EDITOR AND PROPRIETOR.

WILLIAM J. VATES.

ASSOCIATE EDITOR.

CHARLOTTE, MECKLENBURG COUNTY, NORTH CAROLINA.

TUESDAY, SEPTEMBER 29, 1857.—

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estern Democrat

-Published every Tuesdayantaining the latest News, a full and accurate Report of the Markets, &c.

TERMS: For the year, if paid in advance, ... \$2 00 paid within six months, 2 50 oid after the expiration of the year, 3 00 Any person sending us five new subribers, accompanied by the advance subotion (\$10) will receive a sixth copy gra-

for one year. g subscribers and others who may wish send maney to us, can do so by mail, at

ADVERTISING.

he square of 16 lines or less, for 3 months, \$1 00 the sparre, 16 lines, or less, first insertion, \$1 00 Each subsequent insertion. Transient advertisements must be ld for in advance. Fire announcing Candidates for office. \$5 in advance.

Advertisements not marked on the minuscript for a specific time, will be inerted until forbid, and charged accordingly WILLIAM J. YATES.

Land For Sale. The subscribers offer for sale 1900 Acres of Land

In one body (one thousand of which is in woods) lying in Gaston county on both sides of the South Fork of the Catawba River, orth-west of Charlotte, and within of the line of Railroad now building atte to Lincolnton.

Also, Two Hundred Acres, one-third of which

are of cultivation. On one of the tracts there is a water power | Goldsboro'. Persons wishing to examine these Lands will be attended to by the parties at Stowesville. J. &. E. B. STOWE. Charlatte, June 2, 1857.

500 Read of Beef Cattle Wanted. Also, 500 HEAD OF Head of HOGS, And 12 or 15 No. 1 Milch Cows.

market price. Facurers will find it to their advantage to sell their Beeves, Sheep or Hogs to me can remunerate them as well if not better than it they butchered themselves. W. A. COOK.

Charlette, July 14, 1857. Town Butcher.

SHOES. BOOTS &

Just Received

SPRING & SUMMER TRADE, As fine an Assortment of Boots and Shoes

As has ever been offered to a

Southern People.

Call and see them at BOONE & COS STORE. AT Terms, CASH. March 17, 1857.

DR. R. WYSONG, Charlotte, N. C. AVING located in this place, respectfully

offers his Professional Services to the citizons of the town and vicinity. OFFICE in Springs' building. April 18th 1857. BREM & STEELE,

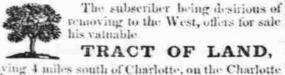
Wholesale and Retail Dealers

Dry Goods, Hardware, Hats, and Shoes, CHARLOTTE, N. C. May 5, 1857.

H. LaF. ALEXANDER, Attorney at Law, CHARLOTTE. N. C. Office over China Hall.

BALLARIE. PLANTATION





les south of Charlotte, on the Charlotte and Columbia Railroad, containing about 480 Acres-150 is in cultivation, 75 of which is fresh land,

The balance is woodland except 30 acres. On the premises is a good Dwelling House and all neces- BEE sary out-houses, a Gin-House and Screw, &c. There is an excellent Well of water in the yard. A Gold Mine has been opened on

Persons desrious of purchasing a Plantation with almost every advantage, would do well to call and examine the premises, as it is seldom that such property is offered to the public. Negroes will be taken in whole or for a part of the purchase money. I will take pleasure in showing the Land to any one desirous of purchasing. Possession given by the 1st of Janu- a special Agent to carry it on in all its

Aug. 11, 1857.

CLOTHING AT COST.

nity to obtain rare bargains out of our varied Stock of

CLOTHING and Furnishing Goods. AT NEW YORK COST.

what we have, but would request you to come and see for yourselves.

Perhaps it will be asked why we are selling off at cost? We don't do it because it is fashionable, but because we have conneeted ourselves with a large Manufacturing House at the North, to take effect

the 1st Jan., 1858; and we don't want any of our present stock on hand. So come, one and all, buy our goods at COST, pay the CASH, and help us on in our honest designs. SPRINGS & HEATH.

CITY OF MOREHEAD!!! GREAT SALE OF LOTS!!

ON THE ELEVENTH (11TR) DAY OF November next, at the City of Morehead, will be This is the new City laid off by the "Shepard's Point Land Campany," at the terminus of the Atlan ic and North Carolina Rail Road, at Beaufort Harbor, N.C., immediately at the Atlantic Ocean. The various Reports of the U. S. Coast Survey stablish the great excellencies of this Harbor, for facility of entrance, depth of water and security from wind or wave, whilst Fort Macon completely commands the entrance.

The interior communications by water and land must make this a great Commercial City. The vast productions of the fertile valleys of the Roanoke, Tar and Neuse Rivers and the commerce of those great inland seas-the Albemarle, Currituck, Craotan and Pambeo Sounds, will reach this line Harbor through Core Sound on the north, whilst Bogne Sound will bear on its bosom the agricultural products, lumber, naval stores and fine ship tim-ber of the regions lying south.

The A. & N. C. Rail Road which will be ready

for use by the first of January next, passes through the entire length of the City to its wharf in 18 feet The above are good Farming Lands, and will water at low tide, and connects with the great N. sold in lots to suit purchasets. Terms easy. C. Rail Road (of which it is a continuation) at The N. C. Rail Road, among the best in the

Umon, 223 miles long, is completed to Charlotte, where it connects through the South Carolina and Georgia Rail Roads with Atlanta and the south. west; and by its western extension, now in rapid progress, it is contemplated to reach the trade of Memphis and the Mississippi Valley by the network of all the rail ways that connect at Atlanta, Chattanooga, or with the East-Tennessee Rail

The Port of Beaufort, Chattanooga, Memphis and St. Diego in the Pacific, are about the same parallel of lattitude; and if that parallel be extended across the Pacific, it will reach Shanghai, the nearest great Port on the eastern Continent:— therefore, it the Pacific Railroad ever be construct ed (and that should be done forthwith) why may not this new City become the Atlantic mart for the Two short Railroads will connect the two great Stock. These having any for sale will do well to give me a call, as I am willing to pay the highest south of the North Carolina Radroad, with that road; and it is confidently expected that a vast coal trade will be carried on through the new city instead of butchering themselves, as I think I if so, may not Beaufort become a great coaling Port, not only for purposes of commerce, but to turnish the supplies to steamers passing so near the entrance going north and south; and may not the new city become that great "entre depot" tween the north and south, to which our able and distinguished countryman, Lieut, Maury, refers in his unrivaled Statesmanlike paper on the commerce of the Amazon, South America and the

The city of Morehead is situated on a beautiful neck of land or dry plain, almost entirely surrounded with salt water: its climate is salubrious; its sca-breeze and sea-bathing delightful; its drinking water good, and its fine chalybeate spring strongly im regnated with sulphur, will make it a pleasant

As not a for has been or will be sold until the day of sale, all will have an equal chance to get the best lots and to suit themselves. It will be the first instance of an entire new

city on the Atlantic coast being brought into market at once; and capitalists may never have again such an opportunity for good investments. for a great city must and will be built at this place.

J. M. MOREHEAD, President of Shepperd's Point Land Co.

BOOKS For Sale CHARLOTTE BOOK STORE.

THE AMERICAN SPORTSMAN: containing nints to Sportsmen, notes on shooting, and the nabits of the Game Birds and Wild Fowl of America, by LEWIS. THE GOLDEN LEGACY: a story of Life's RILLS from the FOUNTAIN OF LIFE, or Ser-

mons to Children, by Rev. R. NEWTON, D. D. THE DAISY CHAIN or Aspirations: a Family SHOEPAC RECOLLECTIONS: A Way-Side Glimpse of American Life, by WALER MARCH. KATHIE BRANDE: a Fireside History of a

Quiet Life, by HOLME LEE. HOUSEHOLD MYSTERIES, by Lizzie Pitt. EL GRINGO, or New Mexico and her People PAUL FANE, by N. P. Willis. VEVA, or the War of the Peasants and the Conscript: two interesting Romanees bound in

THE NAPOLEON DYNASTY, or the History the Bonaparte Family; an entirely new work, by the Berkley Men, with twenty-two authentic

> P. J. LOWRIE'S Book Store.

March 31, 1857.

citizens of Charlotte for the liberal patronage bestowed on his Bathing Saloon, and would respectally remind those who have not time to resort to the Springs for health, that by availing themselves of the opportunity of taking warm and cold Baths, they may derive the same benefit they would by traveling abroad at much greater expense. Those who have visited the Saloon express satisfaction at the facilities offered and

he prompt attention they receive. Gentlemen are invited to continue to patconize this health-promoting establishment, as every exertion will be made to give satisfaction. Saloon in the rear of Fullings & Co's lothing Store

July 28, 1857 Special Copartnership

IN THE SADDLE & HARNESS BUSINESS. E. H. ANDREWS & CO. have entered into the above business, and appointed R. SHAW

Various Branches. First door below Granite Row, on Tryon Street Charlotte, July 28, 1857.

The Cry is, STILL THEY COME.

Received this day another supply of fresh DRUGS, MEDICINES & CHEM-ICALS. Also, a splendid assortment of Surgical Instruments, consisting in part of Post Mortem, Trepaning and Amputating Cases, Teeth Forceps, Speculums, Enemata Sets, (entirely new style) spring and thumb Lancets. Scarificators, Cupping Glasses, and many other articles in this line of goods, all of which Prac-It is entirely unnecessary to tell you titioners of medicine and Surgery are respectfully invited to cal! and examine.

For sale at extremely short profits, at PRITCHARD'S Wholesale and Retail Drug House, Irwin's corner.

Another Supply Of the most unique and magnificent Toilet Articles, consisting in part of hair, teeth, nail, flesh, hat, cloth and other Brushes. Turkish Colognes,

Extracts. Soaps. Bohemian Pungents, Frankipane, &c., &c., hich will be sold low at Pritchard's Fancy Drug Store,

WOODLAND CREAM: WOODLAND CREAM!!

An unequalled and exquisite Pomade for the air. Just received from the manufacturers, at Pritchard's Drug and Chemical House, Irwins's corner.

Tooth Ache.

Another supply of Cummings & Flagg's NERVE ANODYNE, an instantaneous cure for the tooth ache, at PRITCHARD'S. Sole Agent for Charlotte,

Merchants



gist and Apothecary, Irwin's Corner. July 28, 1857. White Lead.

10.000 Lbs. White Lead. in oil, just received and for sale at PRITCHARD'S

Paint or Linsced Oil. 300 Gallons just received and for sale it the lowest market prices, at PRITCHARD'S Drug & Chemical Store.

VARNISHES! VARNISHES A large stock now on hand, consisting of Demon. Furniture, Copal, Coach-body, Ja pan, &c., which will be sold for cash lower han any other House in Charlotte, at H. M. PRITCHARD's Wholesale & Retail Drug Store, Aug. 18. Irwin's Corner.

Condition Powders. Farmers and others interested in fine Stock, are assured that these preparations are unsur- ever. passed as a health-giving remedy for Horses, attle, and all kinds of Sock. For sale at Pritchard's Wholesale and Retail Drug House, Irwin's Corner.

Patent Medicines. Call at PRITCHARD'S DRUG STORE rwin's Corner, for the most approved and popul r medicines of the day.

Grass Seeds!! Grass Seeds!!! A large assertment just received, comprising White Clover, Red Claver, Timothy, Millet Blue Grass, Lucerne. &c.
The above seeds are warranted to be FRESH and GENUINE. For sale at Pritchard's Wholesale & Retail Drug Hous

Aug. 25, 1857. IRWIN'S CORNER. WEST'SE LEAD. At PRITCHARD'S you can buy, for eash ure White Lead at 94 cents per lb.

Drug Store, Irwin's Corner. Another Decline In Quinine At Pritchard's Large Drug and Chemica House, Irwin's Corner.

This article may now be had at \$2 50 unice, for CASH ONLY. EXECUTOR'S SALE. Lands, Mills and Town Lots.

Pursuant to the Will of the late ANDREW HOYL, dec'd, the undersigned will sell on the remises, one mile east of Dallas, N. C., the very caluable property known as the HOYL'S MILLS AND PLANTATION The tract of Land contains about FOUR HUN DRED ACRES, and is a very productive and valuable Farm with excellent Meadow. The Mills are newly repaired, and consist of a Flour with a large custom. Sale at the Mills, on the SIXTH of OCTOBER, 1857, on nine months' time, with interest from the 1st of November. Also, will be sold on the premises in the own of Dallas, on the 27th of OCTOBER next TWO IMPROVED LOTS, now occupied by

John H. Roberts. Terms same as above. Also, a tract of 61 Acres, on Little Catawl Creek known as "Frederick's Ford." Sale the 6th of October, 1857. Terms same as pro-THOS. GRIER, Executors.

State of North Carolina, Court of Pleas and Quarter Sessions, July Term. 1857. Stewart, Houston, and

Original Covington, Attachment. Wyatt Austen.

It appearing to the satisfaction of the Couinhabitant of this State, but resides beyond others containing firemen. the limits of the same; it is therefore ord- red that publication be made for six weeks in the Western Democrat, notifying said deto be held for the county of Union, at the Court House in Monroe, on the first Monday of October next, then and there to plead. taken against him. WITNESS, J. M. Stewart, (lerk of our said

Court at office, 1st Monday of July, 1857.

J. M. STEWART, Clerk

DISASTERS AT SEA!

Thrilling Scenes. PARTICULARS OF THE LOSS OF THE STEAMER CENTRAL AMERICA We announced last week the destruction

of the steamer Central America in the gale of the 12th inst., and the loss of 500 or 600 passengers. The following are the particulars of the sad calamity:

Statement of Theodore Payne, Esq., of San Francisco, a Rescued Passenger. No more melancholy duty could have been imposed upon me than to witness the loss of the magnificent steamer Central America, which I did on the evening of Saturday, September 12.

We left Aspinwall on the afternoon of Thursday, September 3d, at 4 o'clock. We had on board the California mails to August 20, specie amounting to \$1,272,000, and about five hundred passengers, all of which were brought to Panama by the Pacific Mail Company's steamer "Sonora," with an additional amount of about \$300,000 for the English steamer.

We reached Havana on Monday, September 7th, about 4 o'clock P. M., and commenced taking in coal that evening, working all night and finishing next morning.

At half past nine o'clock on the morning of Tuesday, the 8th, we got under way .-The steamer Empire City followed at 10 o'clock, and we kept in sight of each other until sundown, after which no more was seen of the Empire City.

blew very fresh and the sea became rough. both increasing until near the morning of Wednesday, when it blew a perfect gale. Throughout Wednesday, the 9th, and the

next day Thursday, the ship behaved so well that the passengers made it a subject of comment, believing that she could and would ride out of the gale with perfect safety, but during Thursday night she labored very much, and as the morning of Drug House. Friday approached, the storm became absolutely terrific.

The storm was so violent, that the engines stopped on the morning of Friday, upon which, the Chief Engineer, Mr. Ashby, and Capt. Herndon, both rushed from their own to the engine room, to ascertain the cause. A few moments sufficed to get her under way, but not more than an hour elapsed before the engines again stopped They were again put in motion, and after working a few minutes stopped for the third time. Extraordinary efforts were now made to get up steam, by using the doors, standers, berths, etc., but the engines made only a few revolutions, then stopped for-

Serious fears were now entertained for the safety of the ship. The water in the lower hold was rapidly increasing, and no aid was to be expected from the pumps .-Buckets, tubs, pork-barrels and everything else that would hold water, was brought into requisition; means were taken to close her port holes; an examination was made for the leaks; whips for raising water were placed at the different hatches; and every possible means resorted to for her relief, but all were unavailing. The water gained on us, and continued to do so until Saturday evening, about 9 o'clock, when she went down, carrying with her about 400 passengers, the crew, the mails, and all the specie amounting, as I have before stated to \$1,-272,000. The passengers worked incessantly day and night, never thinking of rest and with a will that deserved a better fate.

About 11 o'clock in the forenoon of Saturday, we discovered a sail on our port quarter. She had seen our signals of distress, and was making for us. She reached us at half past one P. M., and proved to be the brig Marine, of 215 tons burthen, Captain Hiram Burt, loaded with molasses, from Cardenas, and bound for New York. She was also in distress, having lost her main vard, main topsail, jib-boom: and her jibs and other sails and rigging generally, were badly damaged. She passed under our stern, and her condition considered, laid as close to us as possible. To add to our distress, the waves were rolling some thirty Mill with French Burns; Corn and Saw Mill feet or more in height, and driving us further and further apart every moment.

Three of the steamer's life boats were got in readiness as soon as practicable, and all safely on board by five o'clock P. M.

The ship was now nearly full of water, and the passengers became convinced that the life boats would not hold half of them. passengers, rushed to the sides of the steam- for their own safety. The vessel gave three and was lost entirely from view. er and jumped in. Seeing that they would lurches, some passengers jumping off at After being on board the small boats in inevitably be swamped, the oarsman pushed off. We had but six boa's, and two or three of these were seriously damaged in launching. I was in the last boat that left the ship for the brig Marine, which brought that the Defendant, Wyatt Austen, is not an any of the passengers. There were two

We had just exactly one hundred persons on board the Marine, saved from the wreck, fendant to be and appear at the next Court, including the children. We are underlasting obligations to Capt. Burt and his officers as well as his crew, for the kind attention answer or demur, or final judgment will be paid us while on the Marine. Their efforts in our behalf were unceasing.

As I was about leaving the ship, Capt.

my life should be spared, which thanks rose to the surface we were nearly stifled. Snyder, during the trying circumstances of to Him who wills all for the best, I shall be The rapidity with which I was drawn tore the loss of their ship. The captain stood permitted to comply with.

Capt. Herndon was all the time at the the trying hour. His voice was always heard above the roar of the storm giving directions, and declaring his determination to go down with the ship. If he has been lost, old Ocean's depths contain no nobler. soul, no more gallant spirit.

Statement of Henry H. Childs, one of the passengers. The Central America left Havana on Tuesday, the 8th, with delightful weather, which had been the case from Aspinwall. During the afternoon a fresh breeze sprang up, and on the next morning amounted to a gale, which continued to increase through, out Wednesday, and part of the time accompanied by heavy rain. On Thursday the gale changed to a hurricane, and the sea was rolling very high. This storm continued, and on Friday, about 11 A. M. it was well known to the passengers that the vessel had sustained a leak, which threatened to fill rapidly. All hands were

of fire in the engine room, which had been quenched by the water. This gain was soon lost, and the fires again extinguished. The work of bailing went on throughout Friday evening and night, the passengers and crew keeping good hearts and hoping that with daylight

put to the pumps, in relief parties, and for

a while gained so far as to allow re-kindling

On the evening of Tuesday, the wind they would speak some vessel. About 3 P. M., on Saturday, the storn abated and a calm ensued, and this continued the hopes of all and nerved them for

the work of bailing. At 4 P. M., a sail was announced, and the steamship fired signals and displayed colors at half mast. This proved to be the brig Marine of Boston, which came up and spoke so as to receive our report, and then laid off a mile. The steamship had but three boats left, into which all the women and children were put, and transferred to the brig. Later in the evening another sail was seen fast approaching. Captain Herndon reported his condition

and asked him to lay alongside. A favorable answer was returned, but instead of approaching, the vessel passed out of sight. At 7 P. M., it was found the steamer could not hold out much longer, as a neavy sea then swept over for the first time. Life preservers were then distributed, rockets fired, and soon after the vessel went down, leaving at the mercy of the waves 400 or 450 persons. The sea was then calm and we all kept together, and cheered each other as well as the stoutest could. We thus kept together I think for two or three hours, nearly all being preserved so long, except those who could not swim at all. Exhaustion than began to overcome one after another, and I saw them going down around me. At 1 P. M., on Saturday I was nearly alone, -could hear shouts of a few survivors, but could see none. About 2 o'clock, as I reckoned, saw a vessel at a distance of a mile or less-took fresh courage and swam towards it-reached it in last efforts of exhaustion, and was drawn up by ropes. It was a Norweigan barque from Balise to Falmouth. I found on board three of my comrades, survivors, and before 9 o'clock we had 49 of them in all-which are all I know to have been

We kept near the place and in anxious watching until we believed all living had | Norfolk, Capt. Kelly, on her passage from been picked up, and then made sail, the barque being short of provisions, and the crew living on gruel. We found a little tea and coffee also.

Statement of Oliver P. Manlue.

The storm commenced shortly after we left Havana. On Friday afternoon all hands were called up to bail the vessel which continued to ship water. All went to work with buckets, barrels, &c., which was conturday 2 p. m., when the barque Marine hove in sight. All the ladies and children chief engineer left with them.

each lurch. Those who went with the first and second lurch had swam off some distance, but the great mass remained on deck until she went down, which was about a

minute or two afterwards. I had provided myself with a life preserver and a piece of spar, determined to go down with the vessel and the great mass of the passengers, all of whom stood about, bracing themselves and securing the most available articles to buoy them up.

She finally went down, stern foremost. was standing near the smoke stack at the time, and we were all dragged under water with the sinking ship.

quest that I would deliver it to his wife, if | drawn under at least twenty feet; when we | his officers, Mr John Moore and Mr W. H. and we seized on pieces of the wreck, which | leave the sinking ship.

> helped to sustain us. were the ultimate means of safety.

hopes which were scarce felt by themselves. At first we were all together in a mass, but successive flash of lightning we discovered that we were being scattered over a wide area, and soon we found ourselves apparently alone on the boundless ocean.

ten o'clock I was picked up by the Ellen. and had the satisfaction of finding several others on board."

The Central America was provided with six life-boats .- Two were Francis' metallic boats, and the remaining four were fitted up with air tanks at the ends and sides. and each of the six was enpable of holding from 50 to 75 persons. She was also equipped with 600 or 700 life-preservers; but had no bulkhead partitions.

America were in number one hundred and one, and there was on board of her nearly seven hundred passengers.

The chief Engineer has published a card

exonerating himself from blame for leaving the steamer. Effect of the Disaster in New York-In-

surance in England, &c. NEW YORK, Sept. 18 .- The steamship disaster, with the loss of \$2,000,000 in gold had less effect upon the stock market than was expected, and the prompt action of the insurance companies has resulted in less disturbance of the value at the stock board than would have been the case under other

circumstances. It is now ascertained that there was no nsurance on the vessel, which was valued at \$300,000. About one million of the specie was insured in England, and the balance here. Reclamations upon the foreign companies will form the basis upon which to draw bills of exchange, and thus stand as equivalent to shipments of specie to the same amount. Our own companies are fully able to meet their losses, and will

pay them at once. Lieut. Herndon, the commander of the Central America, leaves a wife and daughter, now in this city. The deceased was a native of Virginia. He was under Commodore Perry in the Mexican war, and was engaged in behalf of the government, in the exploration of the Amazon some time ago, for which Congress voted him a handsome gratuity. His loss is universally de-

LOSS OF THE STEAMER NORFOLK The Philadelphia papers contain some further particulars of the loss of the steamer that port to Norfolk and Richmond, with 26 passengers, and crew of 21 persons, and a valuable cargo. The particulars are furnished by George U. Porter, Esq., of the Baltimore Merchants' Exchange, who was a passenger on the steamer Joseph Whitnev, from this port. We copy the follow-

The Norfolk left Philadelphia on Saturday morning, September 12th, and encoun tinued throughout the night and until Sa- tered a heavy gale from E. S. E., on Sanday evening, which continued to increase in violence during the night. Between 10 were put on her about 6 p. m., and the o'clock P. M. and 4 A. M., she sprung aleak, carried away jib, spanker and force-In launching the boats two out of the five spencer, and to lighten her a large portion were stove, and the other three were des- of the cargo was thrown overboard. Her patched with the women and children about head was then turned toward the beach. sunset. The Marine was laying to about a with the view of running her on to save the mile off, and by the time the boats reached lives of those on board, but the rudder broke the female passengers and children put her it became evident that the ship must go off, and she was left a helpless wrock in a down before they got back. Many seized violent gale and heavy sea, and at daylight upon pieces of spars, chairs, and life-pre- on Monday broke into pieces, then about servers, while others rushed below to secure ten miles South of Chingotague, the pastheir treasure. The confusion at this time | sengers and crew barely having time to Consequently on the return of two of the became very great, but all acted with cool- take to the boats, saving nothing but what boats, several of the firemen and steerage ness, all endeavoring to make a last effort clothes they had on before she went down,

a heavy sea and high NNW. wind for about P. M. by the steamship Joseph Whitney. Captain Howes, from Baltimore, bound to Boston, who succeeded in taking up three of the boats, containing forty persons. The fourth boat steered off in another direction in search of a vessel which was in sight, but which did not heed them, and it was not seen afterwards, but it is supposed made for the shore. This boat's crew, containing the first and second engineer and firemen. was afterwards picked up by the steamer Caledonia, bound from Charleston to Balti-

The passengers all speak in the highest Herndon handed me his watch, with a re- The general supposition is that we were praise of the conduct of Capt. Kelly and slept. But as for me-"

the spar from my hands and the life-preser- by the gangway, and would not allow a sine ver from my body; and when I reached the gle man to leave the ship until the ladies post of duty, doing all that man could do in surface, my clothing was almost stripped were all safely stowed in the boat; he then off me. I however met a friend who had had each boat provided with a compass and two life-preservers, and he gave me one, provisions, &c., being himself the last to

> It is impossible to describe the feelings. On reaching the surface there were at least of the unfortunate shipwrecked people, up-400 passengers struggling about; most of on finding themselves once more safe and them having lost their life-preserver; others, on the deck of the Joseph Whitney. Some were seizing on pieces of the wreck which of them were almost entirely destitute of came up with us. The captain had cut clothing, while others were but half cladaway the upper works of the vessel, so that | most of the ladies and children were without when the hull sunk they would float off : but | shoes and stockings, and from their expothey were dragged down and came up in sure to the high wind and sea, their garfragments, and doubtless many were killed, ments generally were nearly washed off stunned and drowned by being struck by them. In a short time they were made as pieces of the wreck, whilst to others they comfortable as possible, under the circumstances. The officers and passengers of Occasionally flashes of lightning showed the Joseph Whitney did all in their power; to each other a sea of struggling forms .- trunks were opened, and dry clothes were All strove to encourage their friends with put upon all. The passengers generally were unremitting in their attentions to these unfortunate persons. In this connection soon the waves separated us, and at each mention should be made of the kind and generous conduct of a poor Irish girl, Margaret Finley, who fills the position of stewardess of the Joseph Whitney. Her joy was unspeakable upon witnessing the rescue He concludes by saying that: "By about of the shipwrecked people; she dealt out on o'clock I was picked up by the Ellen, her clothes to them till the last piece was gone, save the clothes she had on, and she then gave up her room for their further accommedation. The rescued erew and passengers expressed themselves in high terms of praise of Captain Howe, of the Joseph Whitney, and her crew and passengers.

THE LOVE OF HOME.

It is only shallowed-minded pretenders who make either distinguished origin a matter of personal morit, or obscure origin a matter of personal reproach. A man who is not ashamed of himself need not be ashamed of his early condition. It did happen to me to be born in a log cabin, raised among the snow drifts of New Humpshire, at a period so early that when the smoke first rose from its rude chimney and curled over the frozen hills, there was no similar evidence of white man's habitation between it and the settlements on the rivers of Canada. Its remains still exist: I make it an annual visit. I carry my children to it, and teach them the burdships endured by the generation before them. I love to dwell on the tender recollections, the kindred ties, the early affections, and the narrations and incidents which mingle with all I know of this primitive family abode; I weep to think that none of those who inhabited it are now among the living; and if I ever fail in affectionate veneration for him who raised it, and defended it against savage violence and destruction, cherished all domestic comforts beneath its roof. and through the fire and blood of seven year's revolutionary war, shrunk from no toil, no sacrifice to serve his country, and to raise his children to a condition better than his own, may my name and the name of my posterity be blotted out from the memory of mankind .- Daniel Webster.

----PRISON DREAMS. I have often noticed in prisoners a desire.

to sleep while laboring under deep affliction. The condemued, the night before execution, are very apt to sleep soundly, if left alone. I have seen men enter a prison cell for the first time, pale and trembling with fear or weeping with terror, and soon after fall asleep. The propensity to sleep under difficulties is not always the result of grief and sorrow. The serenity of micd produced by philosophy or religion may sometimes enable men, under the most trying circumstances, to lose themselves in sleep. Prof. Webster, of Boston, while in prison, appeared to be cheerful and happy. He desired his family, when they visited him, to be as cheerful and lively as possible, and they were so. At night he slept soundly. Macaulay, in his History of England, speaking of the execution of the Earl of Argyle, said so effectually had religious faith and hope, co-operating with natural courage and equanimity, composed his spirits, that on the very day on which he was to die, he dined with appetite, conversed with gaiety at the table, and after his last meal, lay down, as he was wont, to take a short slumber, in order that his body and mind might be in full vigor when he should mount the scaffold. At this time one of the lords of the council came to the castle with a message, and demanded admittance to the earl. It was announced that the earl was asleep. The privy councillor thought that this was a subterfuge, and insisted on entering. The door of the cell was softly opened, and there lav Arplacid sleep of infancy. The conscience nine hours, they were fallen in with at 24 of the renegade smote him. He turned away sick at heart, ran out of the castle, and took refuge in the dwelling of a lady of his family who lived hard by. Then he flung himself on a couch, and gave himself up to an agony of remorse and shame. His kius-woman, alarmed by his looks and groans, thought that he had been taken with some illness, and begged him to drink a cup of sack.

"No, no," he said, "that will do me no She prayed him to tell her what had dis-

turbed him "I have been," said he, "in Argyle's prison; I have seen him within an hour of eternity, sleeping as sweetly as ever man