October 2, 1861. Before this reaches you, some tidings of the late terrible disaster to the Great Eastern, which dight now to be called "the great unfortunate," will, no doubt, have

appeared in your paper.

As it was an event of the deepest and most overwhelming importance to all on board a large portion of whom were Americans—and one in which the public will feel the liveliest interest-having been myself one of the passengers and an eye witness of the whole, and having taken full notes from day to day, I venture to describe it as fully and clearly as I can on

board this ship in a rough sea. The monster ship having made three successful trips across the Atlantic, and much having been said of her extraordinary exemption from the tossing and rolling so common to other ships, I waited some ten days in order to take passage by her from Liverpool to New-York. She sailed, as advertised, September 10th. The number of first-class passengers was two hundred and four, second and intermediate one hundred and ninety-three, and the whole crow three hundred and ninety making in all, seven hundred and eighty-seven souls on board. The Mersey was covered with little steamers, crowded with passengers; banners flying, and bands of music playing, sailing round and round the great leviathan, the dense growd on board of them cheering and waving their handkerchiefs. A large number of persons, some of them, interested in the ship-directors, share-holders, and friends of the passengers-were on hoard. About one o'clock the engines were set in motion, and the huge monster began to move slowly down the Mersey amid the booming of cannon and the cheers of the tens of thousands of spectators, covering the wharfs for miles. After three o'clock we crossed the bar, and stopped to discharge the pilot and all who were not destined for New-York. We then soon steamed away at the rate of about twelve miles an hour. The afternoon and evening were calm and beautiful; and I never slept on board a ship where there was so little motion. Early on Wednesday morning.

the 11th, we passed Queenstown; at noon

we had made three hundred and seven

miles, from the time we left Liverpool;

about two o'clock we passed Cape Clear,

and soon after lost sight of land, steaming

away, most majestically, toward New-York. This night the wind freshened a little, but still the motion was slight. Thursday morning, I rose early, the clouds were thick, though the sun was struggling to break through them, and the wind was quite fresh, and before twelve o'clock it was, what seemed to me, a tremendous gale; clouds were thick, the rain dropping, the sea very high, and the scene altogether beginning to be really frightful. The ship now began to roll very much; the passengers became serious; some much alarmed; the Captain looked most anxious, and I felt now as if I knew something of what was meant by a gale on the Atlantic. The gale increased and became really terrific; the ship rolled tremendously, and everything loose on deck and in the ship, began to dash about with fearful violence. About two c'clock everything looked terribly alarming; the small boats, of which there are twenty-eight, fastened and hung, mainly on fixed davits, began to be torn from their fastenings; one hung suspended toward the bow of the steamer. I stood and saw it dashing most furiously against the ship. An effort was made to save it; but nothing could be done, and it was cut away and sent adrift. In rapid succession, one after another of these boats was dashed to pieces, and every vestige carried into the sea, until six were entirely gone, while two men were seriously

injured The scene became wilder and wilder, and the stoutest hearts trembled. The cow-house, containing two cows, stood directly over the ladies' saloon; this was literally dashed to pieces, and the cows driven backward and forward over the saloon, until they were so disabled that both were killed and thrown overboard. One was dashed through the skye-light over the saloon, and hung partly through. All t is while we are keeping on our direct course, at about our usual speed, say thirteen miles an hour, as nearly as I could learn. A fearful crash is now heard in the engine room, creating great consternation among those unaware of the locality of the noise. The gale is now so terrific and the noise so fearful, that an unusual sound can be heard only by those near. It was feared that the engines had given way. It was, however, only the glass covering, which had fallen on the engine-with a most frightful crash. The engine was instantly stopped, to prevent any injury while the fragments were being removed. Almost simultaneously with this, a noise even more frightful still, is heard in the engine room; but this is soon discovered to proceed from a large quantity of sheet-lead rolled up, of great weight, which has commenced rolling and dashing furiously from side to side, as the ship rolls. The captain now tries what he ought to have tried hours before, to put the head of our ship to the wind, but utterly fails; one paddle-wheel gives way. The engine having been once more started, an attempt is made to set the jib-sail to aid the steering, but the large iron stauncheon or bit holding the pulley, fastened to the deck by four large iron bolts, was wrenched from the deck and dashed against the side of the ladies' saloon, and the sail was torn into ribbands in a few moments. Greater efforts are still made to get the boat's head to the wind; sixteen men are put to the all in vain. Suddenly the other paddlewheel gave way, and the rim and spokes are torn and dashed about in a terrible manvessel so fearfully that there are strong apprehensions that holes might be made in the ship. The rudder post, (not a pin, as has been stated,) which the next day was found to be broken off down near the second deck, undoubtedly broke about this time, though it was not known, as I believe, either to the Captain or the men at the wheel. This post was a solid piece of iron ten inches square. I examined it afterward, and where it broke it was wrenched and completely galvanized, and was soft and crumbling.

The ship was now in the trough of the sea, and was rolling tremendously-utterly unmanageable. I stand amazed and appalled at the scene, and make my way down to the grand saloon. This saloon really was grand, gorgeous and luxurious in the highest degree, as many of your readers are 'aware. Some half a dozen very large and elegant-mirrors-some-of-them seven feet by fourteen—surrounded the saloon; rich lounges also occupied every available space; a large stove stood in the centre, and a marble-top table stood against a smoke-pipe passing through another part of the saloon. seated, some on the lounges and some on the floor, holding on as best, they could; but few men were there—all seemed the very personification of constantiation. The of the passengers was held, the object of low we were lost. Most of the passengers

the vessel subsiding a little, got them to their state-room, which was near, and to my great joy found that they had no bones early as I could see, the gale having much more than one or two were found with sengers look much more hopeful.

crockery, loose and in crates, was stored there; this was dashed to pieces, with the failed. But now a new hope is inspired in most tremendous crashing. Indeed, though | the bosoms of those aware of the facts. the danger from this source was not great,

the crashing produced as much clamor as anything else. As soon as I could, I made my way from the grand saloon to the dining saloons, passing by the bar-room and the general store-room for the eatables. Here the scene was frightful and appalling-demijohns, decanters, bottles, all smashed, and ale, porter, wine, rum, whisky, and brandy, were mingled and mixed, and gave old Neptune such a surfeit of grog as he seldom ever swallowed before; and the more he drank, the more outrageous he seemed to become. Barrels of flour, tea, coffee. candles, and soap, were bubbling and boilsmashed to pieces, as in the grand saloon, and nearly the whole of the crockery-ware idly, with the rolling of the vessel, from

side to side. high-rolling and dashing in the most violent manner, and drifting rapidly away to the North—the Captain on the bridge, the same number of men still at the wheel.

I now saw the darkness gather around me with feelings of great gloom and sadness. Most of the passengers went to was one, remained in the saloon all night, on the only fixed lounge, and truly a sad and dreary night it was. Perhaps at two o'clock in the morning, the gale was at its. height; still its abatement was so gradual, that a landsman could perceive little difference for many hours. The Captain never dreary night. Indeed he had scarcely left it during the whole of Thursday, and one of our passengers, Captain A. W. Schuttz, nobly stood by him, at his own request, water had found its way. The rolling of to sea. that dismal night, constantly with him on men were standing firm at the wheel, and cheering and encouraging all on duty.

ner, scraping and tearing the siles of the thing must be tried. It is resolved to throw had. As the darkness again gathered rudder cut the hawser, and the s ar was lost. We have now drifted perhaps one hundred miles to the North out of the track of vessels, and if some means cannot be devised by which our ship can be steered, it may be long before we meet with aid. Our provisions and stores cheing largely destroyed and saturated with salt water, (our only bread being now seabiscuit,) we may soon be on short allowance. But this is not our greatest alarm.

Our crew-numbering in all, including stokers and stewards, nearly four hundred the Liverpool Docks; they are now in a state of great insubordination-almost of

ship was rolling furiously. It was then which was to keep a lookout for fire, aid the Captain in any practical way, in hus composed as I ever was in my life, but I banding our stores, and quieting and as

seized an iron railing near the entrance to vent him from being annoyed by every Sabbath morning the sea was comparathe saloon and opposite the smoke-pipe, and one running to him, while so intently oc- tively calin, and the weather fine. As soon the immense saloun to the other, and catch- tons weight, and a huge tallow cask, from pieces, more and more every time they iron vessel, is most frightful; by this dashwould be killed, or seriously maimed. The many aching hearts and sleepless eyes. rolling of the vessel was so rapid, that to There were on board a number of clergyhappily saved the ladies; and the rolling of encourage, and keep calm the passengers

broken, very severe bruises from head to abated, but the sea was still rolling with foot being the only injuries received. Hus- our ship in the trough-resting now in a dren, and all as soon as possible were taken | without rudder, our chief hope now lies in to their state-rooms, as the safest place; having some vessel in sight, as our greatest parties themselves, when the ship's surgeon time, three hundred miles. The sun shines

scene, as I did, it is most extraordinary that which he hopes to be able to steer the a large number were not instantly killed. ship; he passes an immense cable chain of this most unfortunate voyage; and a round the rudder below the water; one Committee was appointed to prepare suitaterrible violence; the furniture of the sa- end of this chain is brought up around the ble resolutions, to be submitted to another loon, including a heavy stove and large stern of the vessel on each side by means of meeting before making port. marble-top table, other tables, lounges, and a pully fastened to each end, by which he chairs, still dashing across with great vio-lence; and to heighten the consternation, the chain, with great efforts, it is an utter a gentleman attempting to cross the saloon failure, as far as steering is concerned, but it was dashed against one of the immense answered a valuable purpose in preventing gers is called, and the committee submit mirrors, which fell on the floor, breaking the rudder from stretching the lines when in into a thousand pieces, and severely cutting motion; and it also had the effect of satisthe gentleman, as well as injuring one or fying the passengers that efforts were maktwo others on the opposite side of the ing to steer the ship, and I think this was saloon. The deck immediately below the the design of the Captain. Thus far all the grand saloon was in an unfinished state, and efforts of the Captain, however, and his enof course unoccupied. A large amount of gineers, to repair the steering apparatus and render the ship manageable, utterly

American Civil Engineer, Mr. Hamilton storm, and bringing us at last safely out of E. Towle, of New-Hampshire. He had our danger. anxiously examined the condition of the whole time of our peril, had rendered most ished. important aid, went to the Captain and told "We call particular attention to the baling in a cauldron which left all the wild thought he had a plan which would render her paddle wheels, the position of the boats witch-work of Macbeth in the shade. In the boat manageable, and asked if he would the insecure and most perilous character of the dining-room, tables and chairs were tell him; he treated the matter lightly, and her internal fittings, and the careless way declined. On being further pressed, how-ever, he consented to see Mr. Towle. The carelessness, in fact, a large portion of our utterly destroyed, the fragments flying rap- Captain listened to his explanations and luggage has been most recklessly and utterplans, and at once thought them practically destroyed.
ble. and placed a gang of firemen at Mr. "3. That we desire to express our satisthe scene now presented. There lay Sunday morning, that he might start his great mesure attributable. the huge monster, in the trough of the sea engine as soon as he pleased, with the most

officer, who was said to be sick, but who I what I, myself, afterwards heard the Captain, and desired to avoid the magnanimity to acknowledge the value of the assisted Captain Walker, until all responsibility in regard to results,) and of Mr. Towle's services, but were deter the ship was enabled again to proceed. mined not to appear dependent on a Yankee for rendering the ship manageable and saving the passengers. The fact, however, Mr. Towle be provided, and presented to remains, deny or evade it as they may, Mr. him by the passengers. their state-rooms for safety, but not for Towle did repair the rudder, so as to bring us rest; a considerable number, of whom I to port; while the Captain and his engineer demn, in the strongest terms, the confusion labored, without the slightest success, for nearly two days. During the whole of Saturday the weather was comparatively pleasant. But we have been grieved by the waste and another disaster, so far as the passengers wanton destruction which we have witare concerned, is now discovered. Most of nessed. the baggage was left, by order, on a lower left the bridge during the whole of that | deck, in a large compartment, probably, the gravest possible censure, we respectsixty feet square, through which we en- fully urge that the Board of Trade should

(his first officer not being on duty,) during the vessel dashed this mass of baggage trunks, boxes, portmanteaus, drinking-cans, the bridge, or going to learn and report hat boxes, and all such articles of luggage the state of the barometer, and see that the as may be supposed incident to about four hundred passengers—with great violence from side to side, of the immense compart-On the morning of Friday, the 13th, ment, and smashed everything to pieces. everything still looked wild and dismal. I The water mingling with the mass, it was rewas on deck as soon as it was light. The duced to a perfect pulp-ladies' elegant donkey engines are all at work pumping dresses torn to tatters, so that identity was on the water which through port holes and impossible; jewels and gold, enviable quanon the Great Eastern be tendered to the in various ways has made its way into the titles of which were among the lugship, in some compartments to the depth gage, were scattered among the debris. of five feet. The very sound of its rush. Such a scene of utter destruction I never ing through the ship is frightful. The saw. Many of the passengers had lost men are kept at the wheel, although the every article of their clothing, except what Captain now knows the rudder is broken, was on them. Some of the ladies having wheel! they are exerting every effort, but and their presence there is of no use; but been long absent from their homes had they are kept there to prevent fright among wardrobes of great value. But the loss the passengers. The captain and some of tell heaviest on the poor steerage passenhis officers and engineers consult; some- gers, many of whom lost everything they overboard a large spar, heavily loaded with around us, while we were drifting at the

iron, fastened to a large hawser, and en- rate of some two miles an hour, to the deavor to steer by this. A spar weighing South, with no immediate prospect of four tons is prepared and thrown overgaining the control of the ship, a very great board, with great difficulty; but it is an seriousness and deep anxiety pervaded entire failure, and soon the flapping of the the passengers. We still clung to the hope of sighting a friendly sail; and as darkness came on us we threw up rockets and burned blue lights. At nine o'clock a very solemn religious exercise was held in the grandsa-loon, when many earnest prayers from many hearts went up to the Father of Mercies, that

he would send us deliverance in some way. Just as the service closed, as if God had answered, even while we were yet speaking, Thursday and Thursday night the passengers the sweetest sound I ever heard, rang suffered almost as much, and were in althrough the saloon-"A sail, a sail." rushed on deck, and then running up, close rushed on deck, and then running up, close vious gale. So anxious were those on by us, was a little brig, of about one hundred shore for her safety, and so many fears were -is composed of the very offscouring of and fifty tons burden. If it was a weakness, entertained, that a strong appeal was made -I coufess to this weakness-I wept for to Captain Seymour, of Queenstown, agent very joy. Our Captain bailed him, "What is for the steamer Edinburgh, then in the mutiny. The engines being stopped, all the stokers are idle, and a determination has already been formed by these and the crew, to take all the boats and save themselves. Should we come into such themselves. Should we come into such the boats are the boats and save the prompt answers. An indescribable the complication of the steamer Eamourgn, then in the bright in passing inrough another part of the saloon.

An elegant piano occupied a nich in the ladies real appropriate places through the saloon; large and elegant chandeliers hung from the ceiling. In short, there was a gorgeous would do. Our circumstances are, therefore, in every view deadly solement than the company that the control of the passing into such part and street planes and into such period and street planes. Should we come into such period and generous complete and generous complete, and detained the Edin-burgh until, Friday, morning. The gale prompt answer. An indescribable period and generous complete, and detained the Edin-burgh until, Friday, morning. The gale prompt answer. An indescribable period and generous capacity the same promptly complied, and detained the Edin-burgh until, Friday, morning. The gale every the great the noble and generous capacity the same promptly complied, and detained the Edin-burgh until, Friday, morning. The gale every the same would do. Our circumstances are, therefore in every view deadly soleme that the saloon, the saloon is the saloon of the passing that the saloon is the saloon of the saloon is the saloon of the saloon is the saloon of the saloon of the saloon is the saloon of the saloon magnificence about this grand saloon that magnificence about this grand saloon that there are no wild demonstrations of alarm. It is an angel of mercy, by our side. tress; but then she lay like a thing of life; During that day many more of the pas a large number of ladies and, children were With few exceptions, the ladies behaved We felt that we were not alone in the midst all that remained, left the ship, and on Sun if they could not save us, could at least carry the Queenstown harbor.
to our friends the sad news, as to when and Thus ended the most disastrous trip "the

felt that our situation was becoming every sisting the passengers, and communified since our disaster commenced, slept moment in the highest degree critical. I cating with the Captain so as to pre-till morning.

almost at the same instant a tremendous cupied on the deck of his ship. This day sea strikes the ship, dashing her over at an angle of at least forty-five degrees, and all a ray of hope. A little before dark, we life-preserver; and as I looked at her I the women and children in the saloon were were thrown into the greatest consternation, could not refrain my tears. Operations dashed with great violence from one side of by the dashing of a chain cable of many still seemed to be going on with the cablechains with the view of steering; but I ing at the tables and lounges. Those were side to side of the vessel, as she rolled still believed it is merely to keep the passengers all torn loose from their very slight fasten- in the most frightful manner. Indeed the quiet, and to have some pretence to fall ings, and dashed from side to side with the noise produced by the dashing of heavy back upon in case Mr. Towle's plan succeedliving mass, crashing and wrecking in substances against the sides of our empty ed, so that the Captain might not appear to be entirely dependent on an American. Durcrossed the saloon. The scene was fright ing, several holes were made in the sides ing the day three religious services were ful in the extreme. I stood appalled, re- of the vessel, but happily above the water conducted. The morning service was asconducted. The morning service was asally expecting that every one in the saloon line. During this dreary night there were signed to myself, and I never preached to an audience who listened with greater interest; most of the ladies being seated on the carrender assistance was utterly impossible. men of different denominations, and prayers pet on the floor. Between five and six o'-After the living mass, with the broken fur- were offered in the grand parlor, two or clock P. M., one screw engine was put in niture, had been dashed across the saloon three times daily, which tended much to motion; our ship answered promptly to the three or four times, I sprang to extricate, if cheer and encourage the passengers helm. We turned and headed for Queenspossible, two ladies from what seemed cer- Though I learned the Captain often cursed town, steaming away at the rate of seven tain death, and was thrown with great vio- the ministers in speaking of their prayers miles an hour, which, before morning was lence against he smoke-pipe, bruising me and religious services, I believe no class of gradually increased to about nine miles per severely, and spraining one of my wrists. I men on board did half as much to cheer, hour. Every face was then lit up with joy; and our evening service conducted by the Rev. Dr. Patton, of New-York City, was one of unfeigned thanksgiving, for our deliverance.

Monday morning was calm and beautiful and we are ploughing rapidly toward bands and fathers now came rushing to the South-west direction, and slowly gaining Queenstown. At ten A. M., to our great saloon to the relief of their wives and chil- some of what we yesterday lost. Being joy, we met the Persia, which left Liverpool, four days after we did. She sees our distress, comes toward us, and we speak to and, to the astonishment of all, even the distance from land has not exceeded, at any ther; but as we need no assistance, she soon turns away again, on her course to came to examine the wounded, although out cheerfully. Although our situation is New-York-carrying to anxious friends, more than twenty-five were injured, not sad and gloomy, the countenances of the pas- the news of our safety. In the evening we had a meeting of the passengers in the broken bones. To one witnessing the whole | Captain Walker is trying a plan by grand saloon, to determine on some expression of our views in regard to the incidents

Early on Tuesday we are in sight of land, and early in the afternoon we are approaching Queenstown, and boats are comng to us. Another meeting of the passonthe following resolutions, which were unanimously adopted, with the exception of one or two to which there was one or two n'egatives :

"The following resolutions were passed at a general meeting of the passengers of the Great Eastern, held on her return to port, 17th of September, 1861: "Resolved 1. That we recognise with

gratitude the kind care of Almighty God, There was on board, as a passenger, an in protecting us during the peril of the

"2. That, we feel it to be our imperative rudder, and conceiving a plan by which he duty to state that the Great Eastern was believed the boat could be steered, went to sea thoroughly unprepared to face his room and drew it on paper, and ex- the storms which every one must expect to plained it to some gentlemen on board, meet in crossing the Atlantic; and that, if They urged him to communicate with the it had not been for the extraordinary Captain on the subject. He felt great del- strength of the hull, and the skill which icacy about doing so, and declined. One of our passengers, however, Captain A. H. vessel and its engines, in all human proba-Schultz, of New-York, who, during the bility every soul on board would have per-

him there was a gentleman on board who lasting of the Great Eastern, the state of

. I now made my way on deck, at the risk Towle's disposal, and furnished him with faction with the conduct of the Captain, of my life, and there lying in the recess such chains as he required. Mr. T. stripped especially since the occurrence of the disasat the head of the stairs was the cook, who and went to work, and continued his unin- ter which overtook the ship, which has been had been dashed across the deck with great terrupted, personal efforts and supervision, marked by a high degree of courage, fer-violence, against a stanchion, and broke his for more than twelve hours, when his efleg in three places. No tongue or pen can forts were crowned with perfect success, and verence, and nautical skill, to which the describe the awful sublimity and terror of he reported to the Captain, before daylight, safety of the ship and passengers are in a

"4. That we would also acknowledge, with -rudder and paddle-wheels gone, the wind | perfect confidence that his rudder would | deep thankfulness, the sense we entertain blowing a perfect gale, and waves mountain work. For some cause, however, the Cap- of the valuable scientific suggestions of one tain did not put his engine in motion for of the cabin passengers, Mr. Hamilton E. more than twelve hours afterwards, but continued to work with his chains. Why this Engineer, made in order to repair the inevery officer at his place, (except the first | delay, it would be difficult to tell; from juries sustained by the steering apparatus "5. That some suitable testimonial of our appreciation of the skill and services of

"6. That we regret being obliged to conand mismanagement evident in every arrangement relating to the comfort and convenience of passengers of all classes, and

"7. That feeling that there is ground for

"8. The names of the Committee appointed to protect and consider the interests of the passengers, are-Benjamin F. Angel New-York; Thomas B. Forward, Liverpool; Montgomery Gills, New-York; D. V. M'Lean, Easton, Pa.; Cecil Mortimer, London; Jamas Phelan, Paris; and Cornelius Walford, London. "9. That the unanimous and heartfelt

Captain of the brig Magnet, of Halifax, Nova Scotia, for his ready response to our appeal to stand by us in distress, on the night of Saturday, the 14th inst., and the following day."

Between four and five o'clock P. M. on Tuesday, September 17th, we came to anchor in the outer bay at Queenstown, to the inexpressible joy of all the passengers many of whom immediately left the ship in tenders, which were already alongside Pilots were present, and the tide served but the Captain, for some reason, would not go into the inner harbor. The next day I went on shore, but left my baggage, as the Captain assured us he would come in by the next tide. He did not, however, and the wind increasing, all communication with the ship was cut off during the whole of Wednesday, the 18th. On Thursday the gale became so severe that, fearing to be driven on shore, to the great grief and consternation of the passengers still on board, the Captain put to sea, and went out some twenty miles; and during most of most as much danger as during the pre

sengers went on shore; and on Saturday day morning she was safely anchored inside

Great Unfortunate" has yet made." The

avoided, in the existing condition of the 40,000. ship when encountering such a gale, may be considered doubtful. I feel constrained, however, to confess my own deep and solemn conviction, and the same I know is the conviction of a very large portion of the passengers, who are not either interested in the ship, or particular personal friends of Captain Walker, that the disaster could have heen avoided if the Captain had, early in the day on the 12th; before the gale had become severe, materially diminished the speed of the vessel, and turned her bow to the wind. This could have been done with perfect ease at an early stage of the terrific gale. The temptations were very strong to induce Captain Walker, to keep her at full speed on her direct course. The New-York, a new steamer, was to have left Liverpool the day after the Great Eastern Her tonnage is 2,560, and 550 horse power. She was reported to have made a good horse power. It was known that she had taken in coal of an extra quality, and it was presumed would do her best. This was Captain Walker's first voyage in the half cair. Great Eastern. Should she make an un-commonly quick passage, it would establish his own reputation as well as that of the ship. But though a stranger to his ship, to his officers and his crew-made up of the very dregs of Liverpool-and to the capabilities of the ship, he kept her on her course at very nearly the speed of the last fair day-both engines working until the gale became so severe that the ship was obviously in danger; then, he attempted to turn her head to the wind, but it was too late. The leverage on the rudder was terrible, and when sixteen men were placed at the wheel, in such a gale, the boat at fulls speed, a crash of the paddle wheels, the engines or the rudder, ought to have seemed

seaman, the history of this case shows that Captain Walker was not the man for the. place; and it will be long before he canregain the confidence of the public as the commander of any ship, and probably never as the commander of the Great Eastern. None of the qualities of a high-toned gentleman were displayed by Captain Walker, but their absence was painfully felt, by

can never receive the confidence and respect of the public. As to the ship herself, this disaster has proved her hull and her engines to be unsurpassed by any thing affoat; and if her rudder-post is made at least two feet in diameter-her paddle wheels twice as strong as before, and all her interior fitted up and

the exhibition of coarser qualities, which

Germans in the United States.—It is estimated, though we think too largely, that his country is 5,000,000. More th ans, though many having been designated with State Churches, now give but little attention to religious matters. They had suppasses all other intuminating offs now in market. It will burn in all styles of coal oil lamps, is per fectly safe, and tree from all offensive odor. Manufactures of the safe by are Protestants, mostly nominally Lutherin this free country their infidelity will be greatly diminished. The Baptists have Brethren, and other denominations have some representatives among them. The some representatives among them. The Methodist Episcopal Church has 311 churches valued at \$507,460, with about 20,000 members and probably 100,000

And Length in arms

J. P. WILLIAMS, 114 Smithfield Street, Pittsburgh, HAS FOR SALE A Choice Selection

Presbyterian Board of Publication, DURING JULY, 1861:

Family Grocer and Tea Dealer,

(A few doors above his old stand,) And having largely increased his stock by recent purch now offers to the public the most extensive and complete sortment to be found in this city, of CHOICE FAMILY GROCERIES,

sing. Office at Bates & Johnson's old stand, 75 Smithfield Street, Pittsburgh. Pa. N. B.—This GUM CEMENT is unequalled as a paint for fetal Roofs, lasting twice as long, and cheaper than common aint; also as a paint to prevent dampnessin Brick Walls. dec3-ty WM. JOHNSON ...JAMES S. M'CORI OHN D. M'CORD.....

MANUFACTURERS AND DEALERS IN Hats, Caps, and Straw Goods. fastened in a proper manner, she may yet be the Queen of the Ocean. A PASSENGER. 131 Wood Street, Pitts but Sh. WHOLESALE AND RETAIL, Have now on hand for Spring sales, as large and complete an assortment of Goods as can be found in any of the Eastern cities, consisting of Fur, Silk, and Wool Hats,

46 North Forth Street.

STOUS.

PRESENT POPULATION.

AGRICULTURAL PRODUCTS.

the past year exceeded 1,500,000 tons. The wheat crop

FERTILITY OF THE SOIL.

Nowhere can the industrious farmer secure such im

TO ACTUAL CULTIVATORS. To local

\$30,000,000. In 1850, the population of the forty-nine

counties through which it passes was only 335,598; since (which 479,293 have been added) making the

EVIDENCES OF PROSPERITY

EDUCATION

Mechanics and workingmen will find the free school system oncouraged by the State, and endowed with a

large revenue for the support of schools. Their chil-

ised shall be fenced and cultivated,

each and every years for five years from the day of sale, so that at the end of five years, one half shall

be fenced and under cultivation.

J. W. FOSTER, Land Commissioner,

CARDEN STATE OF THE WEST

THE ILLINOIS CENTRAL RAILROAD CO., HAVE FOR SALE

1.200,000 ACRES OF RICH FARMING LANDS.

MECHANICS, FARMERS & WORKING MEN.

which, as they will perceive, will enable them, by pro-

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unication with the Eastern and Southern markets.

quently every day decrease.

on application to

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THE STATE DEST.

These lanes are contiguous to a railroad 700 miles in length, which connects with other roads, and naviga-

ILLINOIS CENTRAL BAILEOAD COMPANY, in ten years.

In Tracts of Forty Acres and upward, on Long Credit and at Low Prices.

THE attention of the enterprising and industrious portion of the community is directed to the following \$68,025 persons having been added since 1850, making

per energy, perseverence and industry, to provide com-fortable homes for themselves and families, with, com-those of any other State. The Products sent out during

No State in the Valley of the Mississippi offers so great corn crop yields not less than 140,960,000 bushels.

tions of climate and soil so admirably combine to promediate results for his labor as upon these prairie soils, duce those two great staples, Com and Whear, as the they being composed of a deep, rich loam, the fertility

Of the State lies within the zone of the cotton regions, Since 1854, the Company have sold 1,300,000 acres.

wn le the soil is admirably adapted to the growth of They sell only to actual cultivators, and every contract tobacco and hemp; and the wheat is worth from fifteen contains an agreement to cultivate. The road has to twenty cents more per bushel than that raised been constructed through these lands at an expense of

The deep rich loam of the prairies is cultivated with whole population \$14,591—a gain of 143 periodate.

and Middle States are moving to Illinois in great numbers. The area of Illinois is about equal to that of England; and the soil is so rich that it will support stated that 600,000 tons of freight, including 8,600,000 twenty millions of people.

APPINCATION OF CAPITAL.

Thus far, capital and labor have been applied to dethe Great Western Empire.

The prosperity of the leading State in

Thus far, capital and labor have been applied to developing the soil; the great resources of this State in coal and from are a mest untouched. The invariable rule that the mechanical dris flourish best where food and fuel are cheapest, will follow at an early day in Illinois, and in the course of the next ten years the natural laws and necessities of the case warrant the belief that at least the relative expense of subduing prairie land as come at least five hundred thousand people will be engaged of the former. The terms of side for the bulkforthesis in an example of the former. The terms of side for the bulkforthesis in the case warrant the manufacturing emissions and several contents of the former.

at least two hundred thousand people will be engaged of the former. The terms of sale for the bulk of these in the Saids of Lines in 1411ous manufacturing employments.

RAILHOAD CESTEM OF ILLINOIS.

Over \$100,000,000 of private capital have been expended on the railroad system of Illines. Inasmuch as part of the moone from several of these works, with a valuable public hind in lands; go to diminish the State Expenses, the rains are known, and must; consecutively purchased shall be fenced and cultivated.

The State Debt is only \$10,106,398:14, and within the TWENTY PER CENT. WILL BE DEDUCTED

The State Debt is only \$10,100,000.14, and winding and 1. W.E.N.2.Y. F.E.L. CERT. WILL BE DEDUCTED last three-years has been reduced \$2,959,746.80; and from the valuation for cash, except the same should be at six dollars per acre, when the cash price will be dive dollars.

Pamphlets descriptive of the lands, soil; climate, productions, prices, and terms of payment, can be had

For the inames of the Towns, Villages and Cities situated upon the interest and Cities situated upon the interest and control Bullroad, scorpages 188, 189 & 190 App. Interest and the interest of the control of the co

66 MHEY GO RIGHT TO THE and of the losses in every way, \$250,000 attendants upon their preaching in the will not indemnify the Common of Gerwill not indemnify the Company. Whether this terrible disaster could have been avoided, in the country and the country way, \$250,000 attendants upon their preaching in the number of German language. The number of German language in the field is said to be about avoided, in the country way, \$250,000 attendants upon their preaching in the number of German language.

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