

Execution of Pearson—His Confession.

Detroit, July 26.—Pearson, condemned for the murder of his wife and two children, was executed this morning at half past 10 o'clock.

The following is his own confession. "I wish to unburden my soul, and free my conscience of whatever I ought with all my heart, and under the eye of my Maker, who will judge me soon."

When I got through, I looked around for some time, and saw my barn. I saw a light in my house. I rapped on the window. Martha came and said, "What's there?" Daniel answered, "She came to the door and let me in. I sat down, and she got me a cup of tea, and a little supper."

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Melancholy Death.

FOUND DEAD.—A young woman whose name has been traced to the morning train from Buffalo, arrived in this city by the morning train from Buffalo, on Wednesday, and had taken lodgings at the Delavan House—was found dead in her bed yesterday afternoon.

Yesterday morning the deceased sent for a bottle of chloroform, and having obtained it, retired to her room and it appears bolted the door. The circumstance that the door was fastened inside did not occasion any suspicion on the part of the chambermaid.

The deceased was on her way from Jackson, Miss., where she has had charge of a Principal of a Female Academy, to her home at Thornton's Ferry, in New Hampshire. Her connections are of the highest respectability in New Hampshire.

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The Great Salt Lake Country.

A SOLDIER OF SALT FOR MILES.—Captain Stansbury, who was sent out in the season of 1849 to make a military reconnaissance of the salt lake region, has transmitted very interesting despatches to Washington, from which the Intelligencer makes some extracts.

The salt in the solid form is perfectly crystallized, and where it is not so, it is mixed with the soil, and is as white and fine as the best specimens of Saline table salt. Some of it was collected and preserved.

After crossing the field of salt we struck upon a fine little stream of running water, with plenty of grass, lying at the foot of a range of mountains which seems to form the western boundary of the immediate valley of the lake.

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Erie Weekly Observer.

ERIE, PA. SATURDAY MORNING, AUGUST 3, 1850. DEMOCRATIC NOMINATIONS.

CANAL COMMISSIONER, WM. T. MORISON, of Montgomery. AUDITOR GENERAL, EPHRAIM BANKS, of Millin. SURVEYOR GENERAL, J. P. BRAWLEY, of Crawford.

United States Senator. We see that our contemporaries of the Bedford Gazette and Pittsburgh Post, have declared their preference for Col. WILSON M'CANDESS, of Pittsburgh, for the next United States Senator of Pennsylvania.

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AWFUL STEAMBOAT DISASTER!!

The Steamer America blown up—Another sacrifice of Life. We are called upon to record another appalling Lake disaster! The Steamer America, Captain Squires, one of the Sandusky line on her way down on Wednesday morning at about 10 o'clock, a few miles below Barcelona, was blown up by the explosion of one of her boilers.

The explosion must have been awful, as the deck above is literally riddled to pieces; and how there were so few lives lost, is rather a wonder to be observed. The number lost cannot be correctly ascertained, but the killed and wounded, and those who jumped overboard, will not vary much from thirty!

We had hoped when the awful disaster of the Gridley had been recorded, that our task in that line had ended for the season! But it was a vain hope. No warning, it appears, let it assume whatever shape it may, is terrific enough to deter some men from endangering the lives of the traveling public.

The following is a list of the dead, all hands on the boat: Charles Potter, 31 Engineer. James Kinlin, Fireman. Michael M'Connell, Fireman. William Brown, Waiter. One, name not known.

The following is a list of the injured as fully as we are able to obtain it: Michael Haggerty, Buffalo, severely. Michael O'Connor, Providence, R. I., very severely. Since dead.

Patrick Welch, Buffalo, severely. Since dead. W. H. Baratt, Buffalo Springs, N. Y., slightly. Joseph Stuchlik, Durham, Conn., died on Wednesday and was buried by the I. O. O. F.

Patrick Hawley, Cleveland, severely. Archibald Lindsey, Michigan, severely. Patrick Healy, Buffalo, severely. Jerry O'Connor, wife and five children, county Kerry, Ireland, wife and two children severely.

Timothy Luce, Ohio, severely. James Murphy, Buffalo, severely. Since dead. Thomas Fushie, Buffalo, severely. Since dead. D. Ramsey, Westfield, severely. J. Downing, Jr., Albany, slightly.

Richard Retallick, Columbus, C. W., severely. Peter Hoadley, since dead, residence not known. Too much praise cannot be awarded to our Physicians and a number of Ladies who promptly repaired to the boat and dressed the wounds and ministered to the comfort of the unfortunate survivors.

On Wednesday afternoon S. L. Foster, Esq., Counselor at Law, embarked on a party and proceeded to hold an inquest. The jury consisted of J. W. Kelsa, Wm. A. Galbraith, John H. Walker, John L. W. Deane, Daniel Dubois, Thos. Dixon, S. M. Smith, J. W. Wetmore, Fred. Sonnett, Benj. Coats, S. M. Carpenter, and Robert Cochran.

miles before explosion, which was about 1 o'clock; there are two engines on the boat, both injured. Chas. W. Thayer sworn. I am first engineer of the America this season, the whole of it; it was on board at the time of the accident; she was thoroughly overhauled and repaired last spring; there is every facility for Cleveland for repairs, boats and their engines; heard the officers of the boat say that she was to be laid over repairs soon; understood her boilers needed repairs; I was asleep in my room when the accident took place; retired shortly before the accident occurred; she was going at a regular speed, about 12 to 13 miles an hour; never heard any of the engineers say that the boilers were unsafe; the water was blown out at Sandusky as usual, and boilers cleaned; believe it was 21 engineer who had charge when explosion took place; were using wood and coal mixed.

John R. Thorpe sworn. I am first engineer of the America; have been on her in that capacity since February last; I am a professional engineer; that has always been my business; I was on the river previous to my coming to the lake. I considered the boilers safe; there were a few leaks, but that is not an uncommon circumstance; the boilers were thoroughly examined at Sandusky by myself; as I trust that duty to no one else; cleared the boilers out; I considered them safe; but on Tuesday morning I mentioned to Capt. Squires that the boilers must be repaired; Mr. Phillips asked me yesterday what was the matter, and if it was absolutely necessary to stop next trip, and whether it would be prudent to run another trip; I told him it would; I called the 21 engineer about half an hour before the explosion, that about five minutes after 1 o'clock. Mr. Wilson is an engineer, have known him about three years in that capacity; he has been about the America about 2 months; I think Wilson a competent engineer and fitted to occupy the post he held; I made no complaint last night about insufficiency of speed; he was not to have any orders about increasing steam; I have no recollection of telling a fireman that if he did not fire up I would. The boilers of the America will carry 133 lbs. of steam; there was about 85 lbs. on at the time of the explosion, I looked at the gauge but a moment before; I was up at the time of the explosion but the 21 engineer was on duty; her supply pumps are the best I have ever seen; it is entirely unaccountable to me how the explosion occurred; the leak was at the fore part of the boiler and not where the leaks were being occupied in the business of an engineer since 1823; have had 23 lbs. more steam on the boilers than there was last night; am satisfied that boilers sometimes explode when there is plenty of water in them; it is a thing for which I can in no way account; I can assign no reason for the explosion. Mr. Wilson and I were standing together at the time of the explosion on the starboard side; there are 7 boilers, but one gave way; I think the break commenced at the bottom end of the first; I have made up examination of the pumps since the accident; I and satisfied they were in good order at the time of the accident; the steam gauge is one of Sullivan's and was in good order.

Henry Wilson sworn. I am 21 Engineer of the America; have been on her two or three months. I have been in the business of an Engineer 10 years—in the shop until three years ago, when I went on the Lake. I can assign no reason for the explosion; my watch had just commenced when it occurred; went to try the water the first thing when I came on watch; the water was right. After having the water right I walked aft, and was standing at the engine on the starboard side, talking with the 1st Engineer, when the boiler burst. There was 75 to 80 lbs. of steam at the time; gave no directions to any one to increase the steam; the engine was making about the usual number of revolutions. There was a jerk at the bottom of the exploded boiler; a boiler will last seven or eight years.

T. T. Blower sworn. I am Steward on the America. I was asleep when the accident occurred. There was about 20 cabin passengers; I went to bed 1-1 to one; one of the waters is missing; can't be found; understood at the time of the accident that one or two jumped overboard. Saw the Engineer in the pantry about 12 o'clock; he took some brandy and water; was not the worst liquor. There are about 20 persons injured—3 or 4 dead. One man who jumped overboard was recovered, but lost his eyes.

H. B. Ely sworn. I was a passenger on the America; got on at Cleveland; lay in the cabin on a mattress, about 30 feet forward of the engine. I noticed that we were going up the ladder from the hold, and was half way up just before the explosion heard the 2nd engineer say that steam was going down; I heard the 1st engineer say yesterday, that the boat must be laid up and have her boilers repaired. About 11 or 12 o'clock yesterday, (the day before the explosion) the 1st engineer came forward and looking down the hold at the boilers said, "My J—C—! the day will blow up this time." At another time during the day he said the boat was "going in"—said, it is easy to raise steam to day; this was coming out of Sandusky; heard Tom, a fireman, say that the boiler was broken and leaking; I intended leaving the boat soon, as it was said elsewhere was on board.

John S. Phillips sworn. I am the sole owner of the steamer America; she has run two seasons before this; she was built at Port Huron, Michigan; machinery all new; the engine was built at Cincinnati; it was inspected this year at Cleveland, and certificate given of its fitness for use; Inspector's report was that the engine was of the very best; I have spent much money in getting perfect machinery. The Captain was left at Cleveland sick; laid over about two weeks ago at Buffalo, to have boilers repaired; had a patch put on; I was in bed at the time of the accident; have heard no complaints from the Engineers of the boiler being unsafe, before spoken of; I got on at Cleveland; I talked with the Engineer yesterday about some repairs, that he said were necessary at the back of the boilers; and concluded to lay over a trip at Buffalo and repair. The boat is well provided with supply pumps; always carried the boat safe carrying 120 lbs. of steam; generally carried about 100; were making usual speed at the time of explosion, about 12 miles an hour. Nothing was said about urging the boat to stop; something has been said about the boat being slow; but we have had no difficulty in making good time; boat carried U. S. mail between Buffalo and Sandusky; have not missed connection but a few times this season; not so often as other boats; boat left Fairport about 5 o'clock P. M. Accident occurred about 1 o'clock A. M.; don't know exactly where the boat was when the accident occurred; deck hands will know; know of no reason for Captain leaving at Cleveland other than that stated; I asked him if the boat was all right, he said it was.

John Shooks sworn. I have been acting as chief mate on board the America; after the captain left I had charge; have been on her since the 10th of April. We left Sandusky at five minutes past 8 o'clock yesterday; stopped at Cleveland and at Fairport; no particular examination was made of the engine at Sandusky more than usual; we generally cleaned up boilers and engine at Sandusky; about three weeks ago the engineer mentioned that a place on one of the boilers needed repairs, and the boat was accordingly laid up and repaired. Capt. Squires told me yesterday, that he intended to lay over one trip and have the boilers repaired, as there were some leaks in the after ends of them; he said nothing about the boat being dangerous; the repairs could be made at Cleveland; the Captain was ill of bilious cholera was the reason of his stopping at Cleveland; can't say how long it would have taken to make the necessary repairs; the boat was going faster yesterday than usual, somewhat, as the boilers were clean; we usually go faster on Tuesday than on other days, as the boilers are cleaned on Monday while in Sandusky; boat is well supplied with supply pumps; I was on deck by the pilot house and in front of it when the explosion took place; heard no orders given to increase speed; was going at ordinary speed; the boat is about medium as to speed; averages about 13 miles an hour; was going at about that rate; there were not many passengers on board, not so many as usual for this day; don't think the boilers could have been repaired at Sandusky. When the explosion took place saw steam come through the deck; don't think the boat took fire slightly however, if at all; the engine was got ready in case of her being on fire; it happened from three to five miles below Barcelona; I immediately ordered wheelman to port helm so that the steam would blow through the boat sideways; left Fairport 3 o'clock, ran about 103 miles before explosion, which was about 1 o'clock; there are two engines on the boat, both injured.

Chas. P. Thayer sworn. I was a passenger; was in my room at the time of the explosion. I noticed no unusual speed. The officers of the boat appeared to be careful and attentive men. Never heard any complaints made as to defective boilers or engine. After hearing the above testimony, the Inquest returned the following VERDICT: That the persons named came to their death from the explosion of one of the boilers of the America, the cause of which explosion is unknown to the Inquest.

J. Drown.—CHARLES WISKE, a promising young man of 18 or 19 years of age, was drowned at the bottom of the Lake on Monday evening last. While engaged in opening the gate at the head of the lock, the bands coming off, he lost his balance, and fell into the canal and was drawn by the current into the wicket, and before he could be extricated, life was extinct.—Gazette.

It is said that the young man Walker, who attempted to assassinate Louis Napoleon, is a Pennsylvania printer, about 18 years of age. The young man was addicted to socialism, and probably was crack-brained.