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BURNING OF THE AUSTRIA.

NAMES OF THE SURVIVORS.

Messrs. Brels and Glaubenskiee's Statements.

We were unable last week on account of the great press of political matter in our columns to publish the following statements and particulars of the terrible burning of the Austria.

The barque Lotus, from Liverpool, arrived in Halifax Harbor on Sunday afternoon, with a crew of the sixty seven surviving passengers of the steamer Austria, burned at sea September 13, in lat. 45.01, lon. 41.36, taken from the barque Maurice on the 14th.

The agent of the Associated Press immediately boarded the Lotus, and obtained the following particulars:

STATEMENT OF MR. CHARLES BRELS, OF ENGLAND.

I took passage at Southampton on the 4th, in the steamer Austria, Capt. Heydman, which left Hamburg on the 21. We sailed at 5 P. M., the evening being a little misty, we in consequence anchored between Isle of Wight and the main-land, sailed again at 4 o'clock on the following morning. In weighing anchor an unfortunate accident occurred, by which one of the crew lost his life. Owing to some mismanagement the anchor ran out, striking the capstan round with terrific force, and mauling the men in all directions. Two were severely injured and one thrown overboard. He is supposed to have been instantly killed, as he never rose to the surface. From the time the ship was laid on her course we experienced strong westerly gales. On the 12th the weather was more favorable, and on the 13th a speed of eleven knots had been attained, and all were in high hopes of reaching New York by the 18th. At a little after 2 o'clock P. M., I was on the quarter-deck; I saw a dense volume of smoke burst from the after entrance of the stowage. Some women ran aft, exclaiming, "The ship is on fire, what will become of us?" The ship was instantly put at half speed, at which she continued until the magazine exploded, from which I infer the engines were instantly suffocated. I only walked from where I was on the quarter-deck to the mast of the ship, when I saw the flames breaking through the light sailings. As the ship was head to the wind, the fire traveled with fearful rapidity. I then went to the man at the wheel and told him to put the vessel with her side to the wind. He hesitated—probably did not understand me, as he was a native of Hamburg I then got a German gentleman to speak to him. At this time I saw some persons letting down the boat on the port side of the quarter-deck. What became of the boat I don't know, but think she was crushed over the screw. I then went to let a boat over from the starboard side of the quarter-deck, but the moment we laid our hands on the ropes, there were so many people who crowded into it that we could not lift it off the blocks.—We therefore left it for a few minutes, until the people got out, when we returned, and launched it over the side of the ship, when the people all rushing into it again, it descended with great violence into the water, and was instantly swamped, all the people being washed out excepting three, who held on the sides.—We then let down a rope, and pulled up one person, who proved to be the steward.—Another, in the act of being hauled up, was strangled by the rope. The fire now came too fiercely to attempt to get up any more from the swamped boat. All the first cabin passengers were on the poop, with the exception of a few gentlemen, who must have been smothered in the smoking-room. Many of the second cabin passengers were also on the poop, but a number of them got shut into their cabin by the fire. Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman who was drawn up said there were six already suffocated. We now perceived that the ship had got her head to the wind again, so that the flames came over the quarter-deck. In consequence of the crowd I could not get to the wheel-house to ascertain the reason, but I was informed that the helmsman had deserted his post, and that the vessel, being left to herself, headed to the wind of her own accord. At this time the scene on the quarter-deck was indescribable and truly heart-rending. Passengers were rushing frantically to and fro, husbands seeking their wives, wives in search of their husbands, relatives looking after relatives, mothers lamenting the loss of their children, some wholly paralyzed by fear, others madly crying to be saved; but a few perfectly calm and collected. The flames passed so closely upon them that many jumped into the sea, relatives clasped in each other's arms, leaped over and into a watery grave. Two girls, supposed to be sisters, jumped over, and sank kissing each other. A missionary and wife leaped into the sea together, and the stewardess and assistant steward, arm in arm, followed. One Hungarian gentleman, with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followed them with an infant in his own arms. I, about this time, was standing outside the bulwarks, holding on by the davits, leaning out to avoid the flames, which were leaping toward me. I saw a swamped boat under me, spinning by a rope still attached to the ship. As the oars were tied in, I thought if I could get to her, I would be enabled to save myself and some others. I let myself down by a rope, passing over a man who was clinging to it, but who refused to come with me; I took out a penknife to cut the rope, the large blade broke, and I then severed it with the small blade. The ship

passed ahead. As the screw approached, I found the boat drawn toward it. I tried to keep the boat off, but the screw caught and opened her over me. I dived away from the ship, and came to the surface near a boat which was keel upward, I got on her, and by pressing on one side, with the assistance of a wife she righted, but was still swamped. The oars had been knocked out by the screw. The only thing I could find in her to paddle with, was some fat in a tin, which I used as a sheathing for the sides. When I looked around, the ship was a quarter of a mile away from me. I could see the ladies and gentlemen jumping off the poop into the water in twos and threes, some of the ladies in flames. Several hesitated to leap from the burning ship until the last moment, as the height was twenty-two feet, and were only at length compelled to throw themselves off to avoid a more painful death. In half an hour not a soul was to be seen on the poop. I pulled after the ship, and picked up a German who was swimming strongly. I got him beside me on the boat, and we paddled after the ship with the laths. I now saw a vessel under sail approaching, she reached the steamer at about 5 P. M.; we continued getting toward them, and about half-past seven o'clock after being five hours in the water, got within hail of the sailing vessel, which put off a boat and took us on board.—She proved to be the French barque Maurice, Captain Ernest Renaud, of Nantes, bound from Newfoundland, for the Isle of Bourbon, with fish. She had, up to that time, rescued forty passengers of the burning steamer, chiefly taken off the B. W. G., though a few were picked up floating around. At about 8 o'clock one of the metallic boats came up, with about twenty-three persons, including the first and third officers, afterwards three or four more were picked up, floating on a piece of the broken boat. The second officer was taken up, having been swimming up with nothing to float him, for six hours. The second and third officers were severely burned, one mail passenger was burned frightfully, and some other mail passengers slightly. There were but six women saved, three of whom were burned, one in a shocking manner. Captain Renaud acted with the utmost kindness. He gave clothes as far as he could furnish them to the suffering passengers, and acted as nurse, doctor and surgeon to the burned people, dressing the wounds of the females with a delicacy and tenderness that evinced a benevolent and amiable disposition. I did not see an officer of the ship during the fire, and am certain there was not one of them or the crew on the poop, except a man at the wheel for a short time. I understood that when the Captain heard of the fire, he rushed on deck without a cap, and when he saw the flames, exclaimed, "We are all lost!" He tried to get out a boat, which, when let down, was swamped, and he, whether accidentally or not, fell into the sea, and was soon left far behind. The fourth officer was in this boat. He cut her loose from the davits; she was carried under the snow and smashed, and several in her drowned; three or four men escaped on a fragment, and were picked up by the Maurice as before stated. About the same time, one metallic life-boat was let down from the port bow and swamped, but got cleared away, with about thirty-three persons in her, including the first and third officers and several women. The men in this boat capsize her two or three times, in trying to clear her of water. Ten persons were thus drowned, including some women. They afterward bailed her out with life preservers cut in two, and pulled to the Maurice, having picked up two or three passengers before reaching the barque. Altogether, there were 67 souls taken into the Maurice during the night. A Norwegian barque came up with the steamer the next morning, and a boat was observed going around the burning ship. They may have picked up a few persons, but only a very few. The Maurice had no communication with the Norwegian. At about 7 o'clock the Maurice sailed to Faya, to deposit the rescued passengers. At about 8 o'clock the same afternoon, she fell in with the barque Lotus, Capt. Trefy, of Yarmouth, Nova Scotia, from Liverpool for Halifax. As I was anxious to get on British territory, Capt. Trefy kindly gave me passage. He was also anxious to take all the American citizens, but there was such a rush of foreigners into the boat that only one load of eleven could be got off, and even several of these were foreigners. The fire is known to have arisen from very capable negligence of some of the crew. The Captain and Surgeon considered it expedient to fumigate the steamer with burning tar. The operation was to be performed by the boatswain under the superintendence of the fourth officer. The boatswain heated the end of a chain dip into tar to produce smoke. The end became too hot to hold, and he let it drop upon the deck, to which it set fire. The tar spot, and immediately all about was in flames. A feeble attempt was made to extinguish it, but without effect. There was nothing at hand to meet such an emergency. The rescued passengers saved nothing but the clothes on their backs, and even the greater part of these were torn off and otherwise lost. Six hundred souls were supposed to be on board, including women and children. Mr. Brels is the only British subject saved. He is in the British civil service, and on his way to British Columbia.—He will proceed to Boston in the steamer Eastern State, on Tuesday, en route for New York.

The following is the statement of Prof. Theodore G. Glaubenskiee, of New York City.

At about a quarter past two, P. M., September 13, being in my stateroom, I heard the cry of fire. Hastening on deck, I saw the flames breaking through the middle deck. The captain was trying to get the people out of the

second boat on the port side, to have it lowered. I hastened to the fore-deck to keep the people from the boat. After a few minutes I turned around to go to the quarter-deck, but could not get through the fire. I remained on the fore-deck, the ship all this time going on against the wind, with the assistance of a sailor I cut down the jib sails to throw into the water to use in checking the progress of the fire, but the people on the deck did not understand our intention, and merely threw them into the water. I tried to discover something with which to save the passengers, but nothing was to be found. The spars had been thrown overboard, and the buckets, being near the edge, were all on fire. In about half an hour the foremast fell, and shortly after the mainmast, and at about the same time, the engine appeared to stop. The ship, which thus far had been heading west, gradually turned to the north, and finally to the north-west. Soon after the boiler seemed to collapse, and ten minutes after the magazine exploded. By the turning of the ship, the flames and smoke drove to the fore-castle. The suffering then became intense, our only hope now being in two vessels in the distance, one of which afterwards proved to be the Maurice, approached us slowly, the other, further off, steering west, apparently took no notice of us, although she was signalled to do so by the Captain of the Maurice. Having taken my stand on the chains on the starboard side, I gradually advanced forward to make room for others. At about five o'clock the Maurice sent off a boat, and as soon as it came near, I jumped into the water and reached it. Seven others were taken in, and the boat returned to the barque. Two boats, belonging to the barque, continued to ply to and from the steamer, picking up all they could, until the darkness made it impossible to find more of the sufferers. Soon after sunset, the first officer and about a dozen others came to the barque, having saved themselves by a life-boat. Later, some Swedish sailors came in part of a boat, and Mr. Brels and a German in part of another boat.

Mr. Glaubenskiee's account of the origin of the fire, coincides with that of Mr. Brels in every particular.

The following are the names of the survivors on board the Maurice:

THE OFFICERS AND CREW.

L. Kohn, first officer, B. Hartman, 2d officer, S. Barnett, 3d officer, C. Place, quartermaster, O. Meibohm, boatswain's mate, N. Sussinger, sailor, H. Richter, boy, S. Fretbold, freeman; Edward Avindolph, steward, U. Poff, engineer's assistant.

PASSENGERS.

Maria Esradrich, Prague; Rosalia St. Zug, Coblenz; Betty Ergau, Limburg; Catharine Tinkel, New York; B. R. Vandauun, Scharrnbeck; Trina Hoskel, Bremerford; Stants Mesmer, New York; Charles Fris, Nicaragua; Theodore Eisefeld, New York;—Darrfeld, Dresden; D. Cohn, Cologne; F. Keinlanier, do.; Jacob Reil, Baisirk; Franz Fritz, Mainz; Emil Tass, Engau; Doctor Schoeck, Cologne; William Becker, Solingen; T. Wipfer, Ellenfeld, N. Y.; C. Lick, Chicago; Leopold Thiller, Pooklowitz; G. Lukmann, Cincinnati; T. Hohentoe, Leuzenau; Rabanus Widness, Leuzen; F. P. Reike, do.; G. Vollesen, Cappeln; Friedrich Stabner, Zarinford; Ferdinand Steber, Zarinford; H. Osbar, Bremerbock; C. Becker, Blomberg; A. Lars, Cappeln; N. Sicks, Holden; H. Weniell, do.; C. Buchels, do.; E. Rendsburg, do.; S. Hess, do.; H. Hass, Berlin; Peter Trager, Worms; Wilf Mislow, do.; Levy Back, Tadarf; S. Pollack, Rutzlen; Paul Muller, Aarau; Ernst Witte, Wenden; A. Bionstiel, Mannheim; E. Wunschlamm, Ligen; Lyon Wolf, New York; Friedelch Wagner, Cassel; Jas. Smith Murray, Alexandria, Va.

The following are the passengers transferred to the Lotus, and arrived at Halifax:

Charles Brels, England; Jean Polikeruska, New York; Philip Barry, Hackensack; H. Randers, Sweden; C. Hognist, do.; C. V. T. Rosin, Richmond, Va.; Henry Augustus Smith, Chelsea, Mass.; John F. Cox, Boston; Alfred Vezin, Philadelphia; Theodore G. Glaubenskiee, New York.

When Capt. Waters, of the Prince Albert, ascertained that twelve of the Austria's survivors had arrived, he kindly offered all a free passage, and detained the steamer for the purpose of allowing them to embark. Ten of them availed themselves of his generosity, and sailed for New York, at five o'clock on Sunday afternoon.

The Tribune of yesterday says:

On the receipt of the brief but terrible despatch from Halifax, yesterday morning, we immediately issued an extra. The news spread like wildfire, and in a short time the distressed friends and relatives of the passengers besieged the Tribune establishment, and crowded the office of the Hamburg Consul, to learn their fate. Singularly enough, however, though the barque Lotus arrived in Halifax Harbor on Sunday afternoon, not a name was forwarded for more than 24 hours after, and what was sent in season for our evening edition was meagre and unsatisfactory in the extreme. But that little was sufficient to show the awful extent of the calamity.

Right upon the heels of the fire came the explosion; and the flames beginning to rage fiercely, the wild, unreasoning instinct of self-preservation swept down all discipline and authority. A rush was made for the boats, and a mob of frightened people dashed into them, regardless of everything, in their eagerness to escape from the blazing ship. The boats were swamped, and hundreds drowned; thus the disaster became tenfold more serious in its effects than it would otherwise have been. But at such time it is useless to expect that discipline will prevail. And yet, in some scenes of equal peril there have been brave men who did not quit before the danger: When the Birkenhead troop steamer struck a rock, near

the Cape of Good Hope, and broke in two, there were only boats enough to save the women and children. There was no rushing or crowding then. Col. Moore called his brave Irishmen and formed them into lines on the deck of the sinking steamer, with their wives and children embarked in the boats. The noble fellows, as they stood in line, gave three hoarse cheers for their departing dear ones, and maintained their ranks unbroken till the deck was swept from under their feet, and the sharks came to their horrid feast.

The report that the Austria's magazine exploded, her agent, Mr. Konhardt, scarcely credits. He states that she never carried more than fifteen or twenty charges of half a pound each, for her signal guns, and that half of those must have been used at Hamburg and Southampton, and the explosion could not have come from the spirit room, there being none such on board, as the Germans are not addicted to the use of ardent spirits.

There are many speculations as to the cause of the fire. It is said that some German merchants have been known to pack dangerous goods (chemical preparations) in the middle of dry goods cases to cheat the agents out of the high rates of freight for extra hazardous freight. In this instance, the ships are placed in great danger, and there seem no means of detecting it. It is well known that similar frauds are practised upon ship owners loading ships from New York. But in this instance it appears that the mischief resulted wholly from the officers and sailors on board.

When the ship left Hamburg she had 49 men and women, and 19 children in the first cabin, 103 men and women, and 3 children in the second cabin, and 211 men and women and 30 children as stowage passengers—making in all 430. The crew consisted of about 100 persons, besides which she was to have taken at Southampton some 50 or 60 extra stowage passengers, making in all about 550 souls.

We learn that the consignees are in some doubt about the number of stowage passengers, as one of their letters from Hamburg states the number at only 220.

DESCRIPTION OF THE AUSTRIA.

According to the N. Y. Herald, the Austria was one of the four steamers constituting the only established line between New York and Hamburg, called respectively the Austria, the Saxonia, the Borussia, and the Hammonia. The two first mentioned vessels were nearly fast steamers of each other, and were built at the Clyde, near Glasgow, expressly for the business in which they are now engaged. The Austria is rather larger than the Saxonia, and was able to accommodate the greater number of passengers. Her burden was 2,500 tons, her length over all 345 feet, her width across the beam was 40 feet, and the distance from the promenade deck to the bottom of her hold, 56 feet. She was almost entirely composed of iron, not even the stanchions being of timber. She was barque-rigged, and could carry a vast amount of canvas. Her machinery was on the newest, most approved and most substantial plan, and her propeller was driven by what is termed by engineers a steam hammer engine. The Austria had four decks, none of which was a spar deck. They were a promenade deck, main deck, tween deck, and lower deck, and each of them divided from the next to it by a more than ordinary distance. Her model and general appearance were more that of a man-of-war than an ordinary steamship. Her extending prow was ornamented by an elegant sculptured representation of the double-headed eagle of the Austrian empire, and every part of her exterior was plainly and tastefully completed. Her internal arrangements were admirably suited to maintain health and comfort among her passengers. In the first cabin fifty-four passengers could be well accommodated, and in the second cabin there were accommodations for 117 passengers, while the stowage afforded ample accommodations for upwards of 400 third class passengers.

Letter of B. Franklin.

BENJAMIN FRANKLIN has been constantly and confidently claimed by the Free Traders as their school in political economy. We were sure this could not be true, for the Doctor was pre-eminent for common sense. That he was not a Hard Money man, his published essays abundantly prove; but the evidence that he was a Protectionist was not so obvious. We think, therefore, *The South* (of all the world) for the letter from Franklin to his friend Humphrey Marshall, which a correspondent of *The South* has unearthed from the records of the Virginia Medical Society. Perhaps it has been printed before, but we do not remember it. It is as follows:

LONDON, April 22, 1771.

Sir:—I duly received your Favours of the 4th of October and the 17th of November. It gave pleasure to hear, that the Merchants had departed from their Agreement of Non-Importation, the spirit of Industry and Frugality was likely to continue among the People. I am obliged to you for your Concern on my Account. The Letters you mentioned gave great Offence here, but that was not attended with the immediate ill Consequence to my Interest that seem to have been hoped for by those that sent Copies of them to him.

If our Country People would well consider that all they save in refusing to purchase foreign Gewgaws, and in making their own apparel, applied to the Improvement of their Plantations, would render those more profitable, as yielding a greater Produce, I should hope they would persist resolutely in their present commendable Industry and Frugality. And there is still a farther Consideration. The Colonies that pro-

duce Provisions grow very fast. But of the Countries that take off those Provisions some do not increase at all, the European Nations; and others, as the West India Colonies, not in the same proportion. So that though the Demand at present may be sufficient, it cannot long continue so. Every Manufacturer encouraged in our Country makes part of a Market for Provisions within ourselves, and saves so much Money to the Country as must otherwise be exported to pay for the Manufactures he supplies. Here in England it is well known and understood, that wherever a Manufacture is established which employs a Number of Hands, it raises the Value of Lands in the neighboring Country all around it; partly by the greater Demand near at hand for the Produce of the Land, and partly from the Plenty of Money drawn by the Manufacturers to that Part of the Country. It seems, therefore, the Interest of all our Farmers and Owners of Lands, to encourage our young Manufacturers in preference to foreign ones imported among us from distant Countries.

I am much obliged by your kind Present of various Seeds. They were welcome Gifts to some of my friends. I send you herewith some of the new Barley lately introduced into this Country, and now highly spoken of. I wish it may be found of use with us.

I was the more pleased to see in your Letter, the Improvement of your Paper, having had a principal Share in establishing that Manufacture among us many years ago, by the Encouragement I gave it.

If in anything I can serve you here, it will be a Pleasure to me.

Your obliged Friend and humble Servant,
B. FRANKLIN.

Wilson Reilly's Record.

A public officer is the people's servant, and should always be able to show a clear page.—How is it with Mr. Reilly? In 1854 the repeal of the Missouri Compromise produced an internal excitement throughout our country, breaking up and remodelling parties. Mr. Reilly publicly expressed his disapprobation of the act, and condemned the motives of those who were its authors. Yet we now find him talking about stamping his district in favor of the Kansas and Nebraska bill, and advocating the justice of the repeal of the Compromise.—His conscience no doubt forced him to change. When that odious and unpopular Leocompton Constitution was before Congress, Mr. Reilly presented a bold front against its iniquity, declared that he could never be induced to support so flagrant and open a fraud, and asserted not only at Washington, but in the streets of his native town, that his conscience never would permit him to impose upon the people of Kansas so fraudulent a constitution. Yet for some motive best known to himself, that course of his suddenly relaxed, and in the face of his repeated assertions we find him advocating the very Constitution he so often condemned, and voting that with it, Kansas be received as a State. Failing to impose this Constitution upon Kansas, Mr. Reilly votes for the English bill, which said in effect to the people of Kansas: "You may vote on the Leocompton Constitution, but if you do not adopt it you shall not be admitted as a State of this Union until your population is more than double the present number. Mr. Reilly conscientiously voted for this bill in Congress, but now says he will, if elected again, vote for any Constitution the people of Kansas may present with the present population. Pretext of the seventeenth district, can he be trusted? He has cautiously, and with due reflection, recorded his vote that Kansas shall not be admitted unless her census numbers one hundred and twenty thousand persons, and he also proclaims in his speeches, that he will disregard his former vote and receive her at any time she may ask admission.

Mr. Reilly has always been a Free Trade man and opposed to Protection. In every contest between parties when the tariff question was before the people, he invariably opposed the party that advocated protection and American industry, and yet we find him on his return from Washington, boldly announcing in his speeches that he is now in favor of protection for the coal and iron interests of Pennsylvania. What becomes, Mr. Reilly, of the tirades you formerly heaped upon the "tariff-creation masters," when they asked protection from our Government? Are their votes and those engaged by them necessary to secure your election, and do you now insult them by your pledge only to change again should you get in the atmosphere of Washington? The people of this District now feel that they require some man to represent them upon whom they can place implicit confidence—who has backbone enough to do right, even when patronage and power and party require to do wrong, and antecedents are of a character that the interests of the district will be advanced when entrusted to his care. Such a man is Edward McPherson, Esq., whose election we now regard as certain.—*Fulton Republican*.

COLD COMFORT.

From the Junata papers we learn that Mr. Reilly's efforts in that county have not resulted much to his advantage. He addressed the Democracy of Junata a week or two ago, in the Court House in Millintown, and of course endeavored to explain how he had managed to swallow Leocompton, after having turned up his nose at it in the most contemptuous disgust. Among other speakers called out, was James Alexander, Esq. Mr. Alexander begged to be excused, but the Democracy were inexorable, and he had to gratify them. He proceeded to address the meeting, and concluded his remarks by stating that "he was still a Democrat, but could not endorse the odious

Leocompton doctrine of JAMES BUCHANAN and WILSON REILLY." Mr. Alexander's speech was short but to the point, and he sat down amid the thundering applause of the Junata Democracy. How Mr. Reilly felt, the reader can imagine.

From this it appears that a large portion of the honest Democracy of Junata, too, as well as in the other counties of the District, will not endorse the odious Leocompton doctrine of Mr. Reilly. It is no wonder—the only wonder is that, with his record upon this important question, the file leaders of the Nigger Democracy could have the hardihood to place him before a free and independent Northern constituency for re-election, to Congress. They must regard the people as fools—and the result of the Election can alone determine which is correct.—*Repository*.

Think of it Working Men.

The Government under James Buchanan has cost the people, during the last fiscal year, a little over ONE HUNDRED MILLIONS OF DOLLARS—about equal to three dollars and a half for every man, woman and child, rich or poor, black or white, or mixed in the country. Rather than expensive democracy!

Laboring men now receive upon an average throughout the country, under the present Democratic system—about fifty cents a day, or about \$150 a year. The Government spends a hundred millions a year, principally to feed and fatten a large army of office holders. This sum amounts to as much as the earnings of OVER HALF A MILLION OF LABORERS! Is it a wonder that the times are hard? While the Government officers receive about 33 per cent more than ever before, the working men of the country get 33 per cent less! What a glorious thing this Buchanan democracy is!

James Buchanan, in 1840, declared in the United States Senate that we should "reduce our nominal to the real standard of prices throughout the world," and thus, would "cover the country with benefits and blessings." Buchanan is now President and the work of "reducing" has already commenced. If the working man like it, all they have to do is to vote the Democratic ticket next October.—*Carlisle American*.

NEBINGER VS. FLORENCE.

Politics are running high in the city of Philadelphia. In T. B. Florence's Congressional District, Dr. Nebinger, an anti-Leocompton Democrat, has challenged his Democratic opponent to a public discussion. Here is a specimen of the charges made against the sitting member.

I. That you have deliberately, persistently and repeatedly, violated the promise made by the Democratic party to the people in 1856 and especially that which committed that party to secure to the people of Kansas a right to vote upon their own institutions in their own way.

II. That you are now at the head of the most infamous proscriptions of citizens for opinion's sake that ever has been witnessed in this district.

III. That you are attempting to overawe the freedom of choice and the freedom of elections, by packing the Navy Yard with your creatures, and by expelling all who will not worship your betrayal of principle.

IV. That you were the only Northern man who, in the House of Representatives, dared to vote to encourage the horrible traffic in slaves—that traffic which is condemned by International Law as piracy, and stigmatized by all Christendom as a foul stain upon civilization and Christianity.

Who Makes Our Tariff Laws?

In 1844, when it was told that English manufacturers were raising money to procure the repeal of the Tariff Law of '42, the Loco Foco raised a great outcry, declaring that the money was to be used to help to elect Henry Clay. The following paragraph will give an idea of the manner in which the money was used: "The Free Trade doctrine disseminated, however, were Bank notes transferred to the pockets of those who had the management of the Tariff Law of '46."

HOW THE PROTECTIVE TARIFF OF 1842 WAS BROKEN DOWN.—In a volume of Essays entitled "Men and Things," by James L. Baker, of London, recently published by Crossby, Nichols & Co., we find the names of a number of subscribers in 1844, to a fund to be used for the purpose of disseminating free trade doctrine, especially in the United States. About four hundred and fifty thousand dollars are said to have been subscribed and the London Times admitted that under this foreign pressure the tariff of 1842 was repealed.

DRED SCOTT DEAD.—The somewhat eminent negro, known as Dred Scott, whose name is intimately connected with perhaps the most famous and important decision of the United States Supreme Court ever rendered, died, in this city, on last Friday. He was born in Virginia, and brought to this city by Capt. Peter Blow, father of Henry T. and Taylor Blow, to whom he originally belonged. His last owner was Rev. Mr. Chislee, of Massachusetts, who got possession of him by marriage, and by whom he was emancipated, soon after the late Supreme Court decision. Dred Scott was a good natured, harmless, faithful negro, and was about fifty-seven years old at the time of his death.—*St. Louis News-Sat.* 26

A man recently walked two days and nights and was weak a fortnight afterwards.