

The Germania, Captain H. E. Kier, ft New York on Tuesday, August 3d, r Hamburg, via. Plymouth and Cher-burg, having on board 270 persons, all ld, of which forty-nine were first and cond class passengers, the officers and ew numbering 120. She had, also, 700 tons of cargo and European mails, it a large emotion of specific and it. ith a large amount of specie and silver

All went well until Friday, August 6, which day the weather was cloudy, ad no observation could be had. On aturday, August 7. at 5 A. M., during a sturday, August 7, at 5 A. at , during a bry dense fog, the blowing of a horn as heard, (proceeding, no doubt, from a ighboring fishing hoat.) The engines ere at once alowed down, so as to avoid lance of collision. In about ten mines land was seen through the fog, and e engines were stopped and reversed lspeed but in an instant she touched and ald fast about ten minutes. The chief rpenter reported no water in the hold, d it was hoped no serious damage had

The Loss of the Germania.

The ship was then backed off, but she Ine saily was here backed into deep water an the carpenter reported five feet of ater below, and the vessel rapidly fil-ag. All hopes of saving her were now andoned, and orders were given to put r on shore, so as the better to insure e lives of those on board. The wind id ses were very high at the time. No oner was the vessel beached than the ptain gave orders to place the females d children in the boats, which was ne, and the latter were then safely low-

ed. Seven days' provisions were then t into each boat, and the remainder of e passengers were transferred from the ssel. The passengers acted admirably roughout, and to their ready obedience orders, and the absence of any confuon whatever among them, is largely atbuted the fact that not a single accident mishap occurred during these few try-g moments. Not a murmer was heard, d not a voice distinguishable save those the Captain and his executive officers. o luggage of any sort was permitted to into the boats, each individual on board king with him merely the clothing pich covered him at the time. The Capn was the last man on board, and he d barely time to get in his boat when vessel fell over on her starboard side, being then under water from her miz-

mast aft. There were eight boats in all, laden the passengers and crew. Of these, bs. 1, 2, 6, 7 and 8 were under the imbiate charge of the Captain. They at ce commenced to pull east, keeping bee into the breakers, unable to see the ad, but the noise of the surf was plainly ard. Finding that the sea increased, boats were turned back, and after lling west till about 5 P. M., the fog ed a little and a house was discovered the shore. While pulling west there ats passed through large quantities of feck, and about 2 P. M. passed the amer and saw that the mizzen mast gone over the side. After observing

house the boats were pulled towards shore, and in a short time the living yetr was all safely landed at Drook ve, Trespassey Bay. Up to this time Captain had not fallen in with any the other boats, and felt anxious about em, but set to work at once, to make a party as comfortable as circumstances culd admit of Boat No. 2 was in charge of the first icer. After leaving the ship, this boat iled to the westward, under orders im the Captain, to look for a secure ding. This he succeeded in doing, led by the timely assistance of a fisher. an from the shore, who threw himself to the water, swam through the break. to the boat, and then guided her into e quarters in Portugal Cove, Trepas-Bay, where all hands landed about . M., in good condition. Having landed his party, Mr. Meeske, first officer, engaged eight fishermen pulled back to the scene of the disas-A planet oack to the scene of the disas-i. His boat passed through quantities wreck, but the fog was so thick that he ald not find the steamer. He picked a cask of provisions and pulled back Portugal Cove, which place he reached Joats Nos. 4. and 5 have now to beacstoats Nos. 4. and o nave now to bead inted for. They were under the com-inds respectively of the third officer and ef carpenter. They were ordered to hain by the Captain, but became sepa-ed from him by the fog. From the tengineer we learn the details of their Spy deliverance from trouble. After losing sight of the ship and the fer boats, these two pulled west, but and get no sight of land. Once or ice they heard voices from the first offi-'s boat, and tried to follow him, but ild not. They continued palling west the fog until about 2:80, when they spped into Biscay Bay, and found a be landing without difficulty. Thus the eight boats succeeded in bringr their passengers to shore, five having sched Drock Cove, one Portugal Cove, d two Biscay Bay, within a distance of

ومودة ومعادية بالمترافقية

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put ten miles.

son at Saratoga" and to be explated by an uncomfortable economy in weightier A New Style of Railway Car is been introduced on the road from uladelphia to Baltimore, and is thus matters. The glare and glitter of fashion's display here feeds a sort of sensuous appetite; and you can pick from the throng certain people plethoric of purse acribed: The car is similar in length those usually employed, but yet con-ins only thirty-eight single scats, greatand of flesh, who come ostensibly for the space being taken for the greater comt of the lesser number of passengers. te seats are solid black wainut, finished benefit the waters confer, but really to be dazed with the dazzle of lavish expenditure and the abandon that reigns th red and green velvet cushions and the sed, and a side screw propels forward profestably cushined foot board, and the sed. and a side screw propels forward the sed. and the streat sed. Some people here the sed. and the streat sed. Some people here the sed. and the streat sed. Some people here the the same time causes the inclination of indulge in just as much or as little of the back. In one of these a passenger panorama of this miniature Broadway as a rest as comfortably at night as if in own couch at home, whilst in other istence. It is hard to believe that any istence. It is hard to believe that any one comes here for relaxation, for it is jurs the seat can be used for ordinary rposes. At one end a water closet has in handsomely fitted up, affording every but it is those who live here for iwo, and but it is those who live here for two; and not those who live for ten dollars a day. nvenience to ladies and children, whilst

the other there is a fine water-cooler, A "CAUCABIAN SOCIETY" has been ormarble-topped wash-basin, and a fine ganized in Ban Francisco. Its constitu-tion declares that the landed and moneyed ench plate mirror, together with soap, weling, etc. At either end there is a all vestibule, from which you enter ough's handsomely finished doorway aristocracy, with large and wealthy corporations, are incompatible with the sacred rights of self government, and that the imthe car proper. By this arrangement ssengers may pass in and out without ssengers may pass in and out without migration and importation of the Mon-noying their fellow travelers. The golian race into the United States is fos-ter door being kent closed prevents tered and encouraged by monopolics and corporations; with the object of monopo-st. The cost of this conveyance was blizing the industrial pursuits and reduc-ling the price of labor. The objects of side and on the panneling overhead, is the intertion of the commany to let went the immigration and immortation of is the intention of the company to let vent the immigration and importation of is company to let vent the immigration and importation of second to passengers at the small in- Mongoliane, discard social and politi-Bae of fifty cents upon the cost of a caleguality with the inferior races, and p ticket, and thus is secured not oly a secure the rights of the people against the infortable seat, but the equal of a bed. undue power of monopoly.

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NO. 567 LIBERTY STREET. (Lately City Flour Mill) SECOND ELOOR.

All orders left as their office, or addressed to them through the mail, will be attended to another brough the mail, will be attended to

INSURANCE COMPANY. WESTERN DISTRICT OF PENN-YLYANIA 85. At Pittaburgh, the 17th day of August, A. D. 1860.

ASSESSMENTS.

Cor. Federal St. and Diamond, Allegheny, At Pittsburgh, the 17th day of August, A. D. 1860. The undersigned hereby gives notice of his appointment as Assignee of S. C. MESS and Allegheny Uity, county of Allegheny, and binte of Pennsylvania, within said District, who mas been adjudged a Mankrupt uron his own petition by the Listrict Court of said District. JUSIAH CUMAN, Assignee, August 1. Law, No. 98 Fith Avenue. Office, in the SECOND NATIONAL BANE BUILDING.

W. W. MABTIN, President, JOHN BROWN, JB., Vice President, JAMES E. STEVENBON, Secretary,

JAMEN E: DIE VENSUN, Secretary, DIRECTORS: John A. Myler, Jas. Lockhart. Joe. Myers, Jas. L. Grainam. Robert Les. JnO. Hrown.Jr. George Girnst. Jacob App. OH PWilliams Jno. Thompson J. McNanghe WHEREAS LETTERSOF AD.

WHEREAS LETTERSOF AD-WMINIBFEATION on the estate of FBANK-LIN G. WILLIAMS, have been granted to the undersigned. All persons indebied to said es-tate are requested to make immediate payment, and those naving claims spinstraid estate will please prejent the same for settlement, properly subminicated, to the undertland. SAM'L A. NEALE. No 196 Bandusky street, Third wad. Allegheny City.

PEOPLES' INSURANCE COM-OFFICE, N. E. CORNER WOOD & FIFTH STS.

A Home Company, taking Fire and Marine Risks,

DIRECTORS: Oapt. John L. Bhoadi Samuel P. Shriver, Charles Arbockle, Jared M. Brush, Wm F. Lang, Samuel McCrickart OFFICE OF CITY ENGINEER AND SUBVEYOR, ] PITTSBURGH, AURAL 36, 1469. J NOTICE.-The assessment for Paving and Curbing SMALLMAN STREET

Wm. Fullips, Chard Stars, John Yatz, John Yatz, Charles Arbocke, John S. Parsa, Obarles Arbocke, Jared M. Brush, Wm. Y. Long, Wm. Y. Long, Wm. President, JOHN WATT, Vice President, W. F. GARN, GORDON, General Agent, CAPT, Jak, GORDON, General Agent, Paying and Curbing SMALLMAN STREET from Twenty sixth in Trenty-sighth street, a now ready for exhemination; and can be seen at this office until MONDAY. Beptermber State when it will be resurred, for the City Treas

suzi H. J. AUORE, City Engineer. LLEGHENT INSURANCE HAIR AND PERFUMERY:

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