

The Whig Party and the Pacific Railroad.

The Evening Post perpetuates a slander against the Whig party in the following paragraph:

"The Whig journals seem to expect that the project of a Pacific railway, which has been espoused by several politicians and journals of the Democratic party, will restore the Whig ascendancy in Congress. If the door can be opened wide enough to let that scheme through, they fancy that that whole host of plans of internal improvement which they have been brooding over for the last thirty years will rush through with it."

The doctrine of internal improvements and of the protective tariff, as laid down by Mr. CLAY, and adopted by the Whig party, was this: The two measures were deemed essential to national independence. The want of experience, of foreign credit, of resources, on the part of the States and people of the United States, rendered it important that Federal aid should be extended in the infancy of these enterprises. It was charged upon the Whig party that their purpose in advocating the protective system was to legislate for monopolists, and that the surplus revenue accruing from this source was to be expended in a splendid system of internal improvements, for the purpose of subsidizing the States to the support of class legislation. These imputations have been indignantly denied by the Whig party, and they have proven their sincerity by abandoning these measures of policy as soon as it became apparent that the States were competent to the construction of works of improvement within their own limits, and as soon as manufactures by the protection of the past and present tariff, as well as by the transfer of European skill and capital, and by the success of American enterprise, have become an established institution. During the whole period of party conflict, however, there has been scarcely a party division upon the power of the Federal Government to construct certain works of improvement which were local in their position but national in their employment, or which were undeniably necessary to carry out the obligations of the Federal Government. To this class belong the river and harbor improvements. We say there has been scarcely a party distinction, because politicians have advocated such measures, as they have also voted for duties on coal, iron, or sugar, without regard to party association.

While the Whig party has been charged with the unworthy motives above referred to, it is protected from injustice by the doctrines of honesty, accountability, and economy in the administration and limitation upon the powers of the Federal Government, which have formed the basis of its published expositions of opinion. If we are correct in affirming that the Whig party advocated a system of internal improvement by the Federal Government for the purpose of promoting the general welfare, and that it had no purpose of adding to the power or increasing the expenditures of the Federal Government, it must follow that there is a limit within which Federal appropriation and ownership in this respect is judicious, and that the Whig party is under no obligations to insist upon the construction of all works of internal improvement by the Federal Government. Exercising this discretion, we have chosen to say that we do not deem it necessary or expedient that the Federal Government should construct and control a railroad from the Mississippi to the Pacific ocean, and if we can demonstrate our objections to this work to be well-founded, it will follow that Whigs may, at their discretion, advocate or oppose the execution of a work of internal improvement by the Federal Government, and are under no obligation to support all such works which may be constructed, upon the ground that the Federal expenditures will thereby be increased. If however there be any Whig who is of opinion that the Federal Government should have constructed all these works, let him reflect upon their extent.

There are within the United States perhaps 20,000 miles of railroad under charter, more than 100,000 miles of incorporated dirt, plank, and stone roads, perhaps 3,000 miles of canal. To this let us add a Pacific railroad, with a disbursement equal to that of the Mexican war, an income equal to one-fourth of the national revenue, an army of operatives numbering during construction more than one hundred thousand, and requiring for its constant operation and repair not less than twenty thousand. Let us imagine it the proprietor of a grant of land equal to the area of States. The common carrier and the controller of the productions of thousands of citizens, each community of whom would be as completely dependent upon the rates of fare and freight, for the value of their property or products, as St. Helena or the rock of Gibraltar upon the facilities of commercial intercourse. Let us suppose the administration of this road to enter upon a political contest, or to be bestowed as a reward of political services. The Hon. Mr. Milldollar having brought material aid to the party at a critical moment, enabling it to secure the services of the Hon. Mr. Smasher, who had been on the point of hiring his invaluable adherents to the opposite party, is an applicant for the Presidency. It is true that he cannot tell a T rail from a trombone, or an "inside connexion" from a dead reckoning; but he can give bank checks and champagne suppers. This devoted patriot may be opposed by his protégé, Mr. Smasher, who demands the situation for himself and comrades, and who, if appointed, might be found "at all times at his office except when absent," which would be seven-eighths of his time. This road being conducted by "Sikesays," with soap locks and cigar, craped hats, bright brass buttons and high-heeled boots—always animated with a cheerful hum—and always "spilling" for a chance to "lam" an offending passenger, or fancying themselves sitting behind some 2.40 on the "Harlem Road," would be delighted at the general "muss" of a collision, and triumph in the superior mischief committed

by his "masheen" upon any unfortunate competitor. Now, inasmuch as men have obtained office under several administrations for which they were little fitted as the imaginary representative we have supposed, we have a right to suppose that such men may be appointed to administer the millions invested in a Federal railroad of two thousand miles in length, and the property and lives of the people of the Republic may be entrusted to their care, when lamentable experience assures us that even short roads, owned and managed by private proprietors, under the eye of the public, are liable to daily accidents of the most appalling description.

We return from this detailed exposition of the character of this particular work to the general evils resulting from enlarged patronage. The Executive has scarce time to instruct a minister, dictate a despatch, or comprehend in its details an important incident in our foreign relations for the more imperative duty of receiving deputations, collating and deciding in council upon the comparative services or necessities of claimants whose importunate allegations of merit are sufficient to invalidate their applications.

Now, is there any Whig who would desire that the Executive should, in addition to his present official influence, be required to appoint the captains of tens over dirt turnpikes—of twenties over stone and plank roads—of thousands over railroads and canals—and thus indirectly control the armies of employés and operatives, with the collection of tolls, and the penal systems necessary for the enforcement of such a system? Is there a Whig who sincerely believes the patronage of the Federal Government dangerous to the liberties of the people; who would desire a more extensive implication of the Federal Government in the internal communications of the States than at present exists? Nay, is there a Democrat, no matter to what conchological variety of the party he may belong, who does not see that this increase of patronage is a destructive influence, which poisons the popularity, impairs the usefulness, and embitters the peace of the Executive incumbent?

Is there a Democrat who does not feel that the Executive is surrounded by implacable factions; amongst whom official appointment is the price of support, or the motive of opposition; that these influences neutralize each other, leaving to the Executive vexation and care, and to the party distraction and excitement? Is there, then, any true Democrat who desires the official patronage of the Federal Government to be increased? We have endeavored to show that no patriotic persons should advocate the increase of Executive power and patronage if it can be avoided.

Having shown that the tendencies of Federal investments in internal improvement tend to a dangerous increase of Executive patronage; that it is within the general ability of the State governments to construct such improvements; that the Whig party is not bound to advocate such works indiscriminately for the object of increasing public expenditure; we shall continue our inquiry, which the length of this article has postponed, by proving that the Pacific railroad can be constructed under authority of the State governments, with a grant of the right of way through the Federal Territories, by the combined means provided by private enterprise, corporate credit, Federal lands, State appropriations, and an advance of Federal money, for the performance of corporate services.

Relief of the New Orleans Sufferers.

The several ward committees yesterday commenced the business of collecting from our citizens. Many warm hearts generously responded to the call.

Distressing Casualty.

Letters were received in the city yesterday from the Rio Grande, bringing the painful intelligence of the death of our valued young fellow-townsmen, Thomas Walter Jones, son of General Walter Jones. He was attached to one of the surveying parties of the Mexican Boundary Commission, and was engaged in this duty on the Lower Rio Grande when the sad accident happened which suddenly closed his earthly career. This lamented youth possessed every manly and amiable quality, and the death of no one of his age in our city would have been more deeply lamented by the community or by so large and respected a family circle. The following letter from Mr. Radzinski, chief of the party with which Mr. Jones was employed, gives the particulars of the afflicting accident:

"It is my most painful duty to have to announce to you that it has pleased the all-wise Providence to terminate the days of my young friend and assistant, Mr. Thomas Walter Jones. He was drowned this evening, on our return from the survey, by the small boat upsetting in a small bay. After the boat had almost filled, Mr. Jones handed me the instruments for the purpose of giving his assistance to bail the water; but the attempt to bail was followed by the boat filling completely, and sinking beyond our depth. Not knowing how to swim, and feeling a firm bottom under my feet, I sprang up and came to the surface at the same time with Jones, but he most unfortunately struck for the shore, distant about twenty yards; and I, by a superhuman effort, succeeded in reaching my fingers' ends to the Mexican, who being astride on the capsized boat, pulled me on top of it. My poor, young friend sunk half-way between us and the shore to rise no more, while a few inches of space, and as many seconds of time, saved me."—Intelligencer of yesterday.

Mr. WALDO, who has been nominated by the Whigs as a candidate for Governor in California, was born in Western Virginia—afterwards removed to Missouri—whence, in 1849, he went by land to California.

WOOD-SAWING.—The march of improvement and this age of invention have swept away many of the old customs with which our fathers in their day, and even ourselves in youth, were familiar. We have now to record that perhaps those good old colored gentlemen who ply so industriously with "horse and saw" at our doors, will have to abandon their honorable profession and leave the field to horse or steam-power. Just imagine a portable engine brought to one's door, and hear the engineer ask, "Will missus have her wood sawed?" To that we are tending, if the following, from the Cincinnati Gazette, be correct:

"Something New.—We yesterday noticed two men engaged in sawing wood on 5th street by horse-power. We are informed that the company are following this manner of cutting wood as a business. They promise to cut wood at one-third less price than that charged by those who saw by hand. The company anticipate to do a large amount of work during the coming winter."

More about Austrian Aggression.

The following letter from a correspondent in Smyrna has been placed at our disposal. It indicates a general disposition on the part of the Austrian authorities to oppress all persons within the scope of their power. If the letter gives an authentic picture of the condition of things in Smyrna, it shows a pitiable state of weakness on the part of the Turkish government:

SMYRNA, July 16, 1853. MY DEAR H. The object of these lines is to furnish you some further details upon the consequences of the affair of Martin Kosta.

The vexations of the Austrian Consul here upon the Italians, Hungarians, and Poles, who have the misfortune to be Austrian subjects, as well as upon the refugees generally, are of the most provoking character. In order to have them under his immediate grasp, he summoned here all those who were employed in the neighboring paper manufacture. Among them are men having large families, and who, having been thus deprived of their offices, are compelled to beg for their subsistence. They have been repeatedly summoned to attend at the Austrian Consulate, to be questioned respecting the murder of the Austrian officer who lost his life by throwing himself into the sea to escape the attack of Kosta's friends in the skirmish of the 23d of June. A watchmaker, who was only supposed to have some knowledge of the facts in that case, had his shop sealed up and his property confiscated and sold by the Austrian Consul, and he was obliged to fly for his life. The worst of it, that most of the watches that were found in the shop belonged to foreigners, and yet the Consul, with an arrogance peculiar to himself, seized them all. All those subject to Austrian power who had the means of quitting the country made their way elsewhere, since they saw the impotence of Turkey to prevent the violation of her territory; and the poorer classes keep themselves concealed to escape oppression, for the Consul follows them as an enraged wolf runs after the sheep. Those among the number who have at the time placed themselves under the protection of America, England, and France, are the only ones that are safe and unmolested.

A few days since the Austrian Consul sent round an address commending his conduct in Kosta's affair very highly, and forced all the Austrian subjects to sign it, under severe threats. Of course, in presence of a brig and a schooner of war in the harbor, ready to receive them loaded with chains, the poor Austrians were obliged to sign any thing, had it even been their death-warrant. It is reported that the Austrian Consul tries by that address to justify his conduct in the eyes of his government. Barbarous as the Austrian government is, it will no doubt approve the Consul, and use the address for its own justification before the civilized world.

The Neapolitan authorities at Constantinople seem to advance in the way of barbarity shown them by the Austrians. A young Neapolitan, who for political difficulties sought refuge in Constantinople, was arrested last week, loaded with chains, and embarked on board a Neapolitan vessel to be carried to Naples, there to meet probably his death. He preferred dying from starvation, and on their arrival at the Dardanelles he was dying.

A Hungarian was on board an Austrian vessel in Beyrout, together with his family. Though he had an American passport, he was arrested by the captain and summoned to surrender himself to the Austrian Consul in Beyrout. He escaped by jumping into the sea, whence he was rescued and brought before the American Consul. The latter immediately remonstrated and obtained the rescue of the rest of the family and the baggage of this victim of Austrian barbarity. This news came by this morning's steamer from Beyrout. Five V. Amerique. C. F.

WASHINGTON, D. C., August 15, 1853. MR. EDITOR: In an extract from the Courier and Enquirer, copied into your paper of the 3d instant, speaking of the impropriety of Commodore Stringham's salute to Baron Bruck, the Austrian Envoy at Constantinople, it is stated: "Which Bruck is the same person who was guilty of the grossest injustice towards an American Consul some time back, tearing down his flag, &c." It is perfectly true that the American Consul at Constantinople was, in 1851, violated by Austrian forces, led on by the subordinate of the American legation, during the absence of the American Minister; and there is no doubt but, while the honor of this Republic has been thus trampled on, no unnecessary demonstration of courtesy should have been shown by our naval officers to the agents of Austria before a suitable redress had been obtained. At the same time justice requires that the shame and responsibility of the act should bear individually upon those who rendered themselves guilty of the offence, and not upon Baron Bruck, who at that time was not in Constantinople.

The unnatural combination of Austrians and Americans, who organized and carried on this unprecedented act of vandalism, was composed of Messrs. de Klez, Mikanowich, and Baron Baum, of the Austrian party; and John P. Brown and H. A. Homes, of the American. Brown was the Dragoman of the absent Minister and officially used the powers of the United States legation to achieve the above act.

I have the honor to be, &c., F. DAINESI.

EXTENSIVE FRAUD—SUCCESSFUL SWINDLE OF MERCHANTS, TAILORS, AND OTHERS.—Some time in the latter part of April last, John Millikin, an Englishman, recently from Canada, with two companions, named R. M. Chatterton and D. P. Chatterton, came to Cincinnati with quite an extensive supply of fancy goods, toys, jewelry, &c., and created some sensation in the streets with the stories of the large establishment they were about to open in this city.

Subsequently the parties disposed of this stock, and opened a commission house to supply customers south and west. They took residences for their families, had carriages and servants, and apparently were men of wealth. They bought largely of groceries and other articles, which they regularly shipped to customers. This went on for some time, when the persons from whom they bought presented their bills, and they were not paid. Suspicions that all was not right gained ground, and an agent was sent to Louisville, where he found one of the Chatterton's, who there received the goods shipped by his confederates in Cincinnati, and sold them at any price he could get for cash. The parties have been arrested.

JAMES RIVER RAILROAD.—We learn from the able and efficient President of the James River and Kanawha Company, Judge Mason, that at a recent sitting of the board, the canal was put under contract some twenty miles above the town of Buchanan. The contractors were all distinguished for their responsibility and efficiency, and it may be expected that the work will be prosecuted with unusual industry. Lynchburg Republic.

General PAEZ has taken up his residence permanently in New York.

WASHINGTON GOSSIP.

WASHINGTON, AUGUST 15, 1853. The Cabinet was in session to-day. Our relations with China may have been up for consideration, but "outside barbarians," news-mongers, were unable to ascertain any thing deemed reliable.

Captain Gibson, who was deprived of his liberty by the Dutch authorities of Batavia, is, as I have before announced, in the city, and expresses extreme anxiety to be favored with an interview with the President. This reasonable wish will, doubtless, be granted at a suitable time.

The Assistant Secretary of State, A. Dudley Mann, esq., I regret to state, was attacked with cholera morbus last evening, and continued seriously ill during the night. Upon inquiry this evening I was happy to learn that he was much more comfortable, though still confined to his bed.

There is an old current that the Speaker of the House of Representatives, during the last Congress, the Hon. Linn Boyd, will not be honored with the suffrages of his party friends in the coming Congress. A lower seat in that political synagogue will be assigned to that veteran Democrat. The gentleman spoken of to preclude with ability, impartiality, and dignity, is the young, gifted, and eloquent Representative from the Ashland district, in Kentucky, the Hon. John C. Breckenridge. Mr. Breckenridge is an esteemed member, popular with the members of both the great parties, and, beyond doubt, would make a most acceptable presiding officer.

It is gratifying to be able to state that the efforts making in our city to obtain material aid to be applied to the relief of the people of the scourged city of New Orleans, are being crowned with success. The good work "goes bravely on." The white-haired veteran of the Union, General Robert Armstrong, yesterday contributed a cool hundred.

Professor De Bow, Superintendent of the Census Bureau, is industriously engaged in preparing his report to be communicated to the next Congress. The coming report must necessarily be very voluminous, and from the high and widely-spread reputation which the Professor enjoys for talents and statistical skill, I hazard nothing in expressing the opinion that the next report upon the Census will prove an invaluable acquisition to the statistics, and even to the literature of the country.

The name of Charles B. Calvert, of Prince George's county, Maryland, is mentioned by many gentlemen of the Whig party in connexion with the gubernatorial chair of "Mary's Land." I have not the pleasure of an intimate personal acquaintance with Mr. Calvert, but his friends speak of his virtues in glowing terms, and it was my privilege to hear from the lips of the lamented "Sage of Ashland" a cordial and eloquent tribute to the estimable and shining qualities of Charles B. Calvert.

The President is casting about for a suitable man to be associated with Governor Gorman, of Minnesota, in the investigation of the alleged frauds upon the Indians in that Territory. Doubtless there are patriots willing to serve their country in an emergency, and not much time will elapse before a gentleman will be selected.

It has become fashionable recently, in certain Democratic circles, to disparage the talents and patriotism of Colonel Thomas Hart Benton. This grieves harshly upon some ears. In bygone days those who are now denouncing him were in the habit of speaking of him in adulatory terms. The "Great Statesman"—"Old Bullion"—"Crock of Gold"—"The Hard Senator"—were some of the names given to him by his friends expressive of their admiration of the powers of his mind, and his value as a public servant. A gentleman recently appointed to office, with great tenacity, but with apparent sincerity, was heard to say, "Hart," in the Colonel's name, should be rendered in "Humburg"; and that the "intellectual calibre of the veteran statesman was small." I love a good joke, and being unselfish in such things, I cannot withhold this one from the public. Thomas Hart Benton's intellectual calibre small! Rich, isn't it?

Judge Campbell, Postmaster General, is still sojourning at Bedford Springs. Branson G. Graham has been appointed Postmaster at Greentown, North Carolina. George Saunders, late of the Democratic Review, the "George" who is unapproachably politically fast, reached the city in the cars to-night. "George" is destined to grace the London consulate.

I learn that Mr. Zantinger to-day deposited with Corcoran & Riggs the sum which these gentlemen deemed necessary to the proper adjustment of his various accounts. Messrs. C. & R. are now prepared to meet that dishonored check, and I suppose this last great case of defaulting is at an end. ZEKE.

The Montreal Pilot of the 12th instant, in copying the notices of the claim set up by Lord Stirling to the North American fisheries, makes the following comment: "The character of the claims of Lord Selkirk is well known, they having been discussed in and out of Parliament on various occasions. It is just possible, however, that the American Government may lend themselves—with a view to obtain a favorable adjustment of a question in which the United States is deeply interested—to what on the surface bears the aspect of a mere Wall street speculation."

THRILLING SCENE—TWO DROWNING BOYS RESCUED.—About eight o'clock, on Sunday morning, Michael Fitzpatrick, a dyer, employed at one of the factories at Manayunk, was bathing in the canal basin at Manayunk, with two orphan nephews, aged about seven and ten years, when he was suddenly attacked with cramp, and sunk. Being a most excellent swimmer, he had taken his nephews out into deep water for the purpose of learning them to swim. The oldest boy could swim a little, but upon seeing his uncle sink he was paralyzed with terror, and as well as his brother, were at the point of perishing. At this moment Joseph Foster, a young man who was in bathing, dashed out to the rescue of the boys, having the presence of mind to push before him a plank that providentially happened to be in the water. The daring young man, on reaching the drowning boys, was seized by both of them, and it was with the greatest difficulty that he prevented himself from sinking. He finally succeeded in getting the boys upon the plank, when the rest of his task was an easy one. The rescue was a most gallant deed, and reflects honor upon the actor in it. The body of the unfortunate uncle was recovered about an hour afterwards. [Philadelphia Ledger, 15th.

IN PHILADELPHIA, on Saturday, the thermometer stood at 96°, and there were five deaths from heat—among whom was General Bennett, (captain in the Pennsylvania volunteers in the Mexican war), who was taken sick at the assayer's office of the mint, where he had just received an appointment. He was employed in a room where the thermometer stood at 160 degrees.

The Tribune has one of its own peculiar articles, in which it attempts to bring in the New Orleans fever as the basis of an argument against slavery. What a godsend for an editor who has genius enough, with the thermometer between ninety and one hundred, to find a nut in such a shell. [N. Y. Express.

The Charleston Duel.

In the Charleston News of Friday evening last we find the following article in relation to the duel which took place in that city some weeks since, and as to the cause of which, and the essence of the Charleston papers on the subject, so many comments have been made by the more northern papers:

"THE LATE DUEL.—The Philadelphia Bulletin gives utterance to severe censure on the Charleston press for having published the late duel here without details, and without censure. It must strike every observer that the very default, with which we are charged, in not publishing the particulars of a fatal quarrel that originated in a private transaction, is an instance of that very refinement for which the Bulletin gives the people of Charleston credit. It is the inquisition and publicity that attach to all private matters in the northern press, in gratification of a prurient curiosity, that give a superiority to northern papers. "The quarrels in detail of individuals in their private relations, even when accompanied by crime and a violation of law, is no part of legitimate newspaper record. Such acts of violence, if attended by legal transgression, is the proper subject of inquiry by courts. The press invariably does mischief, by producing false impressions, when it attempts a relation of events which are the subject of judicial investigation. But, more especially, opinion marks publication as indelicate—as an intrusion on the sacredness of private feeling—when such a result of private quarrel as a duel terminates fatally, and lacerates family affections. No relation of the circumstances that could have been published, however impartial, would have satisfied the friends of both parties. Denial and controversy would have resulted, and silence as to details in such circumstances is not only delicate but proper and politic, looking even to the ends of justice."

"The Bulletin has, in common with the northern papers, blundered in mixing up this quarrel with one of a different character, which was political, and which necessarily found its way into the newspapers. The mistake has been corrected, and it takes off somewhat from the keen edge of the Bulletin's trenchant satire when it is known that a citizen of Charleston has not been 'murdered' for a quarrel in which he had no concern, and the authorities of Charleston will be vindicated from the incisive stroke of the Bulletin, when it learns that the city authorities have nothing to do with the transaction, duelling being an offence punishable under our State laws; and that the offender, so soon as the duel was over, was beyond the jurisdiction even of the State."

We omit the article from the Bulletin quoted by the News. The latter then proceeds to say: "We publish the following as another instance of gross misrepresentation. It appears in the Washington Republic, and is extensively copied by the press, and commented upon: "We learn from a source in which we place confidence that the very recent duel between Messrs. Duvonant and Davidson Legare, occurring in the vicinity of Charleston, grew out of some difficulty about a lady to whom the former is said to be engaged. Legare challenged, and Duvonant accepted the challenge, choosing pistols, distance three paces; the first fire to be determined by tossing up a coin. Duvonant was and of course shot his antagonist through the heart, his pistol being within five or six feet of Legare's breast. It was a cold-blooded murder; the murdered man, however, deserving as little sympathy as his executioner, for assenting to terms which placed him, practically disarmed, in such a position. The only reason for regret connected with the affair is, that Duvonant will go scot free of punishment for such a murder under the pretence of fighting a duel."

"That a lady was concerned, and that Legare challenged Duvonant, is strictly correct, but that the distance was three paces, and Duvonant's pistol five or six feet from Legare's breast, is erroneously stated. The duel was fought at ten paces, and although not present, we are satisfied from the statements made by those on the ground, and from the character of the gentlemen engaged in the affair, that the duel was honorably conducted."

We suggest to the News that his crediting the "instance of gross misrepresentation" to the Republic, is not correct. The paragraph did not originate in this paper, nor has it ever appeared in our columns.

THE FISHERIES.—The Boston Advertiser of yesterday says: "Our Kennebunk correspondent writes as follows: "KENNEBUNKPORT, August 8.—Arrived, schr. Signal, Hutchings, from Bay Chaleur, with 43,000 fish; also, 9th, schooner Arunah, Manuel, from same place, with 24,500 fish. The skipper and crew of this schooner report the intentional collision of her Britannic majesty's steamer Devastation on the 28th July. It was clear sunlight, and the Arunah was twelve miles from land, near St. John Island. The captain of the Devastation had spoken her, and was proceeding to board her, when she kept a light all night, which was not done. On the morning of the 28th the steamer was seen coming for them, and those on board heard the order given to 'starboard,' which made her course directly for the schooner; the subsequent order of 'steady, steady,' was given, and the steamer struck the stern of the schooner, taking off the main boom and gaff, and doing other damage. Not a word was spoken on board the steamer, above the top of her course. The captain of the schooner has noted a protest, and will make a statement of his case."

NAVY.—The United States ship Cyane, Commander Hollins, twenty-one days from Pensacola, with eighty-five recruits for the United States ship Pennsylvania, arrived in Hampton Roads yesterday morning. Spoke August 3, 1853, off Havana, ship St. Republic, from Savannah to New York, twelve days out. The following is a list of her officers: Commander—George N. Hollins; Lieutenants—T. P. Green, R. Forrest, J. D. Read, C. M. Fauntleroy; Purser—C. C. Upham; Surgeon—W. A. W. Spotswood; Assistant Surgeon—Geo. H. Peck; Master—William H. Parker; Passed Midshipmen—N. H. Vandenburgh, Joseph A. Sewell; Midshipmen—Cary Carter, William E. Fitzhugh; Captain's Clerk—J. S. Hollins; Purser's Clerk—C. M. Gilberston; Boatswain—F. Hewlett; Gunner—J. A. Lilliant; Carpenter—E. Williams; Sailmaker—D. C. Bryant.

We understand that orders are here directing the Cyane to proceed at once to Portsmouth, N. H. [New York Beacon, 13th.

GREAT PERIL—REMARKABLE ESCAPE.—Early this morning Mr. Amory Adams, thought he would take a walk, and struck off in the direction of Goodman street, to the railroad crossing. Just as he got there, a woman, with a small child upon the seat with her, drove up, and as the buggy crossed the first rail of the track, both the shafts became detached from the vehicle, leaving it, with the woman and child, standing on the track. At this point of time the lightning train was not more than sixty rods from the vehicle; nevertheless, Mr. Amory grappled it, and threw it from the track just in time to clear the train. A moment later, and the destruction of the parties would have been inevitable. [Rochester Advertiser.

Captain GEORGE W. FLOYD, formerly commander of the ocean steamer Washington, and previously known from his long connexion with the commerce of the western lakes, died at Stockton, California, on the 29th of June.

Hon. Wm. H. SEWARD has been tendered a public dinner as a testimonial of respect by the citizens of Cherry Valley. Governor Seward acknowledges the corn graciously, but declines accepting the fodder.

Accidents of the Worcester Railroad Murder. Mr. William Bates, of Northbridge Centre, Massachusetts, who was on board the train, in a letter to the Boston Traveller, gave the following description of the scene as it passed under his observation: "I was seated, with my wife, in about the middle of the second car. I was first alarmed for an instant by a terrible whistle; then came crash upon crash, with a violent collision; all before me in the car seemed to be thrown in a confused mass together; broken seats flying, and the forward part of one crushing in like an egg-shell. I had time merely to say to my wife 'keep quiet, don't rise,' as the bottom of the car behind us shot directly over my head, taking off my hat. "Then followed the most heart-rending cry, accompanied by a terrible struggle for life, as the mass of men and women buried beneath the shattered timbers of the car burst. My wife and myself were for a few moments confined between the floor above us and the broken seats, although wholly unharmed. For a few moments I was in a terrible state of suffocation oppressed me. By the tearing away of the seat before us, I was enabled to extricate Mrs. Bates, although a dying man nearly me was clutching my hair, crying, 'Mr. Bates, save me, oh, save me!' "Soon as Mrs. Bates was liberated and passed forward, I lost sight of her amid the ruins, but she called to me that she was safe, and requested me to turn my attention to the wounded around me, and soon after suffered herself to be removed from one wincing injury of Boston those few moments of suffocation oppressed me. By the tearing away of the seat before us, I was enabled to extricate Mrs. Bates, although a dying man nearly me was clutching my hair, crying, 'Mr. Bates, save me, oh, save me!' 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