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FRIDAY, OCTOBER 8, 1858.

Despite of all our efforts, we find it difficult to drive the sad tragedy of the steamer Austria rom our mind. There is something terrible and appalling in the reflection that nearly five undred human beligs were suddenly sum moned from Time to Eternity; hurried, at a oment's notice, to snother world; whelmed in the depths of the angry ocean; removed from all the tender ties of friends, and kindred. Little can those "who sit at home at realize the horrors of such scenes as the unfortunates on board the Austria pas through. Not far from the termination of what promised to be a prosperous voyage; confiding in the good seamanship of tried officers and sailors; trusting in that machinery which almost sets the winds and the waves at defiance : relying, in the strength and security of a noble vessel, built without limit to expense; rejoining, at mid-day, on the midst of fine weather, clear sunshine, and almost placid waters; suddenly the awful Blarm of "Fire" is heard; erowds rush to and fro, in affright, and confusion, and despair; the steamer, meanwhile, runs before the wind, which fans the flame; her engines continue their evolutions, for either the engineers were suffocated: or had "lost their heads" (as it is called) through the sudden slarm and danger; and. within an hour after the commencement of the fire, hundreds of fellow-creatures were

These are incidents, which the public at large do not give themselves time to reflect upon. Yet these are particulars which painfully strike the mind when it meditates upon the loss of the Adstria. We might add more, which are collateral, such as the grief, the agony, the despair of the survivors-the tender ties of parent and child, of husband and wife, of the betrothed, of relations, of friends, suddenly and rudely broken, hopelessly broken, for the sea vields not back her Dead. View it how we may, the contemplation is very painful.

human means of prevention may be employed to diminish the evils of such accidents, hether by fire or wreck, as even the statellest hips are liable to. Among the numerous exedients which have been suggested, one is aminently practical, and can readily be adopted and carried into effect. It is simply that, nmediately on a vessel's leaving, such an orzanization of the crew and passengers should be made as will divide the whole party on board into different sections, with an ablebodied sailor or two to each section. Further, that, a sufficient number of boats being on board, every person, shall have his own place in some one of these boats especially marked out, so that take event of wreck or fire, he may be able to go to it, at once, without delay or confusion, and here arises the necessity for distributing the scamen in fair proportion, between the different boats. On the voyage there should be a frequent exercising of the parties on board, so fast to make them familiar with rushing to their respective posts on any sinder at my consistent and the state of sources. It is should be a frequent exercising of the parties on board, so fast to make them familiar with rushing to their respective posts on any sinder at arms. Above all, there should be if the found that others than it country banks against our country banks is to be persisted in, it will be found that others than it country banks and that there was a party in the Norte was policy of the firm parties on board—one to each person—so as to live this fullest chance of floating, in the second the second the second treesty of the characteristics in the more general circulation, there is not a country in northeastern Pennsylvania that there would be a different boats. On the work of the Pennsylvanian, I opposed the renomitation at General Pierce in many causite at these parties of the Pennsylvanian. I opposed the renomitation and the truculent creatures we yield to lopose and the truculent creatures o as to give the fullest chance of floating, i case of accident, until rescued. We are per-suaded that such an organization as this would be of great advantage, and passengers would even be gratified by the occupation of

practice would provide. In almost every casualty to which steam hips are liable at ses, one point seems to have been generally neglected-yet it is a point of the very greatest importance. The imperative command should be "Stop THE

ERGINE 39 C The cases where fatal consequences have resulted from neglect of this are very nume rous. The Austria, after she had been set or fire, by the extreme folly of attempting to send a red-hot iron chain into a bucket of tar, was allowed to steam on, just as if every thing was completely right and safe. The obviously proper procedure would have been immediate ly to stop the engine, and bring the vessel as nearly to a stand-still as possible. Those who have been at sea, in a steamboat, will recollect that it sometimes was necessary to stop the ngine, when the journals became hot, and that the moment this was done, every passenger was almost awe-struck at the sudden ce sation of the mechanical motion, and anxions would inquire what accident had occurred? In fact, this sudden suspension of progress is one of the most alarming events that can occur at sea, and puts every one on the qui vive.

Its expediency is indisputable. Whenever any thing goes wrong with a steamer, the proper thing is to stop her and ascertain the mage or the danger-precisely as if we were driving a wagon upon a turnpike road and some part of the vehicle gave way or the harness broke, we should immediately pull up to ascertain the injury, and remedy it, if possible. To go on with the damage unascer tained and unprovided for, would be precisely as prudent as, when a steamer is in great jeo

pardy at sea, to continue her course just as if every thing was right. In almost every ascertained case, the usu plan has been to keep up the steam, and dash along, as if the continued speed would carry the vessel clear out of the danger. There have been a few exceptions. The case of the steamer Independence, which used to ply between Amboy and New York, some years ago,
may be remembered by many. As she rounded
Staten Island it was discovered that she was
on fire. The passengers rushed to the boats,
to save themselves, before the actual danger
and its cause had been ascertained. The capthemselves, before the actual danger
and its cause had been ascertained. to save theniselves, before the actual danger and its cause had been ascertained. The captain instantly stopped the engine, prohibited the passengers from throwing themselves into needless danger by trying to escape, ascertained what the matter was, had the fire soon got under, and arrived at New York with very little delay. Undoubtedly, his presence of mind sveed vessel, crew, and passengers. Had her engines been kept going, the motion would have made the wind fan the fiames, and the apprehended casualty would probably have occurred.

In the cases of the Central America, which was lost last year; of the Arctic, whose tragedy queurred in 1864; of the Lexington, which was burned in Long Island Sound; of the Henry Clay, in the North River; and of many other steamers, irreparable injury has been doneby not taking the simple, commonsense precaution of stopping the engine at

sense precaution of stopping the engine at once. In ase of fire, the continued progress of the vesel creates a current of air, which actually fars the flame. So it was, the survivors tell u, with the Austria. From some cause, (the engineers were supposed to be suffocated ery soon.) the vessel continued to run before he wind, and thereby the flery impatience of the conflagration was increased in rapid and distructive tendency.

It is almost impossible hurriedly to put steamer's bats saidly in the water when she continues attall speed. They get into the trough formed by her progress through the waves, and, in sine cases out of ten, are dragged in under the vissel and upset or dashed to pieces. The Austra had seven or eight boats, and out of all of these, only one was not swamped.

They were at down when the doomed steamer was in raph speed. Had her engines been stopped the moment that the alarm of fire was given, every boat would probably have floated, each with a precious freight of human lives.

That passingers, unaccustomed to oceantravelling, sould loss their presence of mind when inferned that their vessel was on fire is

our suggestions may be accepted by some of Mass Meeting in the First District those who have to make voyages, and it may occur to them, should the moment of peril arise, that the first thing to be done in such an emergency is to insist on stopping of the engines.

For The Press] COL. FORNEY: The insane policy of the city banks to compel the country banks to keep their money at par in Philadelphia, in my judgment, will eventuate seriously to the interest of the city anks, and the business of your city, If persisted in. Those of your correspondents who advocate this policy either echo only what they hear from bank officers, or are themselves associated with compel the country banks, to their prejudice, to do what the city banks, if pressed in the same manner, would either break, or voluntarily wind up The charters of your city banks are not worth the they be required daily, or weekly, to pay what they owe. Will some one of your city corres-pondents take issue with me on this assertion? I trust they will, or cease to justify the city banks on the ground that the country banks ought to pay their debts. The professed object of your banks is plausible, and may chlist the co-opera. tion of those not in the conspiracy; but the true intent is mean and contemptible. Practically, it compels the country banks to pay a bonus to ena tion of their notes, and thus divide with the city this profitable branch of the banking business All croaking and complaining about depreciation ounts is fog, and meant as such.

There is not a community in the Commonwealth where the current notes of our country banks are not worth just as much as the notes of the city.

Philadelphia as greedy for one quarter per cent for redemption, as our country banks are for three-eighths? three eighths?

In this respect, where is the difference? I repeat that this conspiracy is intended to force on the country the circulation of your city bank notes. One of your correspondents attempts to construct an argument by an attack on the Honesdale Bank. No doubt he was gratified with an opportunity to assail this bank. Allow me to say, that for the past ten years, not a bank in Philadelphia has been as able as the Honesdale Bank to redeem its circulation promptly, and that, should the city banks snowed in their attempt to force their notes into more general circulation, there is not a county in mortheastern Pennsylva-

point of the very greatest importance. The funds. If this be so, and the statement can promoment that anything goes wrong, the first bally be authenticated, the country will see the

necessity of availing itself of a market more e lightened and liberal on this subject. Luzzana.

The Washington Union in the South-/ (From the New Orleans Delts, Sent. 20.3 "THE ENGLISH BILL AND MR. ENGLISH.—The Hon. Wm. H. English, of Indians, was chairman of the Committee of Conference which, reported the Kansas bill that passed at the last session of

of the Committee of Conference which, reported the Kansas bill that passed at the last session of Congress, and his name has been flourishing ever since in paternal association with that act of felicitious inspiration by which a fearfully complicated orisis was got over, and the clogged wheels of Government dragged out of some of the most terrible ruts and mirry places they ever slid into. The English bill did the business gloriously in that momentous conjuncture.

"The Washington Union, with the pomposity of Fadlahdeen and the sagacity of Verges, told us as much, and its columns were filled, day after day, with ponderous praise of the English bill and Bill English. That wonderful production of inspired compromise was set up, like Gessler's cap in the heroic fable of William Tell, as a test of Democratic fidelity and orthodoxy. Senator Douglas, who refused to aid in the creation, afterwards declined to bow down, spoil his hat, er by any other escentric performance, manifest his reverence and admiration for the oreature.

"For this the Union denounced him as a rebel, a renegade, a traitor. For this he was to be outlawed, and the whole business of the Democratic party should be to organise itself-into a vigilance controlled and the whole business of the Democratic party should be to organise itself-into a vigilance party should be to organise itself into a vigilance committee, and drive him and his coadjutors from all the high positions and comfortable places in the country. For this the friendly touch of his

South Reading Gazetts, Massachusetts, of last Sa-South Reading Cazette, missionustics, of has Saturday says:

"Died in South Reading, of typhoid fever, on last Sunday morning, Stephen Putney, aged 24 years. On Monday morning, Jonathan Putney, brother of Stephen, aged 36 years. The latter had been sick for several months, and his sufferings, a considerable portion of the time, were most severe. The disease of Stephen might, perhaps, have been caused by attendance upon, and extreme anxiety.

The disease of Stephen might, perhaps, have been caused by attendance upon, and extreme anxiety concerning his brother. They had always lived in the family together, and when they knew that they must die soon, it was their expressed desire that they might die together; and they died together, and were buried together, and now rest side by side in the same grave!"

TWO CENTS.

SPEECH OF E. G. WEBB, Esq. The mass meeting of the friends of Dr. George W. Nebinger, at Jefferson and Reed streets, on the evening of the 6th instant, was one of the largest and most enthusiastic political gatherings we have ever witnessed. Addresses were delivered by E. G. Webb, John W. Forney, Eugene Ahern, and G. W. Nebinger. The following report of Mr Webb's remarks on that occasion will be read

with deep interest: SPEECH OF R. G. WEBB. FELLOW-OUTERNA! It is probably known to many of you that Dr Geo. W Nobinger, the regular Democratic candidate for Congress, and myself were ardent upperlers of James Buchanan, and prominent actors in his perters of James Buchanan, and prominent actors in his nomination and e-ection to the Presidency—the one as Presidential elector, and the other as Belegat's to the National Convention. At our time of life, men do not change their friendships without a cause. There must, therefore, have been some act of Mr. Buchanan that induced the Doctor and myself to oppose his leading measure, and consequently all those members of Congress from Pennsylvania who bowed down in abject servifued to the injuritie of that measure. Our opposition does not arise from any disappointment springing, from an application for office, for neither of us sought a position under the present General Administration. We watched however, with jesious vigilance, the unmanly course of Mr. Buchanan, after his election, and before his installation into office, and saw, with mortified feelings, the gross injustice and absolute tyranny of his subsequent conduct. His promuses were as plentiful as "leaves in Vallambroas," only to be broken with an infamous facility, Why, gentlemen, he promised, with apparant sincerity, to make, Jehu Glancy Jones a member of his Obinet, and then rejected him at the last moment, with a pledge to take care of his interest in other respects. The "nober second thought" may have convinced him of the total unfitness of Jehu for such a position; but this fact proves both the uncertain judgment of Mr. Buchanan and the utter, disregard of his bulletted fistit. What other man beside the President. m

gentiemen discensed millions of dollars to favorites in and out of Kansas, in order to make it forcebly a save State. Their thirteen hun'red office-holders in that fair, but distracted Territory—distracted through the villanies of those very officials sent there—strove with all the zeal of infurlated demons, to obey the orders of their masters in favor of slavery. Fraud, arson, murder, and rapine, were the instruments used to effect their atroclous purpose, and a debauched and prijored judiciary lent its willing aid in furtherance of this object. The recent vote on the English "finality bill"—a finality which has since been discarded by all the Congressmen from the free States who voted for it.

which the Union has floundered. The shortest is und least dangerous horn is too obvious to require sointing out; but it is not so obvious that the Union will selze it."

Simultaneous Death of Brothers.—The south Reading Gazetts, Messachusetts, of last Sabe, in the obduracy of his nature, has planted himself out the finality of the nefarious English "finality" bill.

on the finality of the nefarious English "finality" bill.

Let us pass Mr. Buchanen by for the present and turn our attention to his shadow in the First Congressional district, Colonel Florence. The class to which the Colonel belongs is never vindictive, and never grateful. They fear nething but danger. Therefore, they are never dangerous enemies; but are always dangerous accomplices, and so Mr Buchanan will find in the future. The inventive faculties of this prince of humbugs is never paralysed. He lives in an ideal world of y majestic forms, and trusts to his genius for a vocabulary, all his own, to explain its boanties. The cells for his twould do credit to the most houseless Rediamite in the Blockly Hospital. He, like the President, conciliates those who have most bitterly assailed him, just as that the state of the property of the president of the presiden becility of his intellect. Of late. the Colonel has assumed a double character, a meetimes speaking to his friends in the myst-rious conciseness of an oracle, and again chattering with all the flippancy of a confirmed coxcomb. I would his him better if the smooth craft of his profession were changed into the honest bitterness of scorn and anger. It is the more manly feeling of the two, and is generally the most approved. But as soon will the leopard change his spots as Colonel Florence abandon the tricks of the demagogue, which have served him so many years in the place of statesmanlike ability.

We shall be greatly obliged to gentlen ania and other States for contributions giving the co ent news of the day in their particular localities, the sources of the surrounding country, the increase of

NOTICE T

name of the writer. In order to in

he typography, but one

opulation, or any information that will be interesting o the general reader. podern Brobdignay. Why, gentlemen, I thought hat I knew this valiant Colonel, because he had

GENERAL NEWS. A GENTLEMAN in New York named Hyman A FATAL ACCIDENT threw a chill over the

HIGH LIPE.—A gentleman in New York informed the editor of the Fayettaville Observer recently that he had paid \$1,500 for a pew in Dr. Alexander's (Presbyterian) Church, and that besides, it was subject to a ground rent of \$80 a year. This we consider paying pretty extravagantly for the privilege of grace. YALE COLLEGE.—In the year 1700 ten cler-

YANKEE VIOTORY AT TORONTO.—A great yecht race came off at Toronto, Canada, on Friday of last week, for a prize of \$240, in which vessels from all parts of Canada and from the American shore of Lake Ontario participated. The prize was who by the Yankee sloop Coral, owned by Oudes, of French orsek. AN AMETIOUS IRISH LAD in New York, last week, sold his master's horse and cart, and invested the proceeds—eighty dellars—in a gold watch and new beaver, which were taken from him, and he is now in the lock-up; affording another illustration that "honesty is the best policy." FPRANS OF LIGHTNING .- A heavy thunder-

Cavet Shoemaker, of Old Washington Court House, Alabama, was married to Miss Nixon, and about four weeks after the publication of his marrlage, appeared a reward of \$460 for his arrest for poisoning his wife.

FROM PORTO RICO.—Captain Phipps, of the

FROM PORTO RICO.—Captain Phipps, of the schooner Miranda, which arrived at New Haven. Conn., on the 5th instant, from Mayagnez, reports that on the 7th of September a sever shock of an earthquake was felt at that place, which caused considerable alarm to the inhabitants.

COMSTOOK, the Madison county barbarian, who killed his father and mother, and afterwards out out their hearts, rossted them and at a portion of them, has pleaded guilty to manslaughter in the first degree, and the plea has been accepted. A VALUABLE MARE.—The celebrated racer.
Fashion, was exhibited at the Ohio State Fair lest
week. She had with her a blooded colt. She is building for the Central Railroad, will ran upon 16 wheels—the extra number promoting safety and ease in the motion of the cars.