

Wreck of the Powhattan—Two Hundred and Fifty Lives Lost.

The New York Herald gives the following facts in regard to the late disaster at Long Beach, New York. Not one survivor is left to tell the tale.

The ship, laden with passengers, left Havre for New York on the 1st of March, under the command of Capt. Jennings. She was driven among the shoals, and remained there until Sunday evening at 5 o'clock, before she went to pieces.

Between four and five o'clock on Sunday afternoon the ship's bulwarks burst, and about fifty persons at the same moment were washed overboard. Mr. Jennings, the wreck-master, and others made great efforts to save some of those who were in the water, but in vain.

It was immediately after this that the ship commenced going to pieces in earnest. No small boats were to be had, for the government boats did not arrive until all was over.

It was at this moment that a huge wave was moving rolling towards the dead and the dying were alike engulfed in it—and when it had passed over them there was not one left alive of those passengers and crew of the ill-fated Powhattan, who numbered two hundred and fifty souls that same morning.

When first discovered by Capt. Jennings, of Long Beach, which was on Sunday morning, she lay with her head to the South, the decks were crowded with passengers and the sea was making a clean break over her.

Hour after hour slipped by, but the men did not return with the car. The vessel became unmanageable, and many unfortunate people were swept off by the heavy surf.

At this time, Capt. Meyer, who was on the deck of the Powhattan all this while, called out to a boat crew to Mr. Jennings, entreating him to try and save some of those who might be a half a mile off.

About seven o'clock the ship's masts went by the board, and almost immediately afterwards the hull burst in two, and every soul on board was hurled into eternity.

REMOVED EMANIPULATION OF SLAVES IN CUBA.—We learn from the shipping companies that Commodore Norton, the commander of the Home Squadron, reached Washington yesterday morning.

Reorganization of the National Judicial System.

The National Intelligencer gives the following summary of the provisions of the bill reported in the United States Senate on Monday last, by Mr. Butler.

The bill is entitled a bill to modify and amend the judicial system of the United States. It provides among other things, that after the passage of the act, the Supreme Court shall not be required to perform circuit duty, but continue to exercise the same power vested in them by law within any of the circuits in which they reside.

The first comprises the several judicial districts within the States of Maine, New Hampshire, Massachusetts and Rhode Island.

The second, the States of New York, Connecticut and Vermont.

The third, Pennsylvania and New Jersey.

The fourth, Delaware, Maryland and Virginia.

The fifth, North Carolina, South Carolina, Georgia and Florida.

The sixth, Alabama, Mississippi and Louisiana.

The seventh, Arkansas and Texas.

THE LATE STORM.—The Boston papers, referring to the storm of Sunday and Monday last, the 17th and 18th inst., say it was the anniversary of a number of the most severe storms ever experienced in New England.

ITEMS OF NEWS AND MISCELLANY.

The Pittsburgh Journal gives a list of four or three new steamers now in progress in that city and vicinity.

In a breach of Promise case, recently tried at Pittsburgh, a verdict of \$1,500 damages was given against the defendant—a man of society.

Wm. F. Short, a printer, was choked to death by a piece of meat, at Providence R. I., last Saturday. The poor fellow was not used to luxuries.

The census of Dover, the capital of Delaware has just been taken. It appears there is now a population of 861, being an increase since June, 1850, of 236.

A few days ago shares of the Georgia Central Railroad stock sold at Savannah at \$112 to \$113 1/2 per share. About ten years ago the stock of this road was down to \$25 per share.

The transportation of freight on the Pennsylvania Railroad continues to be heavy, amounting to about 1,600 tons per week, east and west.

The bill to abolish capital punishment in Ohio was debated at length on Thursday afternoon last in the Ohio State Senate, and finally lost by two votes.

The New Bedford Mercury says that nine whalers and one merchantman arrived at that port on Thursday, with 1900 bbls of sperm, and 17,200 bbls of whale oil.

The Flagg Captured by Washington in the Revolution are to be deposited in the Capitol by George W. Parke Curtis. These trophies were presented to General Washington as the highest mark of respect which could be bestowed on him by Congress.

APFRAY AT NEW ORLEANS.—Dan Rice was attacked at New Orleans, a few days ago, by a man named Robinson, formerly attached to his circus. A pistol which Rice held was twice accidentally discharged, a ball from which passed into the foot of a boy in the vicinity, inflicting a painful but not serious wound.

Eric Weekly Observer.

ERIE, PA.

SATURDAY MORNING, APRIL 22, 1854.

DEMOCRATIC STATE NOMINATIONS.

FOR GOVERNOR.

WILLIAM BIGLER, Of Clearfield County.

JUDGE OF SUPREME COURT.

JEREMIAH S. BLACK, Of Cameron County.

FOR CANAL COMMISSIONER.

HENRY S. MOFF, Of Pike County.

We have nothing new from Harrisburg this week with regard to Railroad matters. It seems from rumors already taken on the disposition of the Western road, that the friends of Erie are enabled to "floor" their opponents every time.

Today, (Friday), our harbor presents a fine fleet of steam and sail vessels, driven in by the storm of yesterday and today, which was from the north east, and very severe. The harbor of Erie can always be found in a storm, however bad it may be in good weather.

It will be seen by an advertisement in another column here "Barnum's big Show" is to be on exhibition here on the 17th of next month. Of course every body and his babies will be in to see it.

THE WEATHER.—Well, there's no use talking about it, for the knowledge of the oldest inhabitant, much less yourself, can't make a comparison to it. The clerk must be absent, and some one, while he is out has grabbed hold of it and is trying to see what we can do.

Barney Williams has recently fulfilled a long and successful engagement at the Howard Athenaeum, Boston, and both himself and lady have added much to their previous high reputation by the faithfulness and life-likeness of their representation.

J. G. Moore, formerly associate editor of the New York Courier and Enquirer, and formerly a correspondent of several papers—among them the Philadelphia Bulletin, died in Washington on Wednesday last from pneumonia. His remains are to be taken to Philadelphia.

Tacey, the celebrated trotting horse, was sold in Philadelphia, on Thursday for \$3,500. The purchaser being a Mr. James Hamill, proprietor of a livery stable in that city. About two years ago he was purchased for \$150, from a New Jersey farmer.

ANOTHER ORDER OF THE CAPTAIN-GENERAL.—We are informed that the Captain General of Cuba, just previous to the sailing of the Isabel, had directed that books imported into this island should be submitted to his personal examination at the Palace, instead of being examined at the Custom house by a censor, as has hitherto been the case.—Savannah Journal.

May Gen. Twiggs, U. S. A., arrived in this city, a few days since, from New Orleans.

Will Judge Pollock Decline?

This query bids fair to rival the celebrated one, who struck William, alias, "Billy Patterson?" Under ordinary circumstances we should have hesitatingly replied no, for wig candidates have always seemed to expect and delight to be thrashed.

And who shall complain of an ambition that develops itself so meekly? We suppose that charity demands, that the singular fact should be accounted for on the strength of the injunction, if a man smites you on one cheek return him the other.

But whatever may have explained this coveted martyrdom during the past, it is very apparent that something new is engaging your attention in Pennsylvania. Possibly, some imagined chance of success and enjoyment of "spoils" has whetted their appetite, and is harassing their invention.

It would seem as though the Convention that nominated Judge Pollock, understood as a matter of course that defeat awaited him. For now, the bare idea that a substitute might insure success, throws the whole hire into commotion.

Other fears that the suggestion will "embarrass him and his friends" Pshaw. Why don't you open your hearts at once and confess, that before the people and Bigler your candidate is to bow submissively. We have no doubt, that if the managers become satisfied that there is any chance to improve their prospects by sacrificing Judge Pollock, they will intimate their wishes so plainly, that possibly the Judge may determine to resign.

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Eric City Railroad.

Esquires are daily made with regard to the probabilities and prospects of this important road, and while we will not attempt to answer the questions, we may be permitted to give our individual views with regard to it, and as a reason for so doing we occupy the following from the New York Herald, a paper located on the line of the road in Chautauque county.

In speaking of it, that paper says: "The present prospects for the early completion of the road, are we admit anything but flattering. At the recent meeting of the Directors at Jamestown, Mr. Thompson, the contractor on the job, stated, because of the nature of the work, and accordingly he has paid off and dismissed his hands. We understand that he goes on the Erie road, East of Jamestown to the job of widening the Erie road, and has the intention of the Director to put forward the Eastern division and have the Erie road completed."

The object of the stoppage was to have a complete road, to run the road south of us directly to Cleveland, leaving the Erie road, the line which we have mentioned, such a course, it would be difficult to estimate. While the prospects were bright, and everything encouraged us to hope for the early completion of the road, we are now in a position to see that if we were provided with such facilities for trade as the Railroad would furnish, and if we were to have a good market place, stripped of those advantages which we had to gain, and the place must forever remain a country town in name and in fact.

It would appear that the men who manage Railroad matters for the Borough of Erie were exceedingly energetic in their personal influence of the Board, and in securing that independent town, and erasing its energy only let the citizens of Erie come forward with one half the spirit which characterized the Board, and the Erie road, and permit monopoly, and the road would be completed, and that too by the close of next year.

We are not at all surprised or disappointed at the management of the Erie City Road, or its apparent abandonment by those who control it, and we think no one should be either surprised or disappointed, when it is known that the owners of the charter of that road this side of the New York Line are the same men who have controlled the Erie and North East road since its commencement. The latter rail their first love, and the charter of the former was secured by them so that it might not interfere with the road they already had.

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Fire and Loss of Life.

A fire broke out last night in the building occupied as a counting-house by Messrs. Jennings & Co. About half an hour after the fire broke out, the building fell in, while the burning was causing a great deal of damage, and twelve were killed, and many more injured.

Further Particulars by the Press. The crew steamer "Hibernia" from New York, ran aground at Long Beach, and sprung a leak, compelling the crew to abandon ship. The "Hibernia" was a large vessel, and was carrying a large cargo of goods.

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