RAILWAY.—The St. Croix Herald, reports that the Railway from St. Andrews, 40 miles out, will be opened on the 1st October next.—The people of St. Andrews deserve much credit for their indefatigable perseverance in the prosecution of this work.

THE MARKETS.—It is gratifying to learn by the papers, that the high price of a number of the necessaries of life are rapidly on the decline. Among them are flour, sugar, molasses, provisions.

No Telegraph despatch of the news by the steamer at Halifax has come to hand. All the information we can obtain is—that there is no news of the slightest importance.

PROVINCIAL APPOINTMENTS.—His Excellency the Lieutenant Governor in Council has been pleased to make the following appointments:—

The Honourable David Wark, and Henry Fisher, Joel Reading, George E. Fenety, and James MacFarlane, Esquires, to be Commissioners to enquire into the management of the Provincial Penitentiary, Lunatic Asylum, the Saint John Marine Hospital, and the Light Houses, agreeably to an Address of the House of Assembly.

Richard Sutton and Leonard M'arren, Esquires, to be Commissioners to enquire into the management of the Lazaretto at Tracadie, agreeably to an Address of the House of Assembly.

William Steadman, Esquire, to be Railway Station Master at Moncton.
Robert Atkinson to be Railway Station Master at Shediac.