Wreck of the Steamship San Francisco.

TWO HUNDRED LIVES LOST.

Rescue of the Survivors.

NARRATIVE OF LIEUT. WINDER.

Our readers will recollect, says the *Tribune*, that about three weeks ago we noticed the sailing from this port for California of the new steamship San Francisco, Capt. Watkins, with about 600 persons on board, of whom more than 500 were United States troops and their families. We are indebted for the following narrative of the occurrences on board the San Francisco to Lieut. Winder, Company G. Lieut. Winder was one of the rescued passengers who arrived yesterday on board the iron ship Three Bells, Capt. Creighton. The account given by Lieut. Winder is as follows:

We left New York on the 21st of December with most favorable weather.—Our voyage promised to be an unusually pleasant one, for we had a ship whose qualities were of the first order, commanded by officers the most able and gentlemanly.

About 9 o'clock on the morning of the second day a tremendous gale sprang up, which increased to a hurricane; and about 12 o'clock at night our engines gave out, and soon after our foremast was carried away. The starboard wheel-house was smashed in by a tremendous sea, and a portion of the upper cabin was stove. I had returned early to my state-room very sick, but the water coming into it freely, I concluded that it would be better to leave. My room was situated upon the upper deck. I left my room and went out into the upper saloon. The first thing I saw was four or five waiters holding the doors of the saloon to prevent their being burst open by the wind. I went down into the lower cabin and found a group of persons sitting upon mattrasses near the foot of the stairs, to keep themselves out of the water, which was washing about the cabin. I laid down upon one of the mattrasses, and held on to the bannisters to keep myself from being dashed about the saloon; I soon fell asleep, how long I remained so I cannot tell, but I think it was not long. It was near daylight when I was awakened by a tremendous crash, followed immediately by a large body of water rushing in a flood down the companion-way. It fell upon me, and swept me twice across the cabin and back again, with stunning violence. With desperate effort I succeeded in regaining my feet, and saw some persons climbing up the steps and followed them. On reaching the deck the first sight which met my eyes was the bodies of two men, who had been killed by the crushing in of the upper cabin. I crawled over one of these bodies, and managed to find my way across the deck, holding on to various parts of the wreck. I got towards the stern, and fell in with two or three officers, and took a glance at the aspect of affairs. Never shall I forget the harrowing spectacle: she presented the appearance of a total wreck. I was under the impression that she was full of water, and had settled down to the level of the deck. The surface of the water for a large space around was covered with the debris of the upper works, and holding on to these, and struggling amid the wreck of matter, were many men. I suppose 150, attempting to save themselves in the raging sea, by catching at the broken timbers. The wind was blowing a perfect hurricane, and it was with the utmost difficulty that I held on and prevented myself from being blown overboard. Not a sound was heard from the drowning men, as they strove, with all the energy of despair, to save themselves. There they were, 150 human beings, beyond the possibility of succor, and soon the last one sank to rise no more. On looking around I saw Lieut. Murray of the Navy, standing at the mizzen mast, and went aft to him. I held on there for awhile, until the first mate came aft for the purpose of cutting it way, but the sea and the hurricane would not admit of his doing so. I then returned to my first position. Here were three other officers, one lady and a child—Maj. Wise, wife and child, together with Lieuts. Chandler and Van Voorst, and Drs. Satterlee and Wirtz. We sat ruminating on the prospect before us, and none of us had the slightest hope of escape. At this time the several negro waiters came along with their life-preservers, and a soldier gave me one; but the weather was so intensely cold, and the prospect that our misery would only be unnecessarily prolonged seemed so apparent, that we made no use of them. The sea was making a breach over us at every roll, and the exposure was so benumbing that we cast about us for shelter. We discovered that there were many persons in the lower cabin, principally the ladies of the officers. We went below, and afterwards induced Major Wise to bring his wife and child down also, as the ship was not in such bad condition as we had anticipated. We found there were some of the ladies, together with a number of officers and children, collected at the after part of the saloon. The forward part of the cabin had been crushed in by the force of the tremendous sea already alluded to; at each roll of the ship large bodies of water entered the cabin at the crushed-in part of the deck. We covered ourselves with wet blankets, for we were nearly frozen, few of us having on any other clothing but our shirts and drawers. Here we remained the greater part of the day, supposing it would not be long ere the vessel would sink. Sometime during the evening Captain Watkins came into the cabin, and requested that the officers would all go out to bailing, and assist to keep the ship afloat.—Two officers went out at a time, and set the men to bailing out the engine room; as soon as one gang of men became exhausted, we set new relays to work, and thus kept up the work all night. But notwithstanding our most strenuous endeavors, the water kept gaining on us, the pumps having become choked. The bailing was kept up for several days and nights, during which time the violence of the sea gradually subsided. We then got the pumps to work, and succeeded in keeping her nearly free from water.—The captain and officers, by extraordinary exertions, stopped some of the worst leaks around the guards, and at the end of the boats. The decks were then temporarily repaired, by planking, and nailing tarpaulins and oil cloths over them. We kept reliefs of three or four men with mattrasses at each end of the shaft, to prevent the water from coming in there.

About this time—for I have no recollection of dates, as I deemed our case hopeless, and kept no record of events—we were cheered by the prospect of getting the machinery in working order. A temporary steering apparatus was erected, and an attempt made to get the ship under way. Up to this time she had been rolling about mastless and rudderless, a huge log upon the ocean. After one or two revolutions of the wheels, the machinery gave out, and all further attempt was pronounced hopeless; thus were our hopes blasted. As nothing further could be done than to keep the pumps in operation, we followed this up with the most scrupulous assiduity for several days, when two vessels hove in sight, and again lighted up our gloomy prospects. One of the ships, the Napoleon, came alongside. We were then lightening out ship as much as possible, by throwing over provisions and heavy articles. The Napoleon promised to stay by us, but after picking up as many provisions as she wanted, left us during the night.

We found that the ship did fair to keep afloat, and began to take such measures for our personal comfort as the circumstances would admit of, in the way of obtaining dry clothing and proper food.—Hope again began to dawn upon our prospects, notwithstanding the extreme roughness of the weather. The next visitor to cheer us was the bark Kilby, of Boston. Capt. Watkins went on board and made a contract for the conveyance of all the passengers to the nearest port: he then called for volunteers to stay by him, as he intended to make one more attempt to save his ship. In ten minutes he had twenty men, the number he required, who volunteered to stay by him and aid in the attempt. We sent an officer and some twenty men on board the Kilby, to throw over her cargo and lighten her for the reception of the tempest-tossed passengers. About 2 o'clock P. M. we commenced transhipping the ladies and children in the small boats, and by night had about 100 men, women and children transferred to her, intending to complete the transhipment in the morning. About 7 or 8 o'clock we were alarmed by the new danger of fire. We found the ship to be on fire near the cook's gallery: after some considerable exertion we succeeded in extinguishing it. During the night a heavy gale sprung up, accompanied by the worst cross sea we had been subjected to during the whole voyage. Our vessel commenced leaking badly, and the gangs of bailers were set to work as before: our labor was much increased by the giving out of the pumps; we continued to bail with increased vigor until the afternoon of the next day, when the engines were again got to work, and our exhausted men were favored with a short respite from their toil. The men had become so much exhausted that we had great difficulty in keeping them to their work. In the morning we could discover no sign of the bark Kilby, and supposed she made for the nearest port, as she could not have safely remained looking for us in the heavy weather which prevailed. On the bark Kilby there were about 50 men of Company G. Mr. George Aspinwall, Lorimer Graham, of New York, Capt. Gardner of the Dragoons, Col. Yates and family, Maj. Merchant and family, Col. Burke, Drs. Satterlee and Wirtz, Capt. Judd and lady, Lieut. Losier and lady, and their sister, Lieut. Fremont and family, and Lt. Van Vost. When the Kilby left she had but a small quantity of provision and water. Great doubts are expressed of her safety. Provisions were being conveyed to the Kilby, and a boat that was sent to her for that purpose was unable to return owing to the roughness of the weather. I may as well relate a melancholy incident in this connection. On board this boat was Commissary Sergeant McIntyre; he was carried off by the Kilby, while his wife and two children remained on board the San Francisco. The mother and one of her children died on board the Three Bells; the second child, a fair-haired little boy of three years, has been adopted by the soldiers, who tend him with almost paternal solicitude.—But to return—Toward daylight, on this morning, the aspect of affairs was the darkest and most disheartening that we had. During that day the pumps were declared useless; we kept quiet, however; the ladies being out of the way, we felt somewhat relieved. To lighten the ship, we cut holes through the deck, and commenced throwing the fuel and other heavy articles overboard.

About two days after this, the Three Bells, Capt. Creighton, came in sight;—we first saw his lights during the night, and fired signal guns for assistance. He bore up for us in the morning, but the sea ran so high that we could only communicate by means of writing questions and answers with chalk in large letters upon a board. In reply to our request to lay by us, he said he was short of provisions and leaking badly. He wore ship and passed us; as he did so, himself and crew gave us three hearty cheers as an assurance that he would not desert us.—Be assured we replied to these demonstrations no less heartily. He drew ahead and laid his vessel to and remained by us during the night. On the next day the sea ran very high, and we having no boats and he only two, we made two rafts for conveying the passengers on board his ship; but found that they could not live in the sea that was then running. On the third night we came near losing him. On the fourth day another sail appeared to the windward of us, close by the Three Bells, and the latter signalled her. Both bore down for us. The second ship proved to be the Antarctic, bound for Liverpool. Both laid by us that night, as it was too rough to do anything more than getting off a few of the men. On the fifth day, being fine, we transported all the officers, passengers and crew, with the exception of the ship's officers, engineers and firemen, numbering some 25 or 30 men. We also succeeded in getting some provisions and water conveyed on board of the Three Bells. We kept the men at the pumps during the day and night and discovered and stopped the leak. The next morning we got off the remainder of those who were on board the San Francisco, and made sail for New York, and the Antartic sailed for Liverpool.

Previous to falling in with the Three Bells, a sort of *congestive diarrhea* broke out among the men on board the San Francisco, owing to exposure to wet and cold, over-work, and an undue indulgence in the potted meats, pickled cabbage &c. Those who were seized by this disease, died in a few hours after the attack.—Corporal Smith, of Company G, came to me and said his child was sick: the doctor visited it, and an hour after the man himself sent for me, as he was dying; I went to him and ascertained that such was the case. Soon after I was informed by his wife that her husband and child were dead. I had her brought into the cabin and put into a state room with her child and sister. During the night the mother was found dead, and the child followed soon after by the other child.—The sister still survives. Many cases occurred, and many robust persons were seized in one hour and dead the next.—about thirty persons died upon the Three Bells.

This ship brought home 135 men, as follows: Company G, 14; A, 18; D, 25; L, 19; B, 14; I, 12; H, 12; K, 13; and 8 musicians. The Antarctic carried off Lieuts. C. S. Winder, and J. B. Chandler, together with 175 non-commissioned officers, women, musicians and privates.

I cannot accord too much praise to Captain Creighton and his officers for their bravery and uniform kindness to us misfortunates. They are indeed our saviors, and nothing can possibly repay them for their self-sacrificing humanity save the warm glow of satisfaction that necessarily accompanies conduct so eminently humane and philanthropic.

When we arrived in port, we had just a half days allowance of water, and the continuance of yesterday's fog would have placed us in a desperate situation. For several days previous we were placed on short allowance of water, so that you see we escaped one peril, but came near suffering another not less appalling.

I would desire to speak in terms of fitting commendation of a worthy man who eminently distinguished himself on board the San Francisco; I mean Sergeant Brown, who for five nights, during the most terrific period of the storm, labored unceasingly in keeping the ship clear of water, and by his energy and self-sacrificing devotion did more to keep his fellow soldiers to their duty than almost any other man on board.

[Here our notes close rather abruptly, owing to the interference of Major Wyse who commanded Lieut Winder to desist from giving us further information.]

STATEMENT OF AN OFFICER ON BOARD.

The passengers from the Three Bells were landed in a state of great exhaustion; many of them had had no sound sleep for a fortnight.

The San Francisco was overloaded, and had a bad *list*. She could not be propelled over eight knots. Her engine proved to be inadequate, and finally gave out in the air-pump at a most critical point.

The conduct of Capt. Watkins is every where extolled to the utmost. He went to England in the Antarctic, with about 225 others. The Antarctic was well provided with water and provisions.

The most of the women and children, with a number of soldiers, were put on board the Kilby. This vessel had a very scanty supply of water and stores, and was ordered to proceed to the nearest port for relief. She probably went into Bermuda.

Five or six days after the disaster the cholera broke out on board the Three Bells. All were feeding upon hard bread and water, and suffering from cold, exposure and exhaustion. Few or no medicines were at hand, and the cases of all that were attacked speedily closed with collapse and death. The physician in charge estimates that between 65 and 70 died from this disease.

The whole number on board the San Francisco when she left was 750. About 225 were put on board the Antarctic, 230 came here in the Three Bells, about 100 are on board the Kilby, and near 200 were lost by being washed overboard, or died of cholera.

TO DRIVE AWAY RATS.—A friend has just informed us of a plan he adopted to get rid of rats. His premises swarmed with them. He took a small fish-hook, attached to a fine wire, and suspended on it a piece of cheese, letting it hang about a foot from the ground. One of the rats leaped at it and was hooked, and set up such a horrible squeal, noise, and rattle, that they forsook him and fled. Not a rat remained on the premises. A few days afterwards his neighbor declared that he was visited with a plague worse than those of Egypt—that the *rats* would surely eat him up, house and all. Our friend enjoyed the joke but kept shady. This was not philanthropic of him, so, for the benefit of his neighbor, who, we hope takes our paper, and the rest of mankind, we "disclose the disclosure," without enjoining secrecy or charging the dollar.—*Rural New Yorker.*

A GOOD ANECDOTE.—A correspondent from Indiana sends us the following with appropriate vouchings for the truth: 'At the breaking of ground for the commencement of the Lynchburg and Tennessee railroad, at Lynchburg, the Rev. J. E., by appointment, acted as chaplain on the occasion. At the time appointed for prayer the chaplain raised his hands, and said, 'Let us pray.' In an instant all hats were doffed, and the chaplain commenced, slowly and solemnly, to read a very appropriate manuscript prayer, he had previously prepared. During the reading of the prayer, an old negro man, who had been engaged with his spade, was resting with one foot on the spade and his arms on the handle, looking very intently in the chaplain's face. At the conclusion of the prayer, the old negro straightening himself up, remarked audibly, 'Well, I reckon dat's de fust time de Lord has ever been written to on the subject of railroads!'—*Catholic Tel.*

MEXICO.—A Mexican Journal—the Siglo Diezy Nueve—of the 14th Dec., represents the Indians on the northern frontier as being very troublesome—attacking and plundering estates and settlements, and murdering when opposition is made, or when their ferocious dispositions prompt them to shed blood.—The Mexican soldiers, says the Siglo, have invented a kind of coat-of-mail, which will stop an arrow, a *jara*, and perhaps, a lance. This coat-of-mail (*cota de malla*) is made of leather or ox-hide and tin.—We hope it will be found to answer the purpose of defense; but it is not a very good sign when such a defensive apparatus is relied upon. A better reliance would be fire-arms—the sword, and the lance, effectually wielded by skillful hands, directed by courageous hearts. There is a country that has been more than three centuries in possession of a Christian, civilized, and warlike race, and is not yet able to protect itself against the incursions of the rascally murdering, half-armed barbarians on its borders. What is his 'highness,' the Captain-General, Santa Anna, about?'—*Daily Globe.*

The Susquehanna Register.

H. H. FRAZIER, EDITOR.

MONTROSE, PENN'A.

Thursday Morning, Jan. 19, 1853.

TERMS.

One Dollar and fifty cents per annum cash actually in advance.

Two Dollars if paid within the year.

Two Dollars and fifty cents if not paid until after the expiration of the year.

☞ No subscription will be permitted to remain unsettled longer than two years.

Discontinuances optional with the publisher, till all arrearages are paid.

RATES OF ADVERTISING.

One square, one week, ... $0,50

each subsequent week, ... 0,25

Business Cards per annum, with paper, ... 3,00

A liberal discount made to yearly advertisers.

New Publications.

The People's Journal.—The February number of this new and very attractive monthly has already reached us. Much surprise has been manifested that so large, handsome, and elegantly illustrated a work could be furnished for one dollar. It claims to be "an Illustrated Record of Mechanics, Science, and Useful Knowledge," a claim which is well supported by its contents. Specimen numbers can be seen, and subscriptions paid, by applying at this office.

Illustrated Record of the Industry of all Nations.—We have again received four numbers in one number of this splendid publication. Two thousand dollars, the publishers inform us, have been expended on the engravings of the present issue alone. Another number will be issued immediately, which will complete the series. The whole will form an invaluable and imperishable record of the great Exhibition at the New York Crystal Palace. The price of the work is $3, but after its completion the price will be raised to $4,50. George P. Putnam & Co., Publishers, 10 Park Place, New York.

The Plough, the Loom, and the Anvil.—We don't know how extensively this work is read in Susquehanna county, but we can assure our farmers that it is one of the very best and most interesting publications, having reference to their business, with which we are acquainted.—Now, at the commencement of the year, is the time to subscribe. Published by Myron Finch, No. 9, Spruce street, New York. Terms: single copy, $3; 2 copies, $2,50 each; 5 copies, $2 each; 10 copies, $1,50 each.

Ladies' Wreath.—The January number of this handsome monthly is received. Each number has a colored flower, besides other engravings. Published by Burdick, Read & Co., No. 8 Spruce st., New York, at one dollar a year.

Woodworth's Youth's Cabinet.—We have been in the receipt of this pretty little monthly for a year past, and though we have not read it enough to form a just estimate of its merits, a little friend of ours, who appears very anxious every month, to learn "if the the Cabinet has come," assures us that it is a most charming work; and we would as soon trust his judgment as our own in such a case. He says it can't be beat for good stories. But he wonders what has become of the December number, which neither he nor we have seen. D. A. Woodworth, Publisher, 118 Nassau street, New York, at $1 a year.

Statement

OF THE MONTROSE AND HARFORD PLANK ROAD COMPANY.

The Company have graded 12 miles of Road, 11 of which are laid with plank, and together with the right of way, toll houses, gates, and the current expenses, have cost, ... $26,881 07

Amount of stock *subscribed* and tolls paid, prior to May 1st, 1853, ... 20,435 87

Amount of stock *paid* and tolls received prior to May 1st, '53, 19,660 87

Amount of tolls received since May 1st, 1853, ... 1,010 23

Amount of stock not paid in, ... 1,239 07

RECAPITULATION.

Whole cost say, ... 26,881 09

Stock paid and tolls received prior to May 1st, 1853, 19,669 87

Tolls received since May 1st, 1853, 1,010 23—20,671 10

Balance against the Company, $6,209 97

The road has been well constructed, and many portions of it made over very rugged and rocky places; and included also in the above costs of construction, are about $1,500 for the right of way and costs connected therewith, in cases that have been settled and contested. Three good toll houses and gates have been erected, and the road is doing a fair business. About three miles have been completed the past season, upon which toll will now be received.

By order of the Board.

THOMAS NICHOLSON, Sec'y.

☞ Both Houses of the Pennsylvania Legislature met in convention, on Monday morning last, and elected Joseph Bailey, of Perry Co. State Treasurer, by 80 votes out of 121.

☞ A fatal accident occurred on the Harlem Railroad on Monday last, forty two miles from New York city. The morning Express train partially ran off the track, killing the engineer and fireman, and injuring several other persons.

☞ The Auditor General's Report for the year ending Nov. 30 1853, gives the population of Susquehanna county as 38,688; the number of taxables in the county, 7,975; valuation of real and personal estate, 2,607,389; assessment of tax for 1853, 8,422,13.

The amount paid in the county, in the same year for tavern licenses, was $606,80, for eating and beer houses, $170,53; for patent medicine licences, $47,20.

The amount of tax on writs, wills, deeds, &c., was $403,76; of collateral inheritance tax, $7,12.

The State appropriation for Common Schools in the county, was $2,406,73.

ACKNOWLEDGMENT.—Mr. and Mrs. H. A. Riley desire to express their grateful acknowledgments to their many friends who, notwithstanding the severity of the storm of Thursday last, favored them with their presence on that day; and also to those who, providentially prevented from meeting with them, have since added their generous contributions to the very liberal and most acceptable offerings of that occasion.

That the great Dispenser of every mercy may graciously mete out unto them a rich recompense of spiritual blessings, is their earnest prayer and abiding desire.

☞ We are under obligations to Hon. J. Passmore of the House of Representatives of Pennsylvania, for valuable public documents.

News and Notions.

—Counterfeit Post Office envelopes are in circulation in Albany.

—The weight of the new bell for the New York City Hall tower is 21,123 pounds.

—Bonaparte is hunting at Fontainblean. He will 'get a shot' one of these days.

—A tough beef steak and half fried onions for supper make excellent fodder for the night mare.

—The annual expenditures of the government of the city of New York, exceed $4,500,000.

—The Emperor of all the Russias has returned solemn thanks to the 'Lord of Lords' for his naval massacre at Sinope.

—Mr. Mulenburg, Representative from Pennsylvania, died in Washington on Tuesday of last week.

—The Home Journal is assured that the report of the falling off in the quality of *Jenny Lind's voice*, is unfounded.

'Hot Corn' has already, it is said, netted its author, Solon Robinson, the handsome sum of $6,000.

—During the present year, 1854, there will be fifty-three Sundays, and five of the twelve months will have five Sundays each.

—In ten counties of Pennsylvania there are 263 iron works, and over $11,000,000 of fixed capital employed in the manufacture.

—The ferry-master at Detroit says that at least nine hundred fugitive slaves have crossed at that point into Canada, during the past year.

—The California papers adopt the English custom of publishing births, and add a truly American or 'Yankee' peculiarity, by giving the *weight* of the young citizen.

—The exiles in New York are exulting in he fact that Congress has voted to Capt. Ingrahani a sword and medal, for his spirited conduct in the Mediterranean.

—Eighteen out of nineteen vacancies in the Massachsetts Senate, have been filled by Whigs. The Senate now stands 29 Whigs, 8 Coalition, 1 Dem.

—The Whig State Convention to nominate candidates for Governor, Canal Commissioner, and Judge of the Supreme Court; is to meet at Harrisburg, on the 15th of March next.

—*The Independent*, begins the new year with an enlargement, to something over the size of the Tribune, being probably the largest Religious Newspaper in the world.

—Fredrika Bremer says she does not think much of the beauty of the American women. An exchange says, that neither the American women nor men think much of that of Miss Bremer.

—In 1780, there were 259 Roman Catholic Priests in England; now there are 975, with 612 churches and chapels: of the latter, no less than 274 have been erected within the last three years.

—Newspapers throughout the country, on account of the high price of paper and every thing else are raising instead of reducing their prices. The Homer Whig has the following announcement.

After the first of January next, we shall charge for the Whig $1,50 in advance, instead of $1 as heretofore. We are compelled to take this course in consequecce of the rise of paper, labor, and the advance of provisions, &c.

—Hon. J. J. Crittenden was elected to the United States Senate by the Legislature of Kentucky. The Democrats voted for Gov. Howell, The vote stood: Crittenden 78, Howell 55.

P. T. Barnum has given $1000 towards purchasing a farm near New York, for a home for orphan children picked up in the streets of New York. Genin the famous hatter, gives another thousand.

—*The* Irishman that lay sick *seven weeks* in the hot month of August, must have lived at Augusta, Ga. The Chronicle and Sentinel of that city came to us on Tuesday dated December 300.

—There are 233,000 barrels of ale manufactured in Albany, yearly. This requires the consumption of 600,000 pounds of hops worth 35 cts. a pound. The number of persons employed is about 700.

—Capt. Solomon Marsh, of Litchfield Ct. has on his premises an apple tree, that measures 14 feet around the trunk and yielded the past season, 20 bushels of good fruit. Previous to 1835, it yielded about *one hundred bushels per* year.

—A robber in a hotel at Halifax, the other day, was found kneeling at a trunk in the room of a boarder, and on being discovered said he was *at his prayers*, and begged not to be interrupted. He was politely left to finish his devotions and to decamp with his booty.

—There is a rumor that Hon. Charles Sumner is about to leave the Senate. It has always been the custom in Massachusetts, for a Senator to resign, when the Legislature of the State is against him. Mr. Pickering left the Senate on this account, and so did John Quincy Adams, in 1808.

—The arrival of the Pope's Nuncio at Wheeling, was the signal for a public demonstration against that ecclesiastic, whose effigy was publicly burnt. So threatening became the demonstrations of the mob, that the friends of this Roman Catholic dignitary counselled his immediate departure from the city, which advice he followed.

—The Ionian Islands are reported to be in a most deplorable conditon, in consequence of the failure of the currant crop for two successive years, this being the source from which the inhabitants derive their main support. Land owners and laborers are alike suffering, but the want is, of course, severest among the latter.

—The Filibusters who recently invaded Lower California find plenty of sympathizers in the American State of California. Meetings to raise assistance for them and send reinforcements have been held openly in San Francisco, and funds are procured by means of bonds similar to those which Kossuth circulated in the United States.

—Another route is proposed between the Atlantic and Pacific, in latitude 15 north. It was stated on Saturday that Amory Edwards, Esq., President of the Honduras Interoceanic Railway sailed on Friday last from this port in the pilot boat George Steers, to arrange for the commencement of practical operations on the proposed line of transit through Honduras. A complete corps of engineers and workmen will leave for the same destination in a few days. The officers of the company propose to have the road completed within two years.

Special Correspondence of the Daily News.

HARRISBURG, Jan. 13, 1854.

My Dear Flanigen.—There has thus far been so little transpiring here of importance that I have not thought it worth while to crowd your columns from day to day, with such jottings as I might put down for you. To-day, however, has presented not only a matter of interest for consideration, but a cause for the most unblushing piece of political outrage that I have witnessed since the early part of the last session.

The telegraph will have informed you, in part, of the facts connected with the petition of Simpson and Roberts, who are contesting the seats of Carlisle and Manderfield. No sooner had the proceedings commenced, than it was evident that the Unterrified had determined to quash the whole proceedings, if possible, and it was also at once manifest that if this could not be done by fair means, done it should be, even by foul ones; and accordingly the contemplated outrage was committed, and the petitioners again thrown out of the House.

Now, my dear sir, does it not occur to you and your readers, that the Democracy, even with their overpowering majority in the House are *afraid* to meet this question? Are you not bound to believe that inasmuch as they resort to such means as were used to-day, that they *know* that those contestants are entitled to seats? And what shall be said of the Speaker of the House, of whom, by the way, I had formed a favorable judgment? Why simply this, that if any impartial person had ever esteemed the speaker in his position as such, he certainly would now acknowledge him to be unworthy of the responsible place he now holds; not only did he condescend to question members from his seat, but started questions of difficulty and suggestions of opposition which, had they been his own would not have been so bad, but they were suggested by the Clerk of the House and, General Packer, who as you are aware, is *not* a member, but who was allowed to approach the speaker's desk and prompt him in these violent proceedings. Much time was consumed in debate by various members, and one of the most able speeches in favor of the application was made by Cook of Westmoreland, who contended ably for the correctness of the application, and against the proposed action of the House but when the vote was taken to dismiss the whole matter in consequence of informality, true to his Locofoco instincts he voted to sustain the resolution. Oh! consistency, thou art a jewel of which only locofocoism proves the price. Mr. Simpson who appeared, as his own attorney, was refused permission to make a statement showing the reasons why but one petition was presented, for both cases, the speaker ruling it out of order on the ground that he, not holding a seat, could not be allowed to address the House.

In reference to this matter of contested seats there are two propositions which you may set down as true, the first is, that Simpson and Roberts are entitled to their seats, and the second is, that, if possible, they will be again cheated out of them, without regard to the amount of evidence they may be prepared at any time to offer. The constitution carefully guarded, as was thought by its framers, the manner of settling contested seats, but constitutions, as against the unscrupulousness of Locofocoism, is a base coin, too insignificant to be operative, and it is therefore that you will find this dominant party, if possible, kicking these contestants out of the House.

I regret the course pursued by the Speaker in this business. *He* at least, could afford to be honest in the discharge of his duties, and whilst acknowledging the full force of party claims, no man had a right to ask him to prostitute his office to the paltry and dirty work of legislating men into the House whose claims are said to be groundless, and he has no moral right to accede to such a demand.

There is great dissatisfaction in regard to the selections of the committees, and I am told that the influence of a rather small clique has been all powerful in their construction. The bank bills are beginning to come. You are aware that there are quite a number of applications for new and re-charters. What may be the fate of any or all of them I am yet unable to say. The Democracy have majority enough to do as they please. Let us see if they will pass them. I think you may rely on one thing, however and that is, that the Whigs will have but little to do with them.

Truly Yours, HORACE.

Much feeling exists in England against Prince Albert, because of his favoring the interest and policy of Russia.

Last Wills.

The law of Pennsylvania, in relation to the disposition of personal estate in prospect of death, presents a striking and curious feature. The act of Assembly authorizing the making of a will and prescribing the essentials to its validity, requires it to be in writing and to be signed by the testator at the end, or by some person for him, in his presence and by his express direction. It must be proved by two or more competent witnesses. However small may be the value of the property bequeathed, these essentials must exist, or the will is without effect, or, properly speaking, there is no will.

A *quasi* will, may be made of personal property, the extent of which at last sickness. It must be made at the house of the testator, where he has resided at least ten days immediately prior to the making of a will, unless he is surprised by sickness away from his home, and dies before he returns. If the value of the property disposed of by a nuncupative will exceeds the sum of one hundred dollars, the testator must request some of the persons present to bear witness that such is his will, or to that effect. Two witnesses, at least, who were present, must prove all its requisites.

A *Donatio causa mortis*, as it is called, may be for more than one hundred dollars, and be proved by only one witness. It is a gift by one in his last illness, to be returned if he recovers. One may convert the whole of his estate into money, and accumulate it in his chamber, and call around him those to whom he intends it shall go, and give one portion to one, and another to a second, and so on till he has disposed of the whole. The grantee cannot be a witness to prove the gift, but if there is a single disinterested witness present he can establish it by his testimony. An estate of a hundred thousand dollars, or a million—the amount makes no difference—may in this way be disposed of. It is not requisite that the donee should be present at the time of gift. Another may receive it for him, and be the witness to prove it. It is competent for a single witness to dispose of the whole of a large personal estate, if it is in a condition, such as money or jewels, to be delivered. He would not be permitted to prove alone a nuncupative will for one hundred and one dollars, nor a written will for any amount whatever, the law requiring in these cases two witnesses; but he may prove a gift to another of any deliverable article or articles, delivered to himself for the other and not in the presence of any other person, though the value might be one hundred thousand dollars or more. A corrupt man might, under this law, swear a large estate into the pocket of a friend. Such an occurrence may not be likely to happen, but it is, perhaps, only because men of large property have not thought of it, that there have not been frequent dispositions of this kind, for the purpose of saving to legatees the collateral inheritance tax due to the Commonwealth; for, it is another feature in the law, that these gifts are not subject to that tax.

The Legislature should turn their attention to this subject, and reform this inconsistency in the law relating to the disposition of the property in prospect of death, and remove the manifest danger of fraud upon heirs, and of evasion of dues to the State.—*North American and U. S. Gazette.*

WASHINGTON, Jan. 11.—The nominations of Collectors sent into the Senate to-day, it is understood embrace all the appointments that were made during the recess. Mr. Redfield will be confirmed to-morrow, probably, by a unanimous democratic vote. The nominations of all District Attorneys appointed during the recess, so far as made, have been confirmed. The nomination of Mr. Streeter as solicitor of the Treasury, has been referred to a select committee.

The committee on the Pacific railroad, it is believed, will put the power of selecting a route in the hands of a Board, or some other specified power.

Mr. Seward left for Auburn this afternoon in consequence of the illness of his youngest son.

Gen. Cass' speech is considered rather unfair and open to criticism. In reply to a question from Mr. Clayton, he admitted that Lord Clarendon's letter does concede, that the treaty excludes Great Britain from a protectorate. This concedes the whole question.

☞ The following *on dit* is in circulation; it certainly savors of the causticity of the ex-Chancellor. Baron Rothschild, it seems, was complaining to Lord Brougham of the hardship of not being allowed to take his seat. 'You know (added he) that I was the choice of the people.' To which his lordship replied, 'so was Barabbas.'

A NOVELTY IN SURGERY.—A man in the employ of the firm of Kite & Walton, of Ranstead Place, had the end of his forefinger torn off, within a short time, by getting it caught in the machinery of one of the presses. One of the firm took the sufferer to Dr. D. D. Clark, No. 118 South Fourth street, who performed the novel operation of replacing the part torn off. Complete success has attended the experiment although the part had been off probably half an hour before it was replaced.—*Philadelphia Inquirer.*

CHEAP OCEAN POSTAGE.—We are gratified to learn that Elihu Burritt, the originator and indefatigable advocate of a modification of the present exorbitant and irregular levy of rates on seaborne letters, is about to convene a public meeting in this city on Friday next, in furtherance of his efforts in that good cause.—The locality and other particulars will be given in the morning papers of that day. This is a subject of universal importance, one affecting the rich merchant and the poor emigrant, and we trust to see a crowded meeting, in which all classes will be represented. The friends of Mr. Burritt will be pleased to hear that he has already arrived in our city.—*Phila. Daily News.*

A MAN KILLED ON THE RAILROAD.—Yesterday, (Jan. 1, 1854,) about half past 2 o'clock P. M., the emigrant train going west, when about two miles east of Susquehanna Depot, ran over and instantly killed a man named Michael Scandling. It appears that said Scandling was on the track with a hand truck loaded with firewood, and seeing the train approaching, had succeeded in unloading his wood, and was attempting to lift the truck from the track when the train struck him.—*Binghamton Republican.*