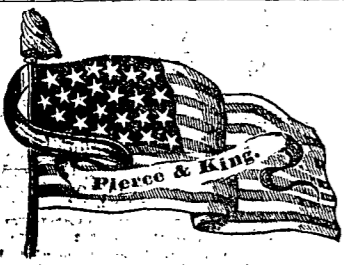


THE VOLUNTEER.

John B. Bratton, Editor and Proprietor.
CARLISLE, AUGUST 5, 1852.



FOR PRESIDENT,
Gen. Franklin Pierce,
OF NEW HAMPSHIRE.

FOR VICE PRESIDENT,
Col. William R. King,
OF ALABAMA.

FOR CANAL COMMISSIONER,
William Scarrigh,
OF FAYETTE COUNTY.

Presidential Electors.
GEORGE W. WOODWARD, of Luzerne.
WILSON McCANDLESS, of Allegheny.

ADDITIONAL DISTRICT.
ROBERT PATTERSON, of Philadelphia.

1. PETER LOGAN, Philadelphia.
2. JOHN MILLER, Philadelphia.
3. F. W. BOCKLIS, Philadelphia.
4. R. MCKAY, Jr., Delaware.
5. A. APPLE, Bucks.
6. N. STRICKLAND, Chester.
7. S. A. PETERS, Lancaster.
8. DAVID FISHER, Berks.
9. R. E. JAMES, Northampton.
10. J. C. MERRILL, Columbia.
11. J. C. MERRILL, Columbia.
12. P. DAMON, Tioga.
13. H. C. EVER, Union.
14. J. O. CLAYTON, Schuylkill.
15. ISAAC ROBINSON, Adams.
16. HENRY FETTER, Perry.
17. JAS. BURNSIDE, Centre.
18. MAXWELL McCASLIN, Greene.
19. JOSEPH McDONALD, Cambria.
20. W. S. COLAHAN, Westmoreland.
21. ANDREW BURK, Allegheny.
22. W. M. DUNN, Mercer.
23. JOHN S. McCALMONT, Clarion.
24. GEO. R. BARRBT, Clearfield.

DEMOCRATIC REPUBLICAN

COUNTY MEETING.
The Democratic Republicans of Cumberland county, as requested to assemble in the Court House, in Carlisle, on Monday evening, August 14, 1852, for the purpose of interchanging opinions on the approaching election.

A general attendance is earnestly requested.
July 22, 1852. MARY.

PIERCE & KING.
The Democrats of Cumberland county, are respectfully invited to attend a Harvest Home Celebration, in Carlisle, on SATURDAY, August 14, 1852. The Committee of Arrangement having made extensive preparations, confidently expect a general turnout of the Democrats of the county.

A number of distinguished speakers have been invited and expected to attend on this occasion. Come, and make the Walkin ring.
For Franklin Pierce and William King.
JOHN B. BRATTON,
JOHN M. GREGG,
WILLIAM GOULD,
Committee of Invitation.
July 29, 1852.

STANDING COMMITTEE.
The Democratic Standing Committee of Cumberland county are requested to meet at the public house of Charles Maglachin, in the borough of Carlisle, on

SATURDAY, AUGUST 7, 1852,
at 1 o'clock, P. M., for the purpose of appointing the time for holding the County Election, and the assembling of a County Convention to form a ticket. A general attendance of the Committee is earnestly requested.

THREE OF THE COMMITTEE.
The following named gentlemen compose the Standing Committee of Cumberland county:
Upper Allen, D. K. Norvel; Lower Allen, Jacob Long; Carlisle, E. W. C. Maglachin; W. W. S. Weitzel; Dickinson, John Hutton; E. Pennborough, Jacob Longmeyer; Freshford, J. Wallace; Hampden, R. G. Young; Hopewell, A. S. McKinney; Millin, T. C. Souther; Monroe, John Messinger; Mechanicsburg, D. Swiler; Newburg, John Woodburn; Nowelle, S. P. Seigler; New Centre, Dr. J. Friseman; North Middleton, J. O. Wunderlich; South Middleton, R. C. Sherritt; Shippensburg, B. Jacob Heck; Shippensburg, T. Hugh Craig; Westpenningborough, Capt. Douglas; West Spring, J. Anderson; Southampton, H. B. Hoch.

WILLIAM RYAN—WHERE IS HE?—By calling at our office, he will hear of something to his advantage.

FATAL ACCIDENT.—On Thursday evening last Mr. HENRY N. KELLY, of this place, who was in the employ of Mr. JACOB RIZEM, as a conductor on his freight cars, met with a distressing and fatal accident, by being crushed between two cars. Mr. K. was engaged in coupling the cars, and was caught between them when they came together. On Saturday evening death put an end to his sufferings. Mr. K. was a most estimable young man, and his death is lamented by a large circle of relatives, friends and acquaintances. His funeral took place on Sunday afternoon, and was attended by the members of Carlisle Lodge, No. 91, I. O. F., of which Lodge he was a member in high standing.

COME ONE, COME ALL!
To the Democratic Harvest Home Celebration, at this place, on Saturday, the 14th inst. Gen. SAM. HOUSTON, Senator from Texas, has answered the Committee of Invitation, and says, "I shall try and be with you on the 14th." George W. Brewer, Esq., of Chambersburg, says, in his letter, "I accept your invitation." By our next issue we shall have answers from several others who have been invited. Again we say to our Democratic friends of the county—Come one, come all!

CHOLERA.—We perceive that our Lancaster neighbors have had two or three deaths of a disease similar, in all respects, to Asiatic cholera. As there is evidently a cholera tendency in the atmosphere, our people should use the utmost caution to guard against it. Carlisle so far has had no deaths from this disease, but we know not how soon it may be upon us.

BEDFORD SPRINGS SOLD.—We learn from the Bedford Gazette that the late Bedford Springs have been sold to a company, for the next sum of \$155,000. Ex-Governor Johnson and Chambers McKibben, Esq., of the Merchants' Hotel, Philadelphia are connected with the purchase.

THE NIAGARA CELEBRATION.

The anti-war Whigs had a great time of it at the falls of Niagara, on Tuesday last week. It was the anniversary of the battle of Lundy's Lane, and our opponents considered it a suitable occasion to hold a meeting on a magnificent scale. Well, the great gathering came off on the day appointed. Thomas Edison, the mad who received \$50,000, as his share of the Galphin fraud, was President of the meeting! If Gen. Scott should be elected, verily would the words of the New York Express (a Whig paper) be verified, viz:—"THE ARMY OF GALPHINISTS WOULD BE RESTORED!"

But, why should Federalism celebrate the anniversary of Lundy's Lane? Why should they, thirty years after the battle, disturb the ashes of the brave men who fell on that memorable occasion? Is it not a matter of history that the Federal or Whig party opposed the war of 1812, just as they opposed the Mexican war? But now, in the hope of making political capital for their sinking candidates, they assemble at Niagara, and prate about Lundy's Lane and Chippewa—the victories, over which they once declared it "unbecoming a moral and religious people to rejoice!" We ask again, why should the Federalists at this particular time, celebrate the anniversary of the 25th of July, 1814. Ask a Scot who it is that he gives all the credit of our victories in the late Mexican war to Gen. Scott, and he will answer you at once, "because Scott was the commanding General—the first in command." Well, what was Scott at the battle of Lundy's Lane? A subordinate, acting under the orders of his superior officer, Gen. Jacob Brown, who commanded at that sanguinary battle. But yet the Federalists would give credit to Gen. Scott for the battles of Mexico, "because," to use their own language, "he was the commander-in-chief," and they would rob Gen. Brown of the honor he gained at Lundy's Lane, and give it to his subordinate, Gen. Scott! This is offering an insult to the memory of every officer who participated at that battle—to Brown, and Ripley, and Porter, and Miller, and Gaines, and Jessup, and their brave companions, who fought the British troops hand to hand and foot to foot. They must be forgotten, and the whole credit of that battle given to a subordinate, (Scott), whose only feat on that day was to compel his brigade to remain in front of the enemy to be cut to pieces, and almost annihilated by the musket shot of the British army under Gen. Ripley! Scott's brigade was riddled and literally cut to pieces, and had not been for the heroic Miller, who led his invincible command up the declivity amid a storm of "lead and iron hail," and captured the British cannon, there is no telling what the result of the battle would have been. Gen. Brown, the commanding officer, fearful that the terrible slaughter of Scott's men would give encouragement to the British, rode up in haste to Col. Miller of New Hampshire, and asked him if he could rescue Scott, and save him from total annihilation. Scott's brave veteran battery on the right. "Filly, sir," said Miller, and he did it, with a fearful loss to his regiment. The British guns were turned upon themselves, the Americans held the position against the desperate charge of Gen. Drummond to retake it, and this was the work that saved us from disastrous defeat. The deed of Miller and his men is as immortal as his laconic reply to Brown. Nearly nine hundred men lay bleeding and dead upon that plain—a large portion of them slain because of the premature and unauthorized blowing up of the battle by Gen. Scott.

Now, we would not be understood as finding fault with Gen. Scott because of his rashness on that day, for every man is liable to commit blunders. Gen. Scott exhibited great courage at that battle—indeed he was too rash, and this was the error he committed. We would not rob him of any of the laurels he won at Lundy's Lane, but we deny that the successful issue of that battle belongs to Scott. Miller's charge upon the battery decided the fate of the day. Had that miscarried, all would have been lost. On this Gen. Brown was aware when he gave him the desperate work to do. He said that the enemy's cannon, which occupied a commanding point, and which swept the field, must be captured, or he could not maintain his position.

In the language of the Buffalo Courier, if it is claimed that Gen. Scott shall bear off the credit of that battle, then what becomes of the glory of the Mexican campaign? He did not fight the battles there—subordinate officers did the work, and the same rule should apply in both cases. If General Brown is to be deprived of his laurels—if Miller, Ripley, Gaines, Porter and their associates are to be ignored, then we shall insist upon applying the same process to the Mexican campaign, and of dividing its honors, at least, with those who won them hand in hand with the enemy.

THE HERALD AND THE NEW BRIDGE.

The Herald of last week had much to say in reference to an act passed at the last session of the Legislature, to build a State road & bridge across the Conodoguinet creek, in the upper end of this county. As we are informed there was a petition numerously signed in favor of the road and bridge, and by many of the political friends of the editor of the Herald, and not a solitary remonstrance against it. The Herald alleges that the act was passed when Mr. Henderson, one of our representatives, was confined by sickness. If it was imprudently to the people of the county, why did not the opponents of the measure get up petitions for a repeal of the law, as they had plenty of time to do, and we are sure that our other representative, Mr. Bonham, would have offered no objections to its repeal, if the law was really not desired by the people. But no—no! get some pretext to fill fault with the action of the Democratic party, they send no petitions on the subject, but lie by till after the Legislature adjourns, and then attempt to raise an excitement about what they might have objected to effectually, if they had done so in time. From all the evidence before Mr. Bonham on the subject, he must have had but one course to pursue, and that was to comply with the wishes of the large number of signers in favor of the passage of the law. No solitary voice was heard against it until after the Legislature adjourned, although the act was passed nearly two months before the close of the session. We think the Herald must be hard put to for political ammunition, when such pretexts are put forward to make political capital for its party in this county.

PATRIOTISM—OVER THE LEFT!

How very patriotic the Whigs are just before an important election! For forty years those who bled and died in the battle of Lundy's Lane, have remained in their quiet graves, undisturbed in their sleep of death. And now for the first time, those who denounced the war of 1812 as "unbecoming a moral and religious people," assemble over the graves of the departed heroes—for what? For the purpose of making capital for Gen. Scott! And even now, the prince of Galphinites, was President of the meeting, and Corwin, who "expressed the hope that our troops in Mexico might be received 'with bloody hands,'" and condoned to "inhospitable graves," was also there! Oh, Whiggery! where is thy blush? A Whig suit to a Democrat—Do you know who Pierce is to? He is the man that volunteered to go to Mexico when Scott hesitated, for fear of the "Fire in the rear!"

CANAL COMMISSIONER.

For several weeks the Whig papers have been filled with articles against WILLIAM SEARIGHT, the Democratic candidate for Canal Commissioner, charging him with perjury, forgery, &c. &c. We should pay much attention to the stories circulated by Whigs on the eve of an election, but the charges made against Mr. Searight are of such a character, as to demand the attention of all. We have purposely refrained from alluding to this subject before, believing that Mr. Searight himself would come out over his own signature, and give the necessary explanations.

"That our readers may understand the nature of these charges against Mr. Searight, we shall explain them as near as we can. It appears that Hugh Graham, Esq., of Uniontown, as the guardian of the minor children of Hugh Keys, Esq., (who it will be recollected was one of the Canal Commissioners under Gov. Porter), brought suit against Mr. Searight, for \$500, which Graham says was due to Hugh Keys, previous to his death. "The suit was tried," and Graham "lost it."

The next charge made by Graham against Searight is that he testified falsely in a certain suit between said Graham and the Commissioners of the Cumberland road, and by which evidence Graham was defrauded of a large sum of money. Graham publishes several notes and papers to prove the truth of this charge, &c.

The next charge and the only one worthy of notice—for we care nothing about the business difficulties between Searight and Graham—is that Searight, in 1840, committed a forgery on Hugh Keys, and that he (Searight) acknowledged the forgery in a letter to Keys. This letter from Searight to Keys, was handed over to Graham after the death of Keys, with all other papers belonging to the original of which he says he has in his possession. From that letter we take the following extract—the only part of importance to the public:

"But as I was guilty of forgery by signing my name to his note and the promissory I struck me in the face I thought it best to release you from the bank and have taken all the responsibility on myself but if ever I do such an act again I am dead."

Now this is a serious charge, and it is due to the public, to the Democratic party, and to his numerous friends, that Mr. Searight should, in his own proper signature, backed by his oath, pronounce the letter which purports to be from him to Mr. Keys, a forgery. Let him under oath say that he knows nothing of it, and never did—that Graham's whole statement is a falsehood, and that the letter signed "William Searight," and addressed to Hugh Keys has never been manufactured for the occasion—let him do this, and we will not believe that Mr. Searight has been guilty of the crime of forgery. We have always considered him an honorable man, and the fact that his own county (Fayette), on three or four different occasions instructed him for the responsible office of Canal Commissioner, is proof that he stands high at home. It is not very likely that a man who has been guilty of forgery, could, for years together, carry his county for one of the most responsible offices in the gift of the people. Those who know Mr. Searight best have endorsed his character and his qualifications. But, notwithstanding all this, we want Mr. Searight himself to come out and explain this matter. In the meantime we call attention to the following card published by Mr. Searight's neighbors:

UNIONTOWN, July 17th, 1852.
Messrs. Editors:—A statement has been made in the Federal organ of this county, for the purpose of procuring the election of the honorable Mr. Searight for Canal Commissioner. A formal contradiction of all the ridiculous allegations, made in this statement, has been deemed unnecessary by the friends of Mr. Searight in this county. But lest some unfavorable impression should be produced abroad by Graham's malignant charges, we have drawn up the following facts which we desire you to publish in your paper, in having a more general circulation than our local organ. Mr. Searight was the Superintendent of the Cumberland Road for several years, and during the time Graham produced a claim against the road for some \$2,000 which was rejected by Mr. Searight because he believed it to be entirely unjust. Suit was brought by Graham for several months, and the whole matter was referred to the Trustees of the road, who upon a careful examination of the accounts awarded him Fifty-two Dollars and 75 cents. Graham was much enraged at being thus dismissed, and he attempted to get his case put before the public, and his professed friendship for Mr. Searight, was turned into the bitterest enmity. Immediately after his nomination for Canal Commissioner he threatened to sue Graham for libel, and at the same time offered to be quiet, upon the payment of \$100.00. Upon the indignant refusal of Mr. Searight to give him this "kick money," he threw himself into the arms of the press, and published a long and malicious article in your paper. We say so, because many of the most prominent Whigs here, support Mr. Searight, out of regard for his private worth.

The time has been, when Mr. Graham would have scored the authorship of his recent reckless productions, but impudence has well fitted him, to become the plaintiff tool of Whig politicians. He charges Mr. Searight with having "forged an order, which he (Searight) presented at the trial before the Trustees. His proof of this is, that but one order was ever given, and that he (Graham) has it now in his own possession. Since the publication of this charge, Mr. Graham has been shown another order, which he acknowledges to be genuine; thereby CONFIRMING THE ENTIRE FALSITY OF HIS CHARGE.—"This would be sufficient, and convince every eye of its truth. There are none so credulous as to believe that public officers would commit a forgery that did not injure to his own benefit, but to that of the public. There are few public servants thus faithful. Graham has also published a letter, purporting to be from him to Hugh Keys, dated in 1840, which is a most ridiculous imitation, gotten up for the purpose of creating an impression, that Mr. Searight is incompetent as well as dishonest. It is only necessary to say, that no such letter was ever written by Mr. Searight, as will be shown upon the trial of the suit for slander which has been instituted. We are convinced that Graham's statement has been gotten up for the occasion from the tone of the letter, purporting to be from Keys to Graham. We have examined the correspondence between Mr. Searight and Mr. Keys, subsequent to the date of this letter, and find that up to the time of the decease of the latter, he expressed the warmest feelings of friendship for Mr. Searight, and are informed by the neighbors of Mr. Keys, that Mr. Searight was his constant attendant during his last sickness. If this letter be genuine, Mr. Keys acknowledges and publishes his own dishonesty, which no one acquainted with him would for a moment believe.

We submit this statement, after a careful investigation of the facts connected with the whole matter, respectively.

A. S. FULLER, JAMES THORNDALL,
W. C. MCKEAN, W. THORNDALL, Sr.,
G. W. K. MINOR,
ESSEX, PA.
W. W. WILLIAMS, ANDREW PATRICK,
WILLIAM A. WEST, JACOB STUBBINS,
SIMON HENDERSON, B. S. HONT,
WILLIAM BEVY.

In Doubt.
Eleven years ago Gen. Scott was in doubt whether to require twenty one years residence for naturalization, or to repeal the law altogether, inclining to the latter. Now he thinks that if a foreigner will take a year's part in any national ceremony, kill his man and give the enemy a chance of boring him, small blood and flesh his sword, that he will be fully equipped to perform all the duties of an American freeman.

"ABUSE OF GEN. SCOTT."

Federal officers are using their best efforts to create a feeling of sympathy for Gen. Scott, by representing that the Democrats are slandering the "brave old hero," as they delight to call him. Now this is all groundless. It is not true that the Democrats are slandering Gen. Scott, unless the truth be considered slandering. Our neighbor of the Herald has been very busy in this attempt to create sympathy for his candidate, and in the same column that he complains of Democrats "abusing the old hero," he harps his epithets and filth at Gen. Pierce, and speaks of his military career in the most contemptuous manner.

"The Mint-stick candidate," "the fainting general," "the rot," "the drunkard," &c., are the choice epithets used by Federal editors when speaking of Gen. Pierce! And these are the men who complain because Democratic editors dare to speak facts concerning Gen. Scott. But our object in commenting on this article was not to defend Gen. Pierce, but to deny, as we now emphatically do, that Gen. Scott has been "abused" by Democrats since his nomination. All we have said concerning Gen. Scott, and all we may hereafter say, we are prepared to prove, and if the Federalists consider the truth "slandering," they may do so, and be hanged to them.

We have said, and we repeat it, that Gen. Scott is weak in intellect (a brave soldier, but a weak man), arbitrary and overbearing feelings, and who represents a high toned aristocracy—and this we can prove. We have said that Gen. Scott favored an Alien Law, to disfranchise foreigners—and we can prove it. We charged him with being in favor of a National Monster Bank—and we can prove what we say. We charged him with being the friend of that exploded law of inequity, the Bankrupt Law—and we can prove it.

We have charged him with having defrauded the men of his company of two months pay, in 1808—and we can prove it. We have charged him with having sent a challenge to Do Witt Clinton, to fight a duel, after he had declined to fight Gen. Jackson, on account of religious scruples,—and we can prove it. Now these are some of the charges we have prepared against Gen. Scott, all of which are pronounced "slandering" by the modest editor of the Herald. Well, so long as we can prove what we say, we care very little what the Federalists may say or think or do. We do not wish to imitate our Federal opponents by retailing personal abuse, and using vulgar and detestable epithets. Concerning Gen. Scott's private character we have nothing to say—his expressed opinions and his public acts, as an officer of the army, afford material enough to work upon.

THE CHOLERA AT MILLINTOWN.

The following communication from our townsmen, Dr. HINKLEY, (who, on being that the cholera was prevailing at Millintown, repaired to that place to offer his professional services,) will be found interesting at this time. We are glad to learn that the disease has subsided at Millin, no cases having occurred for the last two weeks.

J. B. Bratton, Esq.,—Having been repeatedly asked, since my return from a recent visit to Millintown, during the prevalence of the cholera, if there were no local causes for the outbreak of the disease, I will answer, pro bono publico, that existing circumstances may or may not have had an influence. First, because it has been ascertained, that the disease, as situated on the Pennsylvania Rail Road, on the opposite side of the Juniata river from Millin, and about forty nine miles from Harrisburg. Here, on a long pond, which the land had filled with water, and some persons attributed the cholera to this pond as one of the exciting causes. Under peculiar circumstances it might be possible, but I believe it had little or no agency in producing the disease. Second, because it has been ascertained, that a week or two before the cholera first appeared in Millintown, there was brought to the railroad warehouse a lot of green hides, and there were some thirteen car loads of green hides allowed to stand on the railroad siding at Patterson for some weeks. The emanations from these hides were very offensive indeed, and shortly after their arrival the cholera appeared in Patterson and three prisoners in the cars were moved, a few of them, five miles from town, the rest pushed down a few hundred yards below the warehouse. The smell from them, however, was very perceptible at the Patterson bridge, at the river, and some persons ascribed the cholera to this smell. And some persons asserted in Millin, that the deaths in Patterson there was a few days interval until the disease broke out in Millin. During the time that the hides were allowed to stand, and some persons attributed the cholera to this pond as one of the exciting causes. Under peculiar circumstances it might be possible, but I believe it had little or no agency in producing the disease. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000.

All along the river, for a mile or two either way, might be seen hats, shawls, fragments of dresses, bundles, &c., and now and then a human body washed ashore. By reason of the buoyancy of their dresses, the female bodies were first recovered; or the first fifteen bodies, we think all were females or children. From the account given by the New York Tribune, we take the following:

A cry for "the boats" was raised; but no boats could be found. We cannot ascertain that a single ray of light was on board the steamer. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000. The boat was entirely destroyed before 7 o'clock; nothing was left at 5 o'clock, except a fragment of the bow, some ten or twelve feet high; but one appeared to have been burnt to death—this was Mrs. Cooper. All the others were evidently drowned. The boat was a fine boat, of moderate size, built about two years ago by Thomas Colyer, and owned by him and Ralston & Co., we believe. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000.

The Mississippi Ordered to Sea.
The New York Journal of Commerce of Wednesday, understands that a telegraphic dispatch was received at the Navy Yard on Monday evening, directing the steam frigate Mississippi to be made ready for sea with all dispatch. This vessel now bears the broad pennant of Com. M. G. Perry, and was intended as the flag ship of the Japan expedition; it has been at anchor in the Erie River for some weeks, awaiting the outfit of the remainder of the squadron. Her destination has not been announced, but the movement, at this time, has some significance, and is supposed to be connected with the ferry question. She is commanded by Capt. Wm. J. McCluney, and may sail in the course of to-day.

REPORTED SAFETY OF CAPT. MARY AND HIS MEN.—The report communicated by telegraph, from New Orleans, of the massacre of Capt. Mary and his command, by the Caramache Indians, are we pleased to learn, by another telegraphic despatch from Louisville, is incorrect. The last intelligence from Fort Arbuckle, and is said to be reliable. The report of the massacre, it appears by the despatch, came from an unscrupulous source, and was intended for no other purpose. A gentleman, well acquainted with Captain Mary, says he is not the officer to be surprised by Indians, and that it must be an overpowering force indeed which would be able to do him any serious injury. A gentleman who was forward, and who got on shore soon after the vessel struck, says that not one of a number of ladies were with children in their arms—whom he saw jump from the board side, were saved. He expressed a conviction that some fifty or sixty lives, at least, were lost. One child, we are told, was seen to fall from the vessel in the afternoon. A Mr. Way, of Wallsville, Ohio, was among the passengers. When the Clay first struck, he saw men ashore, procured a raft of several loose boards, and returned to save his wife. The drowning creatures pulled him in their struggles for safety, broke up his raft, and compelled him to abandon it. The loose boards sustained quite a number of the sufferers above water until help came. Mr. Way got under the steamer's guard rail, and sustained his wife and two other ladies until the small boats came. New York, July 29th—4 o'clock; P. M. A gentleman who was a passenger on board

AWFUL CATASTROPHE.

The Burning of the Steamer Henry Clay. The telegraphic dispatches narrated briefly the outlines of another horrible steamboat catastrophe on the North River, on Wednesday afternoon. We give below, from the New York papers of Thursday morning, all the additional particulars we are able to gather.

The Tribune relates the disaster as follows: The Henry Clay left Albany at 7 o'clock yesterday morning, having on board as near as can be ascertained, some 300 passengers. The Arctonia left the same place a few minutes afterward. On the passage down the river there was, as witnesses testify, a continuous strife or race between the two boats. At one time the Clay crowded the Arctonia almost up to the western shore, and forced her to drop anchor. The passengers on board the H. C. finally became greatly alarmed on account of the racing, and some time before the fire a number of ladies were crying and running about the cabin, as if sensible that some catastrophe was impending. Some of the officers of the boat went among them, assured them that there was no danger, and tried to pacify them. We are assured that the race had been so hotly contested that the boats had purposely missed some of their landings. The runners of the boats at the various landings appear to have been aware of the racing, since they were freely offering bets upon their favorites.

However, no accident or outrage occurred until a few minutes after the Henry Clay passed Yonkers, when it was discovered that the wood work near the boiler and funes was on fire. The alarm was given, but the officers of the boat (judiciously without doubt) told the passengers that there was no danger. The pilot, however, saw that there was no time to be lost, and headed the boat for the eastern shore. The river here is nearly two miles wide, and the boat in her regular course would have been a mile and a half from the east shore. Before reaching the shore, the flames had spread so as almost to prevent communication between the fore and aft parts of the boat. At about three or quarter past three o'clock, the boat came ashore, lying at right angles with the river, and the bow driving up some twenty-five feet on dry land, and plunging with tremendous force into the railroad embankment which is there some six or eight feet high. The shock overthrew the smoke pipe, displaced every thing movable, and added a little to the spreading of the flames. While the bow was high and dry, the greater portion of the boat, and unfortunately that which held nearly all the passengers, was in deep water. The passengers immediately began to jump overboard. Those on the bow got off safely, and began to help the others. A board fence near by, was instantly stripped, and the boards thrown into the water. By great exertion, a large majority of the passengers got ashore, some scorching, nearly all with loss of clothes, trunks, &c. But the rapid spread of the fire, which forced the passengers of the stern overboard, was the cause of the loss of a large number of lives.

The scene was one of the most terrific character. Mothers, with their children in flames, trying to save some dear child, children struggling in the waves without a hand to help them; husband and wives drowning together rather than separate; and the remorseless fire rapidly destroying the last standing fragments of the hapless victims. There were very few houses in the neighborhood, and very little help could be had from the shore. But all who knew of it hastened to lend their aid. When the 5 o'clock train passed, (at about 4 P. M.) the boat was nearly all consumed; the rescued passengers had dispersed, (except those who took the train) and the worst was over. The number of bodies recovered before we left, at 9 1/2 last night, was 22 or 23. But two or three of these showed any evidence of burning, but one appeared to have been burnt to death—this was Mrs. Cooper. All the others were evidently drowned. The boat was entirely destroyed before 7 o'clock; nothing was left at 5 o'clock, except a fragment of the bow, some ten or twelve feet high; but one appeared to have been burnt to death—this was Mrs. Cooper. All the others were evidently drowned. The boat was a fine boat, of moderate size, built about two years ago by Thomas Colyer, and owned by him and Ralston & Co., we believe. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000.

All along the river, for a mile or two either way, might be seen hats, shawls, fragments of dresses, bundles, &c., and now and then a human body washed ashore. By reason of the buoyancy of their dresses, the female bodies were first recovered; or the first fifteen bodies, we think all were females or children. From the account given by the New York Tribune, we take the following:

A cry for "the boats" was raised; but no boats could be found. We cannot ascertain that a single ray of light was on board the steamer. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000. The boat was entirely destroyed before 7 o'clock; nothing was left at 5 o'clock, except a fragment of the bow, some ten or twelve feet high; but one appeared to have been burnt to death—this was Mrs. Cooper. All the others were evidently drowned. The boat was a fine boat, of moderate size, built about two years ago by Thomas Colyer, and owned by him and Ralston & Co., we believe. There was insurance on the boat to a considerable amount, but we only learned the name of one company—the Stuyvesant, of this city, for \$5000.

The Mississippi Ordered to Sea.
The New York Journal of Commerce of Wednesday, understands that a telegraphic dispatch was received at the Navy Yard on Monday evening, directing the steam frigate Mississippi to be made ready for sea with all dispatch. This vessel now bears the broad pennant of Com. M. G. Perry, and was intended as the flag ship of the Japan expedition; it has been at anchor in the Erie River for some weeks, awaiting the outfit of the remainder of the squadron. Her destination has not been announced, but the movement, at this time, has some significance, and is supposed to be connected with the ferry question. She is commanded by Capt. Wm. J. McCluney, and may sail in the course of to-day.

REPORTED SAFETY OF CAPT. MARY AND HIS MEN.—The report communicated by telegraph, from New Orleans, of the massacre of Capt. Mary and his command, by the Caramache Indians, are we pleased to learn, by another telegraphic despatch from Louisville, is incorrect. The last intelligence from Fort Arbuckle, and is said to be reliable. The report of the massacre, it appears by the despatch, came from an unscrupulous source, and was intended for no other purpose. A gentleman, well acquainted with Captain Mary, says he is not the officer to be surprised by Indians, and that it must be an overpowering force indeed which would be able to do him any serious injury. A gentleman who was forward, and who got on shore soon after the vessel struck, says that not one of a number of ladies were with children in their arms—whom he saw jump from the board side, were saved. He expressed a conviction that some fifty or sixty lives, at least, were lost. One child, we are told, was seen to fall from the vessel in the afternoon. A Mr. Way, of Wallsville, Ohio, was among the passengers. When the Clay first struck, he saw men ashore, procured a raft of several loose boards, and returned to save his wife. The drowning creatures pulled him in their struggles for safety, broke up his raft, and compelled him to abandon it. The loose boards sustained quite a number of the sufferers above water until help came. Mr. Way got under the steamer's guard rail, and sustained his wife and two other ladies until the small boats came. New York, July 29th—4 o'clock; P. M. A gentleman who was a passenger on board

the ill-fated steamer Henry Clay, says that he thinks there were at least 100 lives lost. There were (he says) 100 persons at least sitting at the dinner-table in the cabin when the fire broke out, and from the great rapidity with which the fire spread, and the fact that all the doors opened inwardly, he believes most of them have perished. He further says that he knew, personally, 23 Philadelphiaians who were on board the boat, and had not seen or heard of two of them since.

Among those known to have been lost was the sister of Hawthorn, the novelist, a most accomplished lady, returning from the Springs, being an invalid. Mr. Downing, Horticulturist, who was also lost, was on his way to Newport. Mrs. L. S. Haskell, of Laurel Hill, N. J., was not on board the boat with her husband, and the report that she was drowned is erroneous. Mr. Haskell escaped safely. The Coroner's inquest has been progressing all the morning; Professor Bailey, of West Point, and John L. Thompson, of Lancaster, were examined as witnesses.

SECOND DISPATCH.
New York, July 29, 10 P. M. Thus far 52 dead bodies have been recovered from the wreck of the Henry Clay. Many others are known to have been lost. There is intense indignation here. New York, July 30. Fifty-nine bodies have thus far been received from the river at the point where the steamer Henry Clay went down. Lucius Robinson, a well known member of the bar of this city, is missing, and is supposed to have been one of the victims of the disaster. The hull of the steamer is to be raised to-morrow by the owners, who have published a card saying that the boat was racing, and saying that an agreement had been entered into by the owners of both boats not to race.

Pennsylvania.
Pennsylvania, in 1788, cast 10 electoral votes for Gen. Mifflin, for President, and 8 for John Adams, and 2 for John Hancock, for Vice President. In 1792, Washington again received her electoral vote, 15, for President; Adams 14, and George Clinton 1. In 1796, Thos. Jefferson 14, John Adams 1, for President; and Burr 13, and Thomas Pinckney 2, for Vice President. In 1800 Thomas Jefferson and Aaron Burr each received 7 votes, and Adams and Pinckney each 7 votes. In 1804, she cast her vote for James Monroe, in 1808 for James Monroe, in 1812 for James Monroe; in 1816 for James Monroe; in 1820 again for Monroe; in 1824 for Andrew Jackson; in 1828 again for Jackson; in 1832 again for Jackson; in 1836 for Van Buren; in 1840 for Gen. Harrison; in 1844 for James K. Polk; in 1848 for Gen. Taylor.

It is to be noted that the electoral vote of this State has ever been cast for the successful candidate, save in 1800, when it was divided between Jefferson and Burr, and in 1824, when the result was determined in the House of Representatives.—Harrisburg Union.

Railroad Collision.
Baltimore, July 26.—A frightful collision occurred this morning, of two passenger trains on the Susquehanna railroad, near Monkton Mills, Baltimore county. Two cars were broken to pieces, and a number of persons were severely injured. A Miss Fetterman, of Pittsburg, received a number of severe contusions on the head, but she is not dangerously hurt. The escape from many of the passengers from instant death was wonderful, as one car was driven nearly through the other.

Convention of Free Colored Persons.
A convention of the Free Colored people of Maryland, assembled to-day, in this city, to consult upon the propriety of removing to Liberia. The convention was composed of delegates from the various counties, and many were largely reported. Great excitement was manifested among the lower classes of negroes, who assembled in large numbers, and mobbed the convention so as to interrupt the proceedings. The police interfered to protect the members from assault, but notwithstanding their efforts were sought and beaten, among them the Rev. Darious Stokes, for Vice President. The organization of the convention was completed and an adjournment to take place until to-morrow.

Attempt at Robbery and Death of one of the Robbers.
We have received the following from a reliable source, in a letter, dated Liverpool, Perry County, July 26, 1852. Mr. Burton.—An attempt was made in this neighborhood on Saturday evening, about 9 o'clock, to rob Mr. Isaac Ploutz, of Pottsville's valley. Three men, disguised, made the attempt to force the door, when a hired boy one of the robbers through the door, with a rifle, forcing part of the lungs through the bullet hole. Two of the party fled. The wounded man died of his wounds about 12 o'clock. He gave his name as Samuel S. Sittz. He was about 25 years of age, and about five feet eight inches in height. He wore a bottle green dress coat. He gave the names of his accomplices, before he died, as Jesse Braun, and Thomas who is imprisoned, and is following himself up as Samuel S. Sittz. He was shot by a man named March by four persons to rob him. The attempt in getting into the house at that time, but the alarm was raised, and the party fled without much booty. The person who is imprisoned in this town has made his escape, but two police officers are in search of him. Mr. Ploutz will offer a large reward for the apprehension of the parties.