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# The Planters' Advocate.

UPPER MARLBOROUGH:

WEDNESDAY MORNING, JULY 23, 1856.


☞ IN THE SENATE, on Monday, the bill to increase the efficiency of the army, after a reduction of the items, on motion of Mr. HUNTER, from three millions to twelve hundred thousand dollars, was passed. Mr. WELLER, chairman of the Committee on Military Affairs, assented to the reduction, on the ground that the condition of our foreign affairs had been materially changed since the introduction of the bill. It was admitted on all sides that the fortifications needed additional armaments. The items reduced were those for the change of small arms from muskets to rifles. The Senate also considered and passed a bill to amend the act regulating fees, costs, &c. of the Government in the States, Territories, and District of Columbia. In the course of the discussion between Messrs. TOOMBS, GEYER, PUGH, BENJAMIN and HUNTER, it appeared that the expenses of holding United States Courts in some of the Territories (Utah especially) were very heavy. The Senate passed a bill, explained by Mr. BAYARD and supported by Mr. CLAYTON, for making an appropriation for the improvement of the Delaware breakwater. Also, after a lively discussion, three other internal improvement bills, one for certain public works in the State of Maine; one for the construction of a harbor at Marquette, on Lake Superior; and one for continuing the improvement of the harbor of Manitowoc, Wisconsin. On motion of Mr. CASS a resolution was passed fixing the 11th of August as the day for the close of the session.

THE HOUSE OF REPRESENTATIVES spent an hour upon the contested election case from the Territory of Nebraska, and laid the subject over. An effort to suspend the rules to consider the first resolution of the Senate fixing a day for adjournment failed for the lack of three votes. A long discussion soon after ensued upon the second resolution of the Senate, naming the 11th of August as the day of adjournment. The rules were suspended to consider the resolution, but the House adjourned without coming to any conclusion thereon.

THE ELECTION OF PRESIDENT BY THE HOUSE.—In the election of a President by the House of Representatives each State has one vote, given by a majority of the delegation from that State.—The election, if there is a failure by the people, would go to the present House in February next. Fremont has a majority of the delegations of the States of Maine, New Hampshire, Vermont, Massachusets, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Ohio, Indiana, Michigan and Wisconsin—in all twelve, sixteen being necessary to a choice. The States of Delaware, Maryland and Kentucky have a majority of Fillmore members. The State of Tennessee is tied, having five Democrats and five Americans, as are Illinois, Missouri, Texas and Iowa. In Illinois there is a vacancy to be filled, which will decide the vote of that State between the Republicans and Democrats; and in Missouri a member is to be elected in August, where the delegation now stands three Democrats and three Americans. In Texas there is one Democrat and one American, and in Iowa one Democrat and one Republican.

HARPERS' MAGAZINE.—This magazine for August is before us. As usual, it is filled with the choicest articles. Among the articles, we observe one—Daniel Webster's Social Hours—which we shall take especial delight in reading; and last, though not least, there are four chapters more of "Little Dorrit." We expect to lay back in the shade some of these evenings and have a particularly "good time" over this number. We say to those who have not subscribed, do so without further delay. It has now reached a circulation of one hundred and sixty-eight thousand, and the illustrations of each number exceeds $2500.

A GOOD SIGN IN MASSACHUSETTS.—The New Bedford *Express*, which was started as an American organ, refuses to be transferred to the Fremont party, but runs up the names of BUCHANAN and BRECKINRIDGE, and is battling manfully and efficiently for their success. The editor says that the democrats are cordially sustaining him, and that amongst his warmest supporters are many who have heretofore acted with the whig and other parties; but being national men, with hearts too large to love only fifteen of the thirty-one States, like Noah's dove, could find no resting-place outside the democratic ark.

A GOOD TIME COMING AT FREDERICK.—The Democrats of Federick, says the *Union*, propose opening the campaign with a grand mass meeting and barbecue, on Thursday, the 7th of August. The committee appointed for the purpose, have personally waited on the veteran patriot and statesman, General CASS, and the gallant DOUGLAS, and both have engaged to be present on the occasion. Governor BROWN, of Mississippi, Hon. J. GLANCY JONES, of Penn., SMITH, of Tennessee, DOWDELL, of Alabama, and ORR, of South Carolina, have also promised their attendance.

WILLIAM M. BURWELL, ESQ.—This gentleman, formerly the editor of the American *Organ* at Washington, is out in a letter announcing his intention to support Mr. BUCHANAN for the Presidency. Having been elected to the Virginia legislature last fall by the Know-Nothing party, he also announces that he has forwarded his resignation to the Governor.

SAMUEL HAMBLETON, ESQ.—This distinguished Maryland Whig, says the Annapolis *Republican*, at a meeting of the Whigs of Talbot county, made a speech in opposition to Mr. Fillmore. He said Mr. Fillmore's position was not satisfactory to him as an Old Line Whig, and unless he makes known his opinions on the Nebraska bill, and unless his opinions coincide with those expressed by the Whig Convention of the 29th of May, he could not support him.

ANOTHER COMMUNICATION.—We have received the "St. Mary's Beacon," containing a communication from Messrs. ROBERT FORD and WM. M. ABELL, two of the Delagates selected from St. Mary's county to attend the late Whig Convention, giving their reasons for refusing to participate in the proceedings of that Convention. The cry is, still they come.

THOMAS DONALDSON, ESQ.—This talented and popular gentleman of Howard county, we are gratified to learn, intends to take the stump in favor of BUCHANAN and BRECKINRIDGE. This gentleman was several times elected to the Legislature by the Whigs, and occupied a prominent and important position in the Legislature.

WILLIAM W. CURRAN, Esq., formerly of Annapolis, but for many years past superintendent of the repotorial corps of the House of Representatives, died in Washington on Friday morning.

RETRIBUTION—*A Tale of Passion*—By Mrs. E. D. E. N. SOUTHWORTH.—Messrs. T. B. PETERSON & Co., No. 102 Chestnut street, Philadelphia, have in press and will issue on Saturday, the 16th of August, the above work—complete in one large duodecimo volume, neatly bound in cloth, for one dollar and twenty-five cents; or in two volumes, paper cover, for one dollar. A celebrated critic, who has read the work in manuscript, says:

The author of "Retribution" is already famous and celebrated as a writer of fiction. We regarded the "Lost Heiress" as furnishing indubitable evidence of her powers as a novelist, and so we do still. But if any doubt had existed on the subject, the work before us would remove it. "Retribution" stamps Mrs. Southworth as among the first, if not *the* first and *best* female writer in America—that is, as to the *effect* which she produces on the mind and feelings.

Copies of either edition of the work will be sent to any part of the United States, *free of postage*, on remitting the price of the edition they may wish, to the publisher in a letter.

RESOLUTIONS RETURNED.—Governor Winston, of Alabama, has returned the resolutions relating to Kansas passed by the Massachusetts Legislature, "with a request that the future resolutions of the Legislature of Massachusetts on federal affairs and the subject of slavery be no more forwarded to this department." He says:

"The obligations of the Constitution, and the laws of the United States passed in conformity thereto, being disregarded and nullified by Massachusetts, we desire no further intercourse with your State, and wish to be free, in future, from insult from a State whose citizens do not recognise accountability for insult and libelous imputations upon the character of Southern States and the citizens thereof."

GOOD OLD AGE.—Mrs. Henrietta Harden died in St. Mary's county on the 29th ultimo, having attained the rarely precedented age of 118 years. The Leonardtown *Beacon* says she was the widow of a revolutionary soldier; and as such applied for a bounty land warrant under the act of Congress; but owing to the loss or destruction of marriage records of that early period, and the fact that there was no other person living in the county old enough to bear testimony to such a fact, the old lady was unsuccessful in her application to prove her marriage.

ALL RIGHT IN KENTUCKY.—The Louisville *Times* of the 15th instant assures us that Kentucky is as safe for Buchanan and Breckinridge as Mississippi or Alabama.

The Louisville *Courier*, a whig paper, thus speaks in its issue of the 14th of the prospects in Kentucky. It says:

"If the election were held to-day, Buchanan's majority in Kentucky would probably reach ten thousand; but when the fact becomes, as it will, more and more clear that Buchanan is the only chance to defeat Fremont, there will, we predict, be a general *stampede*, and we shall not be surprised if his majority in Kentucky reaches double or treble, or even quadruple, that number. We speak seriously, deducing effect from cause."

EQUESTRIAN STATUE OF WASHINGTON.—A letter from Munich, dated June 12, says:

Mr. Crawford's grand and spirited Equestrian Statue of Washington, for Virginia, is entirely finished. The greatest interest has been taken here in the casting of this collosal work, and the foundry was visited by the King and Queen of Bavaria, and the Empress of Austria. After the visit, the King sent to the hotel, requesting Mr. Crawford to come to the palace. During the audience, his Majesty said that he could not allow the artist to leave Munich without expressing to him personally the great pleasure he had in seeing the statue, and his hope that it would arrive safely at its destination. Mr. Crawford is closing his arrangements for forwarding the statue, and will leave in a day or two for Paris, en route for America.

THE HERBERT TRIAL is still progressing at Washington. At four o'clock on Monday afternoon witnesses for the defence were under examination. This side hardly got through before sometime yesterday—when the case will be argued before the jury—and will probably be concluded to-morrow. When the jury will render the verdict no one can foresee.

ANOTHER SLICE OF MEXICO.—It is stated by way of Mexico, that Secretary Marcy has proposed to President Comonfort to purchase another slice of Mexico. The offer is said to have been $6,000,000 for the thirty-first parallel of lattitude from the boundary line to the Gulf of California. President Comonfort is stated to have refused to entertain the proposition. The whole statement, however, is very doubtful.

OLD LINE WHIGS SPEAKING.—On Tuesday last there was an immense gathering of the people of Somerset county in this State, at Princess Ann, and among others who addressed the meeting were the Hon. JOHN W. CRISFIELD and the Hon. ISAAC D. JONES, both Old Line Whigs and former members of Congress. They proclaimed their intention to vote for BUCHANAN and BRECKINRIDGE, and to do all in their power to elect them.

STATE ELECTIONS.—On the first Monday in August, elections will be held in the States of Kentucky, Arkansas, Texas, Missouri and Iowa; and on the first Thursday of August, in North Carolina and Tennessee. On the first Monday of October, in Georgia and Florida, and on the second Tuesday of October, in Pennsylvania, Ohio and Indiana.

MINISTER TO MEXICO.—On Friday the President sent to the Senate the nomination of John Forsythe as Minister, and Walker Fearne as Secretary of Legation to Mexico, in the place of Messrs. Gadsden and Cripps, recalled. Both the appointees are Alabamians.

THE CHINCHA ISLANDS.—Information has been received at Washington from the United States Consul at Callao, Peru, that the permission for ships in ballast to proceed from foreign ports direct to the Chincha Islands to load guano has been suspended.

A HOT SUBJECT FOR THE SEASON.—The following advertisement appeared in a Worcester paper last week:

*Notice.*—By particular request, there will be a meeting at the Wesleyan Church in Leicester, on Pleasant street, at 5 o'clock P. M., Sunday, July 13. Subject—*Hell-Fire and Politics.*

B. N. BULLOCK, Pastor.

ON DIT.—The King of Sweden has charged Prince Oscar, his son, to present to the Emperor for the Prince Imperial the insignia of the order of the seraphim.

The "seraphim," one may presume, is an appropriate gift to the baby, on the principle that the "cherubim and seraphim continually do *cry*."

ICE IN JUNE.—The Western (Virginia) *Herald* is informed by a very respectable gentleman in Randolph that ice was found on the 20th of June, on the head of the Valley Fork of Elk, from freezing of last winter, and it was supposed would remain until August. A cool place that.

The new election in the district of the Hon. P. S. BROOKS, of South Carolina, takes place on the 28th instant.

## THE COLLISION ON THE NORTH Pennsylvania Railroad.

### Thrilling Details of the Catastrophy.

The Philadelphia papers bring us full accounts of the horrible collision on the North Pennsylvania railroad, on Thursday morning, by which fifty-two souls—most of them Sunday School children and their teachers, parents or friends, attached to St. Micheal's Catholic church, Kensington—met a terrible death, while about eighty others were either shockingly mangled, maimed or bruised. The details are truly sickening, and the list of wounded, judging from the large number of broken and crushed limbs, cantains the names of many that cannot, it is supposed, survive their injuries. We subjoin the following accounts from the Philadelphia papers of Friday:

THE EXCURSION.

For more than a week preparations had been making by those having charge of the Sunday School attached to St. Micheal's Catholic Church, of Kensington, for a grand excursion and pic-nic to come off at Fort Washington, on the North Pennsylvania Railroad—about 14½ miles from the city. A very large company was secured—said to number over one thousand persons, most of whom were children, and residents of the old district of Kensington. To accommodate this crowd of pleasure seekers, no less than twelve cars were required, and these, with a baggage car, a locomotive and tender, constituted the heavy train that left the depot, on Thursday morning about 6 o'clock. Mr. Alfred F. Hopple, formerly a member of Common Council from the eighteenth ward, was the conductor.

The train proceeded at a rather slow rate for some miles, owing to the great weight to be drawn. Then, fearful that he would not reach the station in time for the down train, Mr. Hopple ordered an increase of speed, and as the train approached Dewey's Lane, which is about 12½ miles from the city, it was running at quite a rapid rate. Still, no accident was apprehended, as the rules of the road required the down train to wait fifteen minutes at the station, and if the up train did not then appear, to send a man on horseback, with a flag, ahead, to give notice that the train was coming.

COLLISION DEATH AND FIRE.

The regular train for the city left Gwynned at 6 o'clock and 14 minutes, the conductor being Mr. Wm. Vanstavoren. At eighteen minutes after 6 o'clock the train reached Fort Washington station. Finding that the excursion train had not arrived, Mr. Vanstavoren determined to proceed slowly. He was cautioned, it is alleged, that he was ahead of time, but maintained that he was not, and the train went on. Thus, then the excursion train was approaching the curve at Dewey's Lane at a rapid rate, while the down train was coming at an ordinary rate of speed—and neither conductor was anticipating any trouble—when there was a sudden shriek of the steam-whistle and a turniaing down of breaks—all too late. The iron horse of the excursion train thundered around the curve and plunged into the opposing train with an awful crash. A scene ensued that appals all attempts at discription.

The three foremost cars of the excursion train, with their precious burden of human life, were crushed to pieces upon locomotive and tender, and while a large number of the occupants were instantly killed and mangled in a horrible manner; the shrieks of the wounded—and of those, who, though unhurt, cried out in agony of dread—sent a thrill of terror to the hearts of all who heard them that can never be forgotten. To add to the horors of the scene, the broken engine set fire to the cars of the excursion train, and a number of the passengers who were unable to get out were acually roasted alive!

RESCUE OF THE VICTIMS.

Lines of men were formed, who speedily procured buckets and axes, with which they endeavored to extinuish the flames and rescue the unfortunate passengers. The fire raged with fury, however, and utterly defied the exertions of those persons who were compelled to witness the shocking spectacle of men, women and children being burned to death, without having it in their power to extend any aid. At this time the aspect of the wreck of the cars, lit up with the devouring flames and rendered ghastly by the projection of mangled limbs, was too horrible to dwell upon, and calculated to sicken the sternest heart.

The down train suffered considerably by the collision. It consisted of the locomotive Araminta, a tender, a smoking and baggage car, and a passenger car. Not more than twenty persons were abaord. The locomtive and tender were broken by the shock, and the cars considerably injured. The passengers were either pitched down the enbankment—here about ten feet—or tumbled together in a manner to receive severe injuries. The engineer and fireman were badly hurt.

But all attention was directed to the shocking mass of wreck, death and misery among the remains of the excursion train. As the number of assistants increased the flames were more vigorously assailed, and large numbers of the wounded were extricated and placed by the roadside.—Persons were sent to the nearest farm house, and the country people hastened with all the appliances at hand to the scene of horror. Finally the flames of the burning cars were extinguished, principally by the aid of the Chestnut Hill Fire Company, and then the persons at the scene who were unhurt had ample opportunity to take speedy measures for attending to the wounded and removing the remains found among the ruins.

SCENES OF HORRORS.

Now came a fresh scene of horrors. Eleven men, women and children had been burned to death in one car. They were caught under one of the sides and roasted, so that the remains when extricated presented a shocking spectacle. The mangled remains of four men and women and a child were dug from beneath the engine and tender. The remains of an infant were found under the ruins of the engine in the ash-pan.—The remains of six other bodies were raked out of the ashes and ranged side by side on the grass.

ASSISTING THE WOUNDED, ETC.

The second down train left Gwynned at 7, 22, and arrived at the scene of the disaster at 7,40.—Conducter H. Keyser and the engineer of the locomotive Cohocksink, immediately set to work, and rendered every assistance that humanity could dictate, serving water to the wounded, procuring settees, and despatching messengers in all directions for physicians. Medical aid was procured from Chestnut Hill, White Marsh, Edge Hill, and other places. The intelligence did not reach this city until about 9 o'clock, and then the excitement, especially in Kensington, was extreme Parents and other relatives of those who had gone upon the excursion, hurried to the various stations, and immense crowds collected at every point where the slightest information could be obtained. No train was sent off until 10 o'clock and then every available place upon it was crowded. A number of physicians were among the throng. Hand cars were pressed into the service and the police had great difficulty in keeping even these aids under the control of the officers of the company—such was the eagerness of all sorts of people to get to the scene of the calamity.

The depot and Front and Willow streets, and the Cohocksink station, were surrounded with eager throngs of men, women and children, many of the latter weeping litterly, and evidently apprehending that the worst had befallen to those who were near and dear to them.

ARRIVAL OF THE DEAD.

About 11 o'clock a train arrived at the Cohocksink depot, with a large number of bodies on board, most of which were the remains of children, so mangled that they could scarcely be recognized. Upon the same train were a number of the surviving children, and while one group of mothers were almost frantic with grief as they beheld the mangled bodies of their children, another could be seen crying with joy as they clasped those who had been spared.

By this time every street leading to the North Pennsylvania railroad was crowded with excited people, and hundreds started to walk out to the scene of the disaster under a blazing sun.

LIST OF THE KILLED.

Father Sheridan, supposed to have have been crushed, and his body was most shockinly burned so as scarcely to be recognized, except by articles on his person; James McIntyre, 17 years of age; John Bradley, boy; William Burnnett, aged 12 years; Mrs. Gunn, aged 50 years, was so badly injured that she died soon after being removed to her home; Joseph Hall; Miss Mary McClaine; Hugh Campbell, aged 15 years; Henry Harris, aged 21 years, engineer of the train; Mary Lilly, body much burned; John Dugun; James Mohooney, reported killed, brother, also reported killed; John Rivers, boy; Margaret Meany; James Carney; Sarah McGee; Ellen Clark, aged 14 years; Edward Hall, a sailor, aged 22; James Corney; Lawrance Dillon; son of Joseph Hull; John Butcher, fireman of the excursion train; John Rines; James Conley; Cathrine McQuirk. In addition to this, twenty-nine bodies, not recognizable, they having been burned to a crisp.

The list of the wounded will amount to over 100 but a great number of them were so slightly injured that their names are ommitted.

The farmers in the vicinity rendered every assistance in their power, except one man, who demanded $10 for a wagon to go a mile for a physician.

THE CONDUCTOR OF THE DOWN TRAIN—HIS DEATH.

At the scene of the disaster the excitment among the surviving passengers and those who came to the ground, was at one time directed against Mr. Wm. Vanstavoren, the conductor of the down train, whose violations of the rules of the road was alleged to have caused the calamity. That gentleman had borne the reputation of being a careful, intelligent and reliable man, and many were at a loss to explain his conduct. Soon after the accident he came to the city, and immediately proceeded to his residence, at Tenth and Buttonwood streets. There, it is said, he appeared to be laboring under a gloomy excitment, either proceeding from mental trouble, or injuries received by the shock of the collision. He went out and returned about dinner time, when he retired to bed. About 5 o'clock in the afternoon he was found dead.

The story that he had committed suicide, by taking arsenic, was spread throughout the city, furnishing material for the gossips, who have never a sufficient mouthful when a calamity of this kind occurs. Others said that grief and remorse killed him. But the brother of Mr. Vanstavoren, states that the unfortunate conductor had died from internal injuries received by the shock of the collision.

STATEMENT OF AN EYE WITNESS.

A gentleman who saw the accident, and was within fifty yards of the spot where the collision occurred, states that the cars on both trains were running about 30 miles an hour. On coming in sight of each other, both whistled for "down brakes," but the distance was too short to prevent a collision. On coming together, both engines struck with tremendous force, reared up, and fell over on their sides, the bottoms of both engines coming together. The first two passenger cars performed the same evolutions as the engines, the third car being piled on the first two making a complete wreck of all, the force of the collision scattering the burning cinders among the cars and setting them on fire. Two freight cars, belonging to the down train, containing milk, were also burnt—making the scene one of the most terrible ever beheld.

STATEMENT OF MR. WM. SWAIM.

Mr. Wm. Swaim was at Chestnut Hill, about three miles distant, when the disaster occurred; he immediately hastened to the spot, and he furnishes the following particulars of the catasophe that came under his own observation.

The scene was the most awful ever witnessed. Of five cars nothing was left standing but the wheels, every bit of wood work was destroyed. A number of the dead were lying in a heap so dreadfully burned that you could not tell whether they were men or women. Among these was, it is beleived, the Rev. Mr. Sheridan, priest of St. Micheal's Church. He was with the excursion party and his body was not found.

Under the ruins the bodies of some fifteen or eighteen persons could be seen. No portion of them could be reached, but their limbs—here a leg protruded, and there an arm or a head could be discovered. The cars could be seen burning for a distance of four miles, and the Chestnut Hill Fire Company hastened to the spot, and by their exertions in extinguishing the flames served materially in the work of rescuing the dead.

The people around the neighborhood hastened to the dreadful scene, and by every means in their power assisted in the relief of the wounded. Fortunately there was a quantity of ice and ice-cream on the train, this was given to the wounded; it refreshed them greatly.

Doctors Keeby, Egbert, and Smith, of Chestnut Hill, and Dr. Newberry, of White Marsh, were among the physicians who were early upon the spot, and who did everything in their power to assist the wounded. There was but one house in the immediate vicinity, and this was thrown open to the reception of the sufferers.

As the train of baggage cars sent up from the city approached the spot, the scene beggared all description, some from the city who had friends on the excursion jumped out before the train stopped, and sought their friends, who, too often, were dead or horribly mutilated. Their shrieks would mingle with those of the dying. Men left their work for miles around, and came to the spot and rendered all the assistance in their power. Many were helping to remove the locomotive, under which there were many bodies: the heat was so intense that it was almost impossible to render any assistance to those in the ruins.

THE SCENE OF THE MASSACRE.

At the point of the road where the accident occurred there are two hotels, one dwelling house, a blacksmith shop, and a small shed, within about 300 yards of the scene, and to these places the wounded were first carried. Not a tree is to be seen for a considerable distance on any side, and the glaring sun beat down upon the dead, the wounded, their rescuers and their half-crazed friends, who were flocking to the scene—all running—on foot, in wagons and every species of vehicle that could be procured in the city.

SCENES AT NIGHT.

The excitement throughout the Seventeenth Ward, where most of the victims resided, was most intense during the latter part of the afternoon, which was increased by the bringing in of the wounded, the dying and the dead. Groups collected in front of the residences of the sufferers and at various points the insignia of mourning marked the houses of these who had been stricken down by the Destroyer.

At the Upper Depot the crowd continued without any diminution, waiting anxiously for the arrival of the train which reached the city about half-past eight o'clock in the evening. The train brought the balance of the excursionists and the remains of TWENTY-NINE victims, making FORTY-NINE dead bodies which have been conveyed to the depot during the day. Thirty wounded men were also brought to the city in the cars. Many of the bodies were almost burned to a crisp, and could not be recognized, and the fact of the death of many will only be known by their disappearance. The charred and shrivelled remains were taken to the homes of the missing—augmenting the grief of relatives and friends by the doubts which arise concerning the idenity of the bodies.

A man named John Quinn, while waiting for the train to start, was sun struck, and expired immediately afterwards.

THE BLAME.

This disaster is more appalling in all its incidents than any we recollect to have ever occurred in this vicinity; far exceeding, in scenes of horror, the burning of the New Jersey, and the terrible accident on the Camden and Amboy Railroad. There seems to be but one opinion as to the cause of the calamity; but as the individual implicated is now numbered with the dead, we may not too hastily disturb his memory.—We leave the investigation to the proper authorities, beleiving that justice will be done—though sorrow and the pangs of agony cannot be assuaged.

A FATAL MISTAKE.—A correspondent of the Richmond (Va.) Dispatch, writting from Caroline, states that on Friday week, about one o'clock, Mr. Wm. M. Kelley, of that county, was suddenly roused from his sleep, and, under the impression that his house was being broken into, seized his gun and instantaneously fired upon some one, as he thought, entering the door; but, to his horror, he found he had shot his wife, who was fastening it. The shot entered just in front and above the right hip, penetrating deep into the body. Two physicians were immediately called in, but found her beyond hopes. She lingered resignedly and uncomplainingly until about four o'clock Saturday morning, when she died, leaving an almost distracted husband, an infant son eleven months old, and a large number of relatives and connexions to mourn her loss.

The wife of the editor of the Nebraska City News has killed a rattlesnake, and if her name is "Jesse," will probably be a candidate for governor.

## The Burning of the Steamer Northern Indiana.—Fifty Lives Supposed to be Lost.

BUFFALO, July 18.—Among those lost by the burning of the steamer Northern Indiana, on Lake Erie, yesterday, were a brother of the Rev. J. M. Pressliu, of Indiana, a son of Dr. S. H. Carey, of Winconsin, and the husband, father, mother and two children of Mrs. Harriet Kraya, of Brooklyn. Mrs. K., as were also Dr. Carey and wife, were on board, but were saved.

All those of the crew and passengers of the steamer Northern Indiana that were saved by the steamer Mississipi have arrived at Detroit, where $1,000 have been raised for their relief.

The following are among the lost: Sewell Turner, Daniel Gray, of Rome, Maine; Eliza Blanchard, of Augusta, Maine; Augustine Fortvalt, Hezekiah Thomas, S. Smith, of Buffalo; George Danson, of Rockport; Eugene Cory, of Greenbush, Wisconsin; Miss Waverly, of Illinois; Nicholas Cammerford, of Rochester, and a lady and child from Louisville.

The fire originated in the woodwork around the chimney. In fifty minutes the boat was burnt to the water's edge. The boat was in charge of Mr. Wetmore, the first mate, who says that none of the passengers would have been lost if they had not rushed overboard. The weather was calm and the steamer was towed near the shore by the steamer Republic and sunk in ten feet water.

There are conflicting accounts regarding the number lost. The clerk of the boat thinks there were fifty.

## Later from Havana.

NEW YORK, July 21,—The steamer Quaker City, from Mobile via Havana, has arrived. She left Havana on the evening of the 18th inst., but brings no political news of importance. The clipper ship War Hawk, from Swaton, China, had landed a cargo of five hundred and sixty-eight coolies. Forty-two died on the passage from suicide and disease.

Yellow fever prevails to some extent in the environs of Havana, though there had been but few cases in the city. General Concha was down with it.

Sugar was less active; stock on hand 250,000 boxes. Exchange on New York 6¼a7½, and on London 4a5 per cent. premium.

## The Minnesota Ordered to Leave. A New City Appropriation Bill. Herbert's Case.

WASSHINGTON, July 21.—The Minnesota has been ordered to leave on Thursday. The mechanics are busy getting her ready. Crowds of visitors are surveying her.

The Council passed an entire appropriation bill, with the proviso that no money be paid persons whose nominations were rejected.

It is rumored that rebutting evedence will be offered by counsel for the prosecution in Herbert's trial.

## The Allison Murder Trial.

CINCINNATI, July 21.—Wm. Arrison was today convicted of manslaughter on the third trial for causing the death of Mr. Allison, by an infernal machine, about two years since. Great dissatisfaction is expressed with this strange verdict. Sentence will be deferred and he will be put on trial for the murder of Mrs. Allison. Application will be made for changing the venue to another county.

## Destructive Fire.

PHILADELPHIA, July 21.—The large sawing and planing establishment of Messrs. Naylor & Co., situated on Broad, below Wallace street, was destroyed by fire at 6 o'clock this morning. All the floors were occupied by different tenants. The loss is estimated at $15,000, which is mostly insured.

## Rains in Alabama.

SAVANNAH, July 19.—Letters from Alabama speak of rain having fallen in different parts of the State almost every day. There was also much complaint among the planters of the ravaa of the cotton worm.

## Suicide of a Murderer.

PITTSBURG, July 21.—Hugh Corrigan, convicted in Westmoreland for the murder of his wife, and who was under sentence of death, committed suicide on Saturday night at Greensburg jail. It is supposed that he took oxalic acid.

## Sale of New Wheat.

NEW YORK, July 21.—The first cargo of new red North Carolina wheat was sold here to-day at $1.70 per bushel.

## Sixty-Five Know-Nothings Denouncing the Proscriptive Principles of the Order.

In obedience to a previous call, sixty-five Know-Nothings assembled in Baltimore on the 10th instant in the large Hall of the Temperance Temple, and, after organizing, passed resolutions, one of which is to the following effect:

*Resolved*, That we disavow "all political disability on account of religious creed, and the fullest enjoyment of the rights of conscience."

WONDERFUL DISCOVERY AT THE MAMMOTH CAVE. On the 11th instant, Stephen Bishop, the guide, and three students, Robert Taylor, Clarance Bate and Wm. L. Stone, while rambling in the cave, discovered an entirely unknown passage of some two miles in length. By this important discovery the cave, already the largest in the world, is found to extend eleven miles instead of nine miles, as has hitherto been supposed. This passage was found by the party to lead to chambers far surpassing all those formerly known, both in extent and magnificence. It is supposed that this discovery will lead to others of still greater importance.—*Louisville Journal.*

THE TROUBLE IN CALLIFORNIN.—A dispatch from Washington says the Secretary of State has addressed a letter to the Governor of California, informing him that the Federal Government cannot interfere against the Vigilance Committee until requested by the Legislature of California, or until that body shall be unable to act in consequence of the insurrection. This is understood to be in accordance with an opinion given by the Attorney General.

BALLOON ASCENSION.—A. L. Carrier, of Richmond, made a balloon ascension from Fredericksburg, on the 4th instant, at 1 o'clock, P. M., and landed in New Kent county, 30 miles below Richmond, and *one hundred miles from his starting place*, in three hours. At one time in the journey, he was in sight of six rivers. In descending, the balloon received two large rents from contact with the trees.

RUNNING A HORSE BACKWARDS.—The Paris correspondent of the Boston Post, says an English horse was made to travel backwards on the Champs Elysees the other day by his owner, the Count de Lancosme Breves, to decide a wager.—Crab-like, the docile animal performed five eighths of a mile in five minutes and thirty-seven seconds A sporting item worth mentioning.

A REGULAR "SELL."—A lady in Cincinnati, Ohio, was recently discovered pocketing a package of gloves while making some purchases, accused of theft, and with tears handed out a $20 bill to pay for the stolen package. The merchant took out $5.10, and gave her the change. Subsequently he discovered that the $20 bill was a counterfeit.

Mrs. James Morrison Heady, of New Orleans, formerly moving in the first circles of society, and lately engaged in teaching music, has fallen heir to an estate in England, valued at about fifty thousand pounds sterling.

Punch has a pictorial representation of "Life at an American Hotel." In the picture a guest is represented as holding a revolver to the head of his opposite neighbor, with the imperious demand, "Pass the mustard!"

FINE PAID.—During the progress of the Herbert trial, on Saturday last, in Washington, Hon. PRESTON S. BROOKS, came into court and paid his $300 fine and $85 costs.

There is a man in Connecticut who has such a hatred for everything appertaining to monarchy that he won't wear a crown in his hat.

Prince John Van Buren has predicted recently at the Empire Club that the State of New York would give Buchanan a majority of 35,000.

Woman's whole life is a history of the affections.

## Local and Personal.

**St. Anne's Episcopal Institute.**—We invite the attention of parents and guardians to the advertisement in another column of this paper of *St. Anne's Episcopal Institute for Young Ladies.* This Seminary will be opened on MONDAY, *the first of September*, under the auspices of the "District Committee of the Protestant Episcopal Church"—REV. WM. J. CLARK, Rector and Principal. This is the same gentleman who has conducted so successfully, for the last four years, the Georgetown Female Seminary. We bespeak for Mr. CLARK and his enterprize the co-operation and encouragement of our citizens.

**The Races at Nottingham.**—The races at Nottingham on Saturday last were well attended, and the sport very good, though resulting to the disappointment of a good many. But when gentlemen run their horses, both cannot win.

The first and main race was between Mr. JOHN E. GARDINER'S roan colt and Mr. BENJAMIN SWANN'S bay mare "Jenny Lind." On starting, the roan mare, much to the disappointment of her friends and backers, "bolted" before she had run fifty yards—and of course "Jenny Lind" galloped out and took the purse. The rider of the roan mare was thrown when she bolted, but we are glad was not seriously injured.

There was another race between the roan mare and Mr. GEORGE T. CRAUFORD'S black mare, which was won by the latter in a very handsome manner. The roan mare either could not, or would not run, we do not know which—her friends think she was frightened by the crowd. There were a number of other races, the results of which we have not learned.

The friends of Mr. GARDINER'S nag, not being satisfied with her performances at Nottingham on Saturday last, have determined to give her another chance to redeem her character, and for this purpose have concluded the terms of a race between her and Mr. JAMES HARDESTY'S gray horse, which will take place near this village on Saturday next, the 26th instant. The race, we believe, is for $200.

**Severe Storm.**—This and the surrounding neighborhood was visited on Friday night last with a severe storm of wind and rain, accompanied by the most terrific thunder and lightning ever witnessed by the "oldest inhabitant." We have heard of no material damage from the lightning, but regret to learn that in some sections the damage to the corn crop is very great. A good deal of it is thrown down, but more is entirely broken off, rendering it entirely useless.

**A Curiosity.**—Our attention was called yesterday by Mr. JUDSON RICHARDSON to a curiosity in his possession—being a sheep with *five legs!*—It is a large, well formed sheep, standing upon four legs in the natural way, with a fifth leg on the back of the neck, which hangs down about ten or twelve inches, but does not reach the ground. The end of this foot is different from the others, having more the appearance of a *claw* than a *hoof*. The sheep was raised by THOMAS CLAGETT, Esq., near this village

**Insecure Bridges.**—We have been requested by a tax-payer to call the attention of the proper authorities to the delapidated condition of the bridges in Queen Anne District. They are represented to be in a neck-breaking, vehicle-destroying condition—and should be attended to at once. If the Supervisor has not the power to remedy the evil, let the Commissioners be convened and make an appropriation for the purpose. They have plenty of funds in hand, and had as well apply them in that way as any other.

**Bladensburg.**—The Washington correspondent of the Baltimore *Sun*, speaking of our flourishing town of Bladensburg, says:

The little enterprise which has been observable at our neighboring town, Bladensburg, during the past year, is already fully appreciated. Every boarding house is filled with persons who derive daily benefit from the celebrated spa springs. Other spacious houses are in progress. The academies of this good old place flourished during the last season. The Episcopal Church edifice, which is occupied by the eloquent Pinkney, will be re-dedicated during the latter part of August.

**Adjournment of the Equity Court.**—By an advertisement in to-day's paper it will be seen that His Honor, Judge CRAIN, has adjourned the Equity Term of Prince George's County Circuit Court until the third WEDNESDAY (being the 17th) of *September* next.

**The Orphans' Court** will hold an adjourned meeting to-morrow, (THURSDAY,) the 24th instant. Those interested will please take notice.

## THE MARKETS.

SATURDAY, *July* 19.—*Wheat.*—The receipts were quite large to-day. About 18,000 bushels offered. Shippers and millers purchase freely, and prices are steady. Sales of fair white at $1.50@1.55, good to prime white at $1.60@1.65, and choice do. for family flour at $1.67@1.71. Sales of fair red $1.40@1.47, good to prime red at $1.50@1.57 ℔ bushel. *Corn.*—About 11,000 bushels offered to-day, and sales of good to prime white at 60@65 cents, and yellow do. at 61@65 cents ℔ bushel. *Rye.*—Sales to-day of 1100 bushels Pennsylvania at 72 cents. We quote Maryland nominally at 60 cents ℔ bushel.—*Oats.*—About 3,000 bushels offered to-day, and sales of good to prime at 30@33 cts. ℔ bushel.

MONDAY, *July* 21.—*Wheat.*—The market was steady, but without activity to-day. About 12,000 bushels offered, and mostly sold, fair white at $1.48@1.55, good to prime white at $1.60@1.65, and choice do. for family flour at $1.68@1.70. Sales of fair red $1.30@1.35, and good to prime red at $1.50@1.56 ℔ bushel. *Corn.*—About 4000 bushels offered to-day, sales of good to prime white at 63@65 cents, and yellow do. at 63@64 cts. ℔ bushel. *Rye.*—About 400 bushels Pennsylvania offered to-day, and all sold at 72 cents. We quote Maryland at 60 cents ℔ bushel. *Oats.*—About 1700 bushels offered today, sales of good to prime at 32@35 cents ℔ bushel.

TOBACCO.—The Tobacco market continues firm with a good demand. We note a steady shipping inquiry, and sales of Maryland are making as fast as inspected. About 600 hhds. Ohio sold at about last week's figures. Better grades of all kinds are in steady request with an upward tendency. We have no change, however, to note in the general run of prices, and quote as follows: Maryland sound common $5.50@6; good common to middling $6@7.25; good to fine $8@11. Bay Tobacco: Tip $6.50@8; seconds do. $7@$10.50; reds $10@14; spangled $13@16; yellow $16@18; best quality of yellow $20. We quote Ohio as follows: Inferior to good common brown $6@6.50; middling to good reds $6.50@7.50; good to fine reds and spangled $8@8.50; good to fine yellow $10@18; fine red segar wrappers $9@12. Inspections this week are 1,082 hhds. Maryland, 896 do. Ohio, and 53 Kentucky.

## MARRIED,

In Washington city, at St. Paul's Lutheran Church, on the 10th instant, by the Rev. J. G. Butler, J. ALEXANDER GREGORY, of this county, and MARIA L. STARBUCK of Washington.

## DIED,

In Washington, on the 13th inst., Mrs.