TERRIBLE DISASTER.

Explosion and Burning of the Steamer Pennsylvania.

TWO HUNDRED LIVES LOST.

The steamer Pennsylvania left New Orleans on the 9th inst., with 125 deckers. She afterward took on board, at Baton Range, Natchez and Vicksburg, 62 passengers, and at Napoleon, 10. There were 40 deck hands and firemen, 24 of the steward's crew, and 15 officers—making in all 450 souls.

Out of this number 182 were rescued by a wood-boat, and about 70 others escaped in various ways. These numbers include the wounded and scalded. About 200 are lost or missing.

At about 6 o'clock on the morning of the 13th inst., when the boat was about 70 miles below Memphis, she exploded four of her boilers, while under way. At the time of the explosion, she was near 300 yards from shore. The cabin was torn to pieces forward of her wheel-houses. Very few of the passengers were out of their state-rooms at the time. The passengers in the after part of the cabin—men, women and children—rushed out, and the utmost confusion ensued among them, all supposing the boat was on fire, from the smoke and steam which came rushing through the cabin.

After close examination it was ascertained that the boat was not on fire, and the excitement was partially quelled.

After the explosion, the boat commenced drifting down with the current, and an anchor was thrown overboard for the purpose of checking the boat, for at that time we were of opinion that we could prevent the boat from taking fire. But the water being so deep and the current so swift, the anchor dragged and the boat continued to drift down. As quickly as possible, Capt. Klinefelter and two or three of his men made an attempt to carry a line ashore by the yawl, but from the the line being too short, or some other cause, they did not succeed. Without losing a moment's time, the Captain ordered the yawl turned down stream to a Mr. Harris's wood-yard, for the purpose of bringing an empty wood-boat, which was lying there, to the rescue. This boat was not supplied with oars and it was an exceedingly difficult matter to accomplish this purpose, but by dint of skill and hard labor, the Captain succeeded in getting it alongside.

In from three to five minutes from the time the wood-boat touched the steamer, it was discovered that the Pennsylvania was on fire.

The fire appeared to issue from about the after end of the boilers, and in one minute from the time of the alarm the boat was wrapped in flames. Passengers and crew immediately rushed from the burning boat upon the wood-boat, and filled it as full as they could stand. Captain Klinefelter was the last man that jumped from the steamer to the wood-boat, as it was being pushed off, with its living freight, from the burning boat. The most intense excitement prevailed on board the wood-boat, as we endeavored to propel it from the burning mass—as we had only a few boards in place of oars, and the crowd rendered it almost impossible to work them with success. But we finally succeeded in getting her bow turned out, so that the current struck her stern and swung the wood-boat around, and by that means we cleared the burning boat, and she drifted by, but not until many of the passengers were severely scorched. By turning our backs, and with the aid of a few counterpanes and quilts which were saved, we screened ourselves from the heat, as much as possible, and finally succeeded, after drifting one mile, in reaching an island or towhead, called Ship Island, where the wood-boat was made fast to some trees.

After shoving the wood-boat from the steamer there were a good many deck passengers seen rushing out with their trunks, boxes, &c., in the hope of saving their little stock of plunder, and by trying to save their effects they lost their lives, for it was impossible for us to render them any assistance. I remember seeing one man and woman, who, from their appearance, were German emigrants, hanging to a line from the stern of the boat—the man holding the line with one hand and his chest with the other, and as the boat swung around they disappeared from view. They, doubtless, remained in this position until they were compelled, by the heat of the flames, to loose their hold, and drown. The cabin passengers, with the exception of one or two, behaved with great coolness and decision, and rendered one another every assistance in their power, but among the deck passengers the greatest excitement prevailed. It seemed that all they cared for was to save their plunder, throwing it over the guards into the wood-boat, not heeding where it fell. A number of the passengers in the wood-boat were bruised and injured by the falling of the trunks and boxes into the boat. From this disposition to save baggage, many of the deckers were lost, who would otherwise have saved their lives.

About twenty-five of the wounded escaped on the wood-boat, among them were the first mate, second engineer, two Frenchmen, late of the Theatre d'Orleans, Col. Harris of Arkansas, badly scalded, and others very badly cut and bruised—mostly deck passengers. They suffered very much in consequence of there being no medical attendance to dress their wounds, and no means of procuring any for the space of two hours. But at length neighboring planters from the Arkansas shore, brought some linseed oil and linement which, with the aid of cotton taken from the quilts, gave some relief to the wounded. The scalded victims suffered much from the heat of the sun, as the whole country became overflowed, and we could not succeeded in getting the boat to the main land, and in this condition we were obliged to remain under a broiling sun for fully eight hours. The women and children who were unhurt also suffered excessively from the heat of the sun and hunger. After remaining on the Island eight hours, the steamer Imperial, bound down, came to our relief, and after giving us a good dinner, put us on board of the Kate Frisbee and Diana, bound up. Too much praise cannot be given to the officers of these boats for the kindness they extended to us.

The Diana being crowded with passengers, very few of us came up on her; the greater portion of our company going on the Frisbee, which the Diana left behind. It was the intention of the captain of the Frisbee when we left, to try and save all he could, and pick up scattering passengers along the shore. The Diana brought up fifteen of the wounded to Memphis to be taken to the hospital. The passengers on the Diana raised a subscription of between two and three hundred dollars toward defraying the expenses of the sufferers in Memphis. They also made up several purses for destitute women who were aboard. Altogether, they acted very magnanimously in the way of supplying the women and children, who were scantily dressed with garments.

Mrs. Witt of St. Louis, who was lost, occupied with her daughter, Mrs. Fulton, Room No. 8 in the gentlemen's cabin. Mrs. Witt was taken from the ruins just as the fire broke out, perfectly blind, and in a dying condition; by that time the wood-boat had left the steamer, and a young man, who was endeavoring to rescue her, was compelled to jump overboard, and swim to the wood-boat to save his own life. Mrs. Fulton was not seen after the explosion. There was a man buried in the wreck who, from his expressions, must have been either a sugar or cotton planter—as in his despair he said he had money, negroes and a plantation, and would give all to save his life.

— The Missionary Moffat.—A Cape paper of the 7th ult. says:—"An interesting missionary meeting was held in Union Chapel on Monday evening. The Rev. Mr. Moffat of Kuruman, was the principal speaker, and in a lengthened address he gave a highly interesting account of his own very distinguished labours in the far interior. He referred particularly to his recent visit to Moselikatse, the celebrated veteran chieftain of the Matabele. He sketched the chracter of that remarkable man in interesting and graphic outlines, and spoke of the prospects opened up to missionary enterprise in that populous and extensive country. Moselikatse had been always opposed to the introduction of missionaries among his people, over whom he rules with a rod of iron. But it is well known, however, that Mr. Moffat's personal influence with him has induced him to relent, and he has expressed his willingness to receive missionaries now, providing that Mr. Moffat himself goes with them and resides with them in the country." This it is Mr. Moffat's intention to do—at least for a year or two, until the mission becomes confirmed and settled there. Mr. Moffat has been engaged in the forefront of missionary work in this continent for the last 41 years; and, though old age is now creeping over him, he retains much of the vigour, spirit, and intrepidity of his earlier years." [Mr Moffat is father-in-law of Dr. Livingstone, the celebrated African traveller and missionary.]

AMERICAN AND COLONIAL ITEMS.

Washington Items.—Lord Napier has an interview with Gen. Cass on Tuesday. Both gentlemen express confident hopes that all questions now open between the United States and England will be amicably settled on a permanent basis before the next meeting of Congress. Lord Napier has information that instructions have issued from his Government which will effectually stop all further causes of complaint——The Civil Appropriation law provides about $800,000 for the present works on the Pacific, Atlantic, Gulf and Land Coasts. This includes $6444 for the purchase of the best self-righting life boat at each of the stations on the coast of New Jersey, and $10,000 for the purchase of the best life boats, to be approved by the Treasury Department, for the Long Island Coast.

The War Department has laid Gen. Johnston's despatches before the Cabinet. The President is much perplexed by the contradiction these despatches give to those received from Gov. Cumming, and express his regret at what he now considers his premature message to Congress, announcing the end of the Mormon rebellion. Gen. Scott will remain here until further despatches are received.

Contrary to previous advices, the Utah war does not appear to be ended. Gen. Johnston states that the Mormons are now arming and fortifying at every point. Private accounts from Salt Lake represent Gov. Cumming as almost a prisoner, and the Mormon leaders as exercising full sway over the minds of the people. N. Y. *Herald* despatch says: "The despatches state that the Mormons have deceived Governor Cumming; that there is no disposition to make peace; and that after the Mormons had removed their women and children from Salt Lake City, the men had returned, strengthened their posts, and assumed a threatening attitude. This intelligence is considered by the department as perfectly reliable. Messrs. Powell and McCulloch, the commissioners, were delayed on their way by floods and rivers. Captain Marcy was six days from Camp Scott. The forces under General Johnson were on very short allowance, and were eating sparingly of their candles and every oily substance they had, being unwilling to kill mules for food till the last point of necessity."

Early Wheat.—The Lynchburg *Virginian* says: "Seven years ago, Mr. Broughton found in his field of wheat four heads that had ripened some fifteen days earlier than the remainder of his crop. He preserved the grain and sowed it, and has continued resowing it every year, until his crop comes in this year, at least a month earlier than usual. He has been applied to from time to time to sell portions of it—being offered from four to ten dollars a bushel for it—but he has refused to sell any until he could make his entire crop from this early variety. This he has accomplished this year, and he is selling the seed now at five dollars a bushel. He harvested his wheat some time ago, and it is now in the market. The wheat is of excellent quality."

The Charleston *Courier's* Key West correspondent says that Lieut. Pyne asserts that the report of outrages on American vessels are much exaggerated, and in many instances false. The seizure of the *Cortez*, was the grossest exaggeration. The captain of that vessel, when overhauled, threw his flag into the sea, and declared himself a Spaniard. The contraband articles found on board proved her a slaver, and she was accordingly sold as such.

One of the Outrages.—Thomas Locke of Galesburg, Ill., writes to the New York Tribune that he was a seaman on board the ship *John and Albert*, from Genoa to New Orleans, and he is much surprised to see the statement that that vessel was fired into by a British cruiser. He says:—"I am positive that no such thing ever occurred; nor do I believe that we saw a British cruiser on the voyage."

Terrible Steam-Boat Disasters.—The steamboat Eclipse, the most costly and magnificent steamer on the Mississippi, exploded on the 13th inst., near Natchez, killing two persons and wounding three. A still more appalling catastrophe occurred to the steamboat Pennsylvania, bound from New Orleans to St. Louis, which burst her boilers about seventy-five miles below Memphis, about 6 o'clock on Sabbath morning last. Immediately after the explosion, she took fire and burned to the water's edge. She had on board 350 passengers, and it is believed that 200 and upwards perished either by drowning or burning. The steamboats Diana, Imperial, and Frisbee, were in the neighborhood, and rescued a number from the water, and took on board those who had succeeded in reaching the shore. This unfortunate steamer was the one on which quite a number of the members of the General Assembly some weeks before returned from New Orleans. She belongs to the Cairo Railroad line, and is the second boat of that line which has blown up,—the Falls City being the other.

Emigration to California commenced in May 1848. At that time it contained hardly 15,000 inhabitants. There are now 600,000, showing that in ten years it has increased forty fold.

The Halifax *Morning Journal* says:—

Major General Trollope and part of his Staff have proceeded on a tour of inspection in the Western part of the Province, after which he will visit the Eastern section, and extend it is said his travel to P. E. Island and Newfoundland.

Waterloo Day.—Monday last was the *forty-third* anniversary of by far the greatest, most important, and hardest fought Battle of modern times. But the Waterloo heroes are fast dying out, and the lesser glories of the fifty's have eclipsed the "red field." The British are sworn allies of Bonie's nephew, and few now care to remember the brief but brilliant campaign in Belgium when Brussels was the base of operations. Wellington and Waterloo are among the names that have been, and were it not that one now and then comes across an old pensioner, and Clasps, the "pounding match" on the 16th, 17th and 18th of June, 1815, would be entirely forgotten.

The corner stone of St. Matthew's Church (the second), Halifax, was laid by the Hon. James McNab, on Friday last. Prayers and addresses by the Rev. Messrs. Scott and Jardine. There was also an eloquent speech from the Hon. Wm. Young. Various coins and documents were deposited beneath the corner stone, and among them a list of the clergy who officiated in the old church from 1751 to the present time.—*Journal.*

THE ATLANTIC TELEGRAPH CABLE.

St. John's, N. F., Monday, June 21, 1858.

The Government will dispatch a steamer to Trinity Bay to pilot in the Niagara as near as practicable to the point where it has been decided to land the cable. The Niagara will be expected momentarily on and after Saturday next, but from the fact that the fleet would use no steam in reaching the middle of the Atlantic, it is quite possible that the Niagara may not reach this coast before the 1st of July. This office has been placed in communication with the office in Trinity Bay, and it is understood that the Telegraph Company will place their wires hence to New-York at the service of the press and public for the transmission of such communications connected with the great event as may be handed in for a few days subsequent to the arrival of the Niagara.

Steam to America.—It is said that a Bristol steam-packet company are about placing a first-class steamer on the station between Galway and America, and that certain propositions to the Midland Great Western Railway Company for the purpose of making arrangements for the transit of their goods and passengers between this country and England, and *vice versa*, have been favorably received. The trip across the Atlantic is to be made in six days, and the first steamer, it is thought, will sail about the 10th of June.

A journal of Bass, *L'Ocean*, prints a brief of the Pope, addressed to the Bishop of Quimber. The following is an extract:—

You informed us that in the parish church of Rumengol, in your diocese, there exists an image of the Blessed Virgin Immaculate, Mother of God, celebrated by the worship and veneration of the faithful. You express the deep desire you experience that to increase the worship which surrounds that pious image, we should enrich it with a diadem, and you ardently beseech us that it may please our apostolic benevolence to grant you this favour. We who profess for the holy Mother of God, Mary, always a virgin, the most devoted worship, and who do all that is possible to us in the Lord to promote the devotion of the faithful day by day, have eagerly hearkened to your wishes. Wherefore, after having prayed the Mother of God to protect and favour in an especial manner you and the portion of the Lord's flock confided to you,—resting upon the mercy of God Almighty, and the authority of the blessed Apostles, Peter and Paul, we, by these presents, give you the charge to ornament and enrich with a crown in our name the statue of Notre-Dame-de-Rumengol."

And such is the best thing the Pope and Bishop can think of for the salvation of the people!

The New York *Freeman's Journal*, in noticing a "Coronation of Our Lady of Grace" at a Roman Catholic Church, says:—"Those who will be present at the Coronation can obtain a plenary indulgence, granted by Our Holy Father the Pope for this day. His Grace the Bishop of the Diocese has been pleased to grant one *indulgence of forty days* to all who shall visit the church during the Octave."

New Vessels Longer than the Leviathan.—Two vessels of greater length, and of a more remarkable character, than the Leviathan, are advancing to completion in Liverpool. These vessels are each 700 feet long. They have been constructed for the Oriental Indian Steam Company, and are intended for the navigation of the Indian rivers. The purpose of their peculiar features of construction is to enable a large cargo to be carried at a good rate of speed upon a light draught of water. Each vessel is broken up into six parts, each of which floats and is a complete vessel of itself, so that each vessel consists, in fact, of six independent vessels, or barges, of which the first one is a steamer, towing all the rest. The constituent barges of the train, however, are so articulated to one another by circular joints as to leave no material vacuity between them, while permitting the train to bend sideways in passing any curve in the river; and the train will not sustain injury should it ground upon an uneven surface, since each barge will settle on the bottom for itself. This new species of vessel was designed by Mr. Bourne, civil engineer.—*Liverpool Albion.*

FRANCE.

By the death of the Duchess d'Orleans the French budget saves 300,000 francs a year, which neither the republic nor the *coup d' etat* attempted to withdraw, it being the national dowry settled by France; but there is no reversionary interest in the Court of Paris.

Orsini's eldest daughter is said to have just been placed in a convent in Paris.

The *Times'* Paris correspondent states that the commercial and financial condition of France continues very unsatisfactory. The highest authorities in the commercial world attribute the stagnation to an excess of speculation. France, they allege, has overstocked herself with foreign produce. They also disapprove of the measures of Government for giving an artificial value to public securities. The improvement in the provinces has completely subsided, and in almost all the markets produce has declined.

The Paris correspondent of the *Times*, writing on the 30th, says:—"It is said that in consequence of the last despatches received from Canton, reinforcements are to be sent to the army there. It has been announced to Lieutenant de Mercy that the sentence of death passed on him has been commuted by the Emperor to degradation and perpetual imprisonment in Algeria. The conditions on which Prince Napoleon is to assume the chief command in Algeria have been finally arranged between the Emperor and the Prince at Fontainbleau. The Prince is to have the chief command of the troops, with General de Salles, senator, as major-general. The details are to be submitted to the Council of State.

SARDINIA.

In an article in the *Espero*, Count Cavour's organ, a rupture between France and Austria is treated as inevitable. It concludes in these words:—"If the Czar and the Emperor Napoleon come to an understanding, war is certain, and Austria is lost."

It appears that when the 93d Highlanders charged some Sepoys in the Begum's Palace, where they had offered some resistance, a musician of the corps struck up the national air on his bagpipe, which had such a good effect that not a single pandy escaped the charge; his conduct has been highly extolled by the chief, and something is to be done for the piper, for while playing he was exposed to a deadly fire of musketry, but fortunately escaped unhurt.

Mr. Thomas Skaife, of Vanburgh-house, Blackheath, has successfully photographed a descending 13-inch shell at the instant of explosion.

Mr. Rarey has been voted a medal of the value of £20 by the Society for the Prevention of Cruelty to Animals, in acknowledgment of the humane tendencies of his system.

Colonel G——, recently arrived from India with a fortune of nearly a million sterling, left England, forty years ago, in the humble capacity of captain's clerk, on board the Lowther Castle, then trading to Calcutta.

The judges of the Court of Common Pleas have decided that railway travellers are not bound to take care of any portion of their luggage. A passenger may hand all his luggage to the company's servants, who are legally responsible for its safety.

The Protector & Christian Witness

WEDNESDAY, JUNE 30, 1858.

ENCOURAGEMENT AND PROGRESS.

There is a good deal to encourage the hearts of God's people, and all sound-hearted and right-thinking men; there is a good deal to cheer the hearts of all lovers of order and good government, all real friends of civil and religious liberty, and all advocates and supporters of scriptural instruction, in the result of the present election. The cause of God and of his truth has progressed, and we may say triumphed; the people have taken a step in advance, and begun to rid themselves of the burdensome yoke of their task-masters; the reign of intimidation, corruption and falsehood has begun to fall,—and may God hasten it to its overthrow, never more to rise. All honor be to the leal-hearted sons of our Island,—the descendants of Britons, who never can be slaves; all honor be to the standard-bearers of the cross, the ministers of truth who have raised their voices like a trumpet and dared in the strength of the Lord of hosts to encounter Satan in his stronghold; and all honor, praise and power be to the God of Israel who fought for his people. Blessed be God, every Protestant in the Island, and every lover of truth and liberty and justice may say, in the words of the Psalmist, "If it had not been the Lord who was on our side, when men rose up against us: then they had swallowed us up quick, when their wrath was kindled against us. Blessed be the Lord, who hath not given us as a prey to their teeth. Our help is in the name of the Lord, who made heaven and earth." Satan would fain, by his unconscious agents, have shut up the mouths of God's servants, stifled the voice of liberty, and run riot over the land; but One mightier than him has put a bridle in his mouth and a hook in his nose, and defeated all his wiles and cunning counsels.

Protestant electors of Prince Edward Island, bless God for the day that you were told that you should not have the Bible for your little ones,—that you would not be allowed to open that precious volume within school hours and have your children instructed from its heavenly pages,—and that one whose power you do not recognize has said that he would not be satisfied with any thing else than a *godless* education. Bless God that he has at last roused you to a sense of your duty,—that he has stirred you up as one man to a sacred contest for the truth, and compelled you when you were almost given over to your enemies through your own apathy and indifference, to at length buckle on your armor and to stand forth in the defence of your most hallowed and imperishable rights. Bless God for the independent and fearless advocacy of a paper which dares in these degenerate days to speak the truth and to protect your rights; and bless Him that he has enabled you, while ready to grant religious toleration to all those that differ from you, to be stedfast in maintaining your own religious rights and privileges. You have just begun to learn the lesson that—

——"Who would be free,
Themselves must strike the blow."

Let nothing cause you to be again disunited. Be firm, be united, be alive to the blessings of religious liberty, be stedfast in maintaining the honor and the cause of God. "Be sober, be vigilant; because your adversary the devil, as a roaring lion, walketh about seeking whom he may devour,—whom resist stedfast in the faith."

Mark in future with a white stone the 24th of June—the day in which you went up to the help of the Lord against the mighty,—the day in which you were not ashamed of your holy religion, and the maintenance of truth and righteousness,—the day in which the Blessed Book of God was made the rallying watchword of all honest and independent men,—the day in which you gave your honest, manly and independent vote against the continuance in office of men who publicly slandered your ministers, and boastingly denied you the right of instructing your children in the truths of that Book which maketh wise unto salvation, and for the unfettered use of which your forefathers laid down their lives, and suffered at the stake. Let every succeeding contest make you more and more alive to the value of the blessings you contend for, and more and more determined that no man or body of men shall deprive you or your children of that priceless Book, which is "The common inheritance of Christendom and of the world."

And when in future ages your children ask you "What caused the overthrow of the *so-called liberal* Government?" tell them it was because they excluded the Word of God from the common schools,—tell them it was because they did not believe the truth of the declaration, "Them that honor me I will honor, and they that despise me shall be lightly esteemed,"—tell them it was because they openly identified themselves with a body that would deprive man of every liberty that was worth possessing, or in any wise worthy of the name,—tell them it was because they deceived the people, promised them free lands but gave them not, ran the Island into debt, and if left in office would have made the Colony bankrupt,—tell them it was because they loved their own places better than their country, and sought the applause of a fickle and disorderly and drunken mob, rather than the countenance of the wise and good, and the approbation of their God. Tell them all this as you desire to speak the truth to your offspring, and as you from your heart desire the peace and prosperity of your Island home.

THE ELECTIONS.

From the best information we have been able to obtain, the following return gives the state of the Polls at the close, on Thursday last:—

[The returns for Queen's County are according to the Proclamation made by the Sheriff on Saturday.]

QUEEN'S COUNTY.

Charlottetown and Royalty:			
Hon. F. Longworth	587	John Rigg, Esq.,	420
Hon. E. Palmer	574	Stephen Swabey, Esq.	416
First Electoral District:			
Donald Montgomery	803	Peter Sinclair	595
Colin Holmes	788	James Johnstone	559
Second District:			
Alexander Laird	887	William S. McNeill	628
John Longworth	884	Archibald McNeill	625
Third District:			
Hon. George Coles	910	John Arch'd McDonald	371
Francis Kelly	715	James Bevan	275
Henry Longworth	668	Hon. Robert Mooney	98
Fourth District:			
Hon. J. H. Gray	930	Benjamin Davies	652
William Douse	900		