

[From the Fayetteville Observer.]  
**ANOTHER AWFUL CALAMITY.**  
The mail from Wilmington yesterday, brought us the following letter, and slip from the office of the Advertiser, containing the particulars of the loss of another splendid steam packet, with nearly two hundred human beings! It is possible, (would that we could say it is probable,) that some of them may have been rescued by some passing vessel; but the chances are again yet such a hope. Among those whose fate yet hangs by this slender hope, is Judge John A. Cameron, formerly of this place, and now of Florida. A very numerous circle of relatives and friends, not only in North Carolina, but at the North and the South, are deeply interested in his fate. If each one of the 200 have as many anxious hearts praying for his safety, how wide spread must be the distress produced by this calamity!

**LETTER TO THE EDITOR,** dated Wilmington, June 18.  
Our town has just been much excited by the arrival of the mate or second captain of the steam packet Pulaski, which left Charleston for Baltimore on the morning of Thursday last, with rising 200 passengers and crew. He reports, that on Thursday night about 11 o'clock 35 miles from Cape Fear, she collapsed her boilers. That out of her whole number of passengers and crew, but SIXTEEN were saved! Tow ladies only were saved and one of them with an infant lashed to its mother's bosom! Among the passengers were Judge John A. Cameron. We are sending out carriages to bring the survivors to town—Judge C. not among the number. I have just seen the 2d captain, who says that the steamer's two boats left the wreck about day-light on Friday A. M., with 21 persons, 5 of whom were lost in landing. When he left the boat there were many alive on board, whose cries were heard until distance prevented. Their only chance is, that on Friday the wreck may have been fallen in with by some vessel or other boat, and so some more lives be saved. The gale of Saturday night and yesterday must have torn the steamer to pieces.

The U. S. Steamer Enterprise was sunk yesterday during the gale. Two negroes are supposed to be lost. She was lying near the Jetties below town.

Office of the Wilmington Advertiser,  
June 18, 1838.

**HEART-RENDING CATASTROPHE.**  
**LOSS OF THE STEAM-PACKET PULASKI.**

With a crew of 37, and 150 or 160 passengers.

On Thursday the 14th inst. the Steamer Pulaski, Capt. Dubois, left Charleston for Baltimore, with about 150 passengers, of whom about fifty were ladies.

At about 11 o'clock on the same night while off the North Carolina coast, say 30 miles from land, weather moderate and night dark—the starboard boiler exploded and the vessel was lost, with all the passengers and crew except those whose names are enumerated among the saved in the list to be found below.

We have gathered the following facts from the 1st mate, Mr. Hibberd, who had charge of the boat at the time. Mr. Hibberd states that at 10 o'clock at night he was called to the command of the boat, and that he was pacing the promenade deck in front of the Steerage-house. That he found himself shortly after upon the main deck, lying between the mast and side of the boat. That upon the return of consciousness, he had a confused idea of having heard an explosion, something like that of gunpowder, immediately before he discovered himself in his then situation.—He was induced, therefore to rise and walk aft, where he discovered that the boats midship was blown entirely to pieces; that the head of the starboard boiler was blown out, and the top torn open; that the timbers and plank on the starboard side were forced asunder, and the boat took in water whenever she rolled in that direction. He became immediately aware of the horrors of their situation, and the danger of letting the passengers know that the boat was sinking before lowering the small boats. He proceeded therefore to do this. Upon dropping the boat, he was asked his object and he replied that it was to pass around the steamer to ascertain her condition. Before doing this, however, he took in a couple of men. He ordered the other boats to be lowered and two were shortly put into the water, but they lacked so much in consequence of their being exposed to the sun, that one of them sunk after a fruitless attempt to bail her.

He had in the interim taken several from the water until the number made ten. In the other boat about there were eleven. While they were making a fruitless attempt to bail the small boat, the Pulaski went down with a dreadful crash—in about 45 minutes after the explosion.—Both boats now insisted upon Mr. Hibberd's directing their course to the shore but he resisted their remonstrances, replying that he would not abandon the spot until daylight. At about 3 o'clock in the morning, they started in the midst of the wailing of the helpless beings, who were floating around in every direction, upon pieces of the wreck, to seek land which was about thirty miles distant. After pulling about 13 hours, the persons in both boats became tired and insisted that Mr. Hibberd should land; this he opposed, thinking it safest to proceed along the coast, and to enter some one of its numerous inlets, but he was at length forced to yield to the general desire, and to attempt a landing upon the beach a little East of Stump Inlet. He advised Mr. Cooper, of Ga., who had command of the other boat & a couple of ladies with two children under his charge, to wait until his boat had first landed as he apprehended much danger in the attempt & should they succeed, they might assist him. There were 11 persons in the mate's boat (having taken two black women from Mr. Cooper's.) Of these, two passengers and one of the crew and the two negro women were drowned, and six gained the shore. After waiting for a signal, which he received from the mate, Mr. Cooper and his companions landed in about three hours after the first boat in safety. They then proceeded a short distance across Stump Sound, to Mr. Reed's of Onslow county, where they remained from Friday until Sunday morning, and then started for Wilmington. The mate and two passengers reached here this morning (18th June) about 9 o'clock.

Thus we have hurriedly sketched the most painful catastrophe that has ever occurred upon the American coast.—Youth, age, and infancy have been cut off in a single night, and found a common death under the same billow.

We have never seen a deeper sensation pervade our community than the reception of this intelligence has produced. The profoundest sympathy is engraved upon every countenance, and all wear the aspect of those sorrowing for their own dead. We feel assured that all felt anxious solicitude to alleviate the distress of those unfortunate survivors who may come among us. Vehicles have already been sent out to bring them into our town, and provisions made for their reception.

**Passengers who left Charleston.**

Mrs. Nightingale and servant, Mrs. Fraser and child, Mrs. Wilkins and child, Mrs. Mackay, child and servant, Miss A. Parkman, Miss C. Parkman, Miss T. Parkman, Mrs. Hutchison, two children and servant, Mrs. Lamar Miss R. Lamar, Miss M. Lamar, Miss R. S. Lamar, Miss E. Lamar, Mrs. Dunham, Mrs. Cumming and servant, Mrs. Stewart and servant, Mrs. Wort, Mrs. Taylor, Miss Wagner child and servant, Miss Drayton, Mrs. Pringle and child, Miss Pringle & nurse, Mrs. Murray, Miss Murray, Mrs. Britt, Miss Head, Mrs. Rutledge, Miss Rutledge, Miss Rutledge Mrs. H. S. Ball, nurse child and servant, Miss Trappier, Mrs. Longworth, Mrs. Eddings, and child, Miss Mikell, Mrs. Coy and child, Miss Clarke Mrs. B. F. Smith, Mrs. N. Smith, Mrs. Gregory, Mrs. Davis, Mrs. Hubbard, Mrs. Merritt, Miss Greenwood, Gen. Heath, Col. Dunham, Maj. Twigg, Judge Cameron, Rev. E. Crotts, Rev. Mr. Murray, Dr. Stewart, Dr. Cumming, Dr. Wilkins, Messrs. S. B. Parkman, G. B. Lamar, C. Lamar, W. Lamar, R. Hutchinson, R. Brower, L. Livermore, B. W. Fosdick, H. Eldridge, C. Ward, G. Huntington, J. H. Cooper, H. B. Nichols, L. Bird, A. Lovejoy, W. W. Foster, J. E. Wort, C. Hodson, W. A. Stewart, D. Ash, A. Hamilton, S. Miller, R. W. Pooler, R. W. Pooler, Jr., W. C. N. Swift, A. Burns, H. N. Carter, Pringle, Rutledge, H. S. Ball, Longworth, F. McRae, T. B. Rowand, Eddings, R. Seabrook, S. Keith, G. W. Coy, T. Whaley, W. Whaley, O. Gregory, N. Smith, B. F. Smith, G. Y. Davis, R. D. Walker, E. W. James, Hubbard, J. Auze, Bennett, Clifton, Merritt, Greenwood, Evans, Freeman, Judge Rochester, and T. Lamar.

**Passengers saved in the two yachts.**

Mrs. Nightingale, Servant and child, of Cumberland Island,  
Mrs. W. Fraser and child, St. Simons, Ga.  
J. H. Cooper, Glynn, Geo.  
J. W. Pooler, Savannah, Geo.  
Capt. Pooler, Sen.  
Wm. Robeson, Savannah, Geo.  
Elias N. Barney, N. Carolina

Solomon.  
Mr. Hibbert, 1st mate Pulaski.  
W. C. N. Swift, New Bedford.  
Z. A. Zuchtberg, Munich.  
Charles, B. Tappan, N. York,  
Gideon West, N. Bedford, Boatswain  
B. Brown, of Norfolk, Steward.  
**Passengers drowned in landing.**  
Mr. Bird, of Bryan Co Geo,  
An old gentleman from Buffalo, N. Y. and recently from Pensacola.  
A young man, name unknown.  
Jenny, a colored woman.  
Priscilla, a colored woman, Stewardess.

**From the Rochester Democrat of June 4**  
**ANOTHER STEAMBOAT OUTRAGE.**

The steamboat Telegraph fired in to by a body of armed men at Brockville. We fear that a crisis is approaching which will throw our frontier into the whirlpool of strife, for it is impossible that outrages so glaring as are continually being perpetrated on the lakes, can long be tamely borne by either nation. The destruction of the Caroline, alone, was sufficient to have endangered the tranquility of the two countries; and nothing but mutual forbearance could have subdued the fearful storm which gathered beneath the smoke of the Robert Peel, but we know not whether any thing but the interposition of Divine providence, can keep the sword sheathed, now that another outrage has been perpetrated by indiscreet and wilfully malicious men.

The facts of this last act, as we gather them from the captain of the Telegraph, are substantially as follows.

The Telegraph left Oswego at 6 o'clock on Saturday evening—touched at Prescott as usual—and reached Brockville about 9.—Here she landed at the lower dock—took on board and landed a number of passengers—received the visits and insults of an unarmed mob, who ransacked the cabins, and otherwise evinced a turbulent disposition—and was moving past the upper wharf, when she was hailed and commanded to 'come to.' The captain supposing there were passengers in waiting stopped the engine, and dropped down to within 20 feet of the dock, but, apprehensive that all was not right, he told the passengers to come on board in the small boat. But this would not satisfy the crowd, who insisted upon the boat's coming up to the dock.

After a few words had passed, the captain peremptorily refused to land, set the engine in motion, and moved off. Immediately upon this and while the boat was within a few feet of the wharf about twenty muskets were fired, and FOUR OF THE BALLS ENTERED THE LADIES' CABIN! One passed within a few inches of the chambermaid, and two struck very near the captain.

It is said that the men who fired the guns were the guard called out by the public authorities! If so, the outrage is tenfold more aggravated, and may lead to tenfold more serious consequences! If the perpetrators are demanded by our government, they will not, of course, be delivered up. In that case our government cannot, consistently with its dignity, give up the wretches who destroyed the Sir Robert Peel, and thus a collision may be made inevitably.

But we hope that they were not in the service of the government, or if they were, that they did not act in accordance with the command of an officer.—Indeed, we will not, for a moment, harbor the thought, that it was aught less than a gross unauthorized act, if the Colonial Government will be as prompt to repudiate as our government will be that of the destruction of the Sir Robert Peel.—Those on board of the Telegraph supposed that the object in commanding her to land was to destroy her; and attributed her escape from such a catastrophe to her landing at the lower wharf, where the body of men were not assembled. But we believe such an object to be erroneous.

The fact however, that she was fired into, the lives of those on board endangered, and an insult offered to the American flag, is enough to alarm every one for the consequences. Something efficient must be done to prevent a repetition of these outrages, or (it is folly to disguise it) war will ensue.

**Another Steamboat Burnt.**—The Cincinnati Whig, of June 8th, says, we learn that the steamboat Conqueror, which left Cincinnati on Monday last was burnt to the waters edge at Maysville on Monday night, whilst lying at the wharf. No lives lost. No further particulars.

**AWFUL STEAMBOAT EXPLOSION.**  
140 Lives Lost!!

The heart rending account which we publish in this paper, of the destruction of the steam boat Pulaski, involving the loss of almost 200 souls, will enlist the sympathies of the Union; but alas! such a catastrophe as this defies even the alleviation of friendship. This is the third or fourth accident of the kind which has occurred the present year, and nearly 500 lives have been sacrificed to the carelessness or incompetency of Engineers. If these accidents are liable to occur, notwithstanding the most sedulous caution and care, why then, steam boats as a medium for the transportation of passengers, ought to be abandoned.—But, if the steam engines are entirely under the control of humane agents, and only require constant and necessary attention to secure them from accidents, then, the individuals, who have control of them, should they survive an explosion, ought to suffer the penalty of death.

We do not recognize among the names of the unfortunate passengers, any individual that we know, but Judge Cameron, formerly of Fayetteville, and more recently of Florida—a brother of the hon. Duncan Cameron, of this city—"The Fayetteville Observer," in speaking of the probability that some of the passengers may be rescued by a chance vessel, says—"Among those whose fate yet hangs by this slender hope, is Judge Cameron. A very numerous circle of relatives and friends, not only in North Carolina, but at the North and South, are deeply interested in his fate. If each one of the 200 has as many anxious hearts praying for his safety, how wide spread must be the distress produced by the calamity."

**POSTSCRIPT.**

Since the foregoing was in type, we have been favored with a slip from the Office of the Fayetteville Observer, by Express Mail, which communicates the following additional particulars:

R. Reg.  
Fayetteville June 21.

By the Wilmington mail, just arrived, we have the great gratification of learning from our attentive correspondent and by a slip from the Wilmington Advertiser Office, that 43 more of the passengers and crew of the unfortunate Pulaski have been saved, making 59 in all.

A part of the wreck, to which 23 persons clung after the boat went to pieces was fallen in with on Tuesday morning, at about 8 o'clock, by the schr. Henry Cameron, and the exhausted sufferers taken off, after having been in that situation four days and five nights, without food or water, and exposed to the broiling sun with no other covering than their night clothes. These persons having informed the Capt. of the H. C. that they had seen another part of the wreck early that morning, he bore down in the direction designated, and in about an hour fell in with and rescued seven persons, among them two ladies. The H. C. then bore away for Wilmington where she arrived the same afternoon. The unfortunate beings thus rescued from the jaws of death, were so reduced that they had to be carried on shore in the arms of the citizens whose dwellings, with noble and characteristic hospitality, were thrown open for their reception. The following are their names:

A. Lovjoy, Camden Co., Ga.  
Maj. Heath, Baltimore, Md.  
Maj. Twigg and son, Richmond Co., Ga.  
Greenwood, Augusta, Ga.  
Mr. O. Gregory, do, Mrs. Noah Smith, do.  
Miss Rebecca Lamar, do.  
Charles Lamo, Savannah, Robt. Seabrook, Edisto Island, S. C.  
Masters T. & W. Whaley 2) do.  
Mr. R. Hutchinson, Savannah, Ga.  
Mr. A. Hamilton, Augusta, Ga.  
Capt. Pearson, Baltimore, Md.  
Edings, Edisto S. C.  
Mr. C. Ward, Savannah, Chickens, 1st Engineer, E. Joseph, N. York,  
C. W. Clifton, Canton, Miss. D. Walker, and nephew Thos. Downing, Charleston.  
Warren Freeman, Macon, Ga.  
Mr. Burne, New York;  
John Cape, fireman Baltimore.—  
Freeman, Patrick and Bill, deck hands, Rhyna, a negro woman, a negro woman belonging to Dr. Stewart.

In addition to these 13 others, among them Mr. Lamer of Savannah, have floated ashore near New Inlet.—Of these the names have not been ascertained, except Mr. Lamer and the following: Samuel Bryley, Talbot County, Md. Owen Gallagher. All are said to be likely to live.

We regret not to find the name of Judge Cameron in the above list, though he may be among those not arrived at Wilmington from the new Inlet for whom carriages were yesterday despatched.

Seven persons died on one of the pieces of the wreck a day before they were fallen in with, among them the Rev. Mr. Wert, of the Episcopal Church, and lady. To such extremities had the sufferers been reduced, that the day of their deliverance had been fixed on as the fatal day to select by lot a victim to appease the cravings of hunger.

The hinder part of the stern, after the boat parted contained 50 or 60 persons, mostly women and children. The persons saved saw this go down. Of course all were lost.

Some of the persons rescued charge the accident as the result of gross negligence—the blow-cock had been left open, and the boilers emptied and hot; the frightened engineer suddenly filled them with water, and the explosion was the immediate result.

**Miseries of Indolence.**—None so little enjoy life, and are such burthens, as those who have nothing to do. The active only have the true relish of life.—He who knows not what it is to labor, knows not what it is to enjoy. Recreation is only valuable as it unbends us. The idle know nothing of it. It is exertion that renders rest delightful; and sleep sweet and undisturbed. That the happiness of life depends on the regular prosecution of some laudable purpose or lawful calling, which engages, helps, enlivens all powers, those bear witness who, after spending years in active usefulness, retire to enjoy themselves.—They are a burthen to themselves.

Rev. W. Jay.

**The only reasonable argument ever advanced against a National Bank** we find in the Richmond Whig—

"We cannot forget (says the Whig) that if the late United States Bank had leagued with Andrew Jackson, which it might have done, if it had been corrupt, the liberties of the country would have been placed in imminent peril; and remembering this, we cannot but fear that a new Bank will take warning from the fate of the old one, and will never permit any scruples of virtue, or any regard for the public welfare to endanger its existence, when it can save itself by leaguering with a corrupt Executive. True, it may be said that it is not within the range of probability that the country will ever again be cursed with rulers so profligate and abandoned, as those who now and lately bore sway; but there is a possibility of it—and against that, it is the part of wisdom and patriotism, by all means to provide."

A little argument holds good, however, against all institutions, religious or political, Christianity (vide the Inquisitor, the fires to burn martyrs, the wars innumerable on its account) has been horribly perverted at times,—but of the great good it has done, of its absolute necessity for the proper government of man, it is only the Infidel Locofocos that doubt. So government is often perverted to the worst of purposes, but the worst form of government is better than none at all. As a federal government is necessary for the salutary government of 26 Confederate States, to combine the whole in one grand Union, so a Federal Bank becomes necessary for the salutary government of the currency of the States, to produce Unity and order from confusion.

[N. Y. Express.

**More Indians in Georgia.**—The Geo. Journal says:

"A portion of the Indians that have been running at large in the upper part of Florida, have entered Georgia. They seem to have taken possession of the Chokee swamp. On the 27th and 28th of May last, a company of the Florida militia numbering between 30 and 40, encountered the Indians. The particulars of the battles which ensued, we have not learned. The few whites engaged were overpowered by a superior force, and compelled to retreat, with three of them wounded, one supposed mortally. The number of Indian warriors is supposed to be upwards of one hundred. The last battle was fought on the Suwannee, in Ware county. Maj. Hopkins of Camden has gone in pursuit of them, with a force which he has collected at a short notice."

**SUPREME COURT.**

William B. Rodman, of Beaufort county, John F. A. Millen, of Iredell; Benjamin J. Houze, of Chatham, and John B. Lord, of Salisbury, have been admitted to county court practice.

R. Register.