

THE AMERICAN WAR.

The Eastern intelligence which we publish this morning is up to the 10th instant, but beyond the reported capture of Mobile and the death of the celebrated guerrilla Morgan, there is nothing of great importance. The political news becomes a little more interesting as we approach the Presidential contest. McClellan accepts, as a matter of course, his nomination for President and favors the people of the United States with his views on the present crisis. He says the preservation of the Union was the avowed object for which the war was commenced, and that hostilities should have been conducted for that object only. The same ideas were entertained at the start by President Lincoln; but events shook the fallacy to pieces. If reunion was the sole object of the war the North had it in her power at any time to accomplish it; for that was really required was a disposition to yield to the South on the question of slavery. When Lincoln declared that if the abolition of slavery was required to restore the Union the abolition should be decreed, but if it was found that protecting slavery would conduce to the reconstruction, the institution should be maintained, he was enunciating a policy that is detestable in principle and fallacious in fact. The end with him then as with McClellan now, justified the means. But what was the real state of affairs? Slavery produced secession and caused the civil war; it was the perpetual bone of contention for the last half century, and always threatened either a peaceable or violent dissolution. Could any person give guarantees for its good behavior in the future? We think not. The same cause that produced commotion in the past would do it in the time to come—it would still be the same element of discord and disruption. Hence the real statesmen of the North saw that if there was to be anything like permanence in a reconstruction, slavery must not be again allowed the sap's privilege of being taken to the boom and nourished into vitality only to destroy its benefactor. They saw, and Lincoln now sees, that whatever compromise is to be effected with the South, slavery must be at once, and forever destroyed. When McClellan, therefore, asserts that the only object is to restore the Union, he is even a little worse reasoner than the philanthropist who asserts that the only object in a case of robbery is to get back the spoil. We feel assured that the "hero of Antietam" will make but small progress against Abraham Lincoln; because we have a higher idea of the sense of the American people than to suppose that they will be quite content, after all the bloodshed, to patch up a Union, that must, in the natural course of things, be again split up by civil war. The taking of Atlanta and Mobile, which is but the prelude to the complete occupation of Georgia, will bring the South to that condition, when reasonable terms from the North would, no doubt, be accepted. There is a limit to human endurance, and although the troops, as well as the people of the Southern Confederacy, have acted, if we confine ourselves to valor and self-sacrifice, a part never before excelled in heroism by race or nationality, they cannot do impossibilities. They cannot continue to maintain a decimating war against a power that obtains an army of immigrants every year. The sooner, therefore, they make terms the better for their distracted and bleeding country—the better for the thousands of noble self-sacrificing women who are plunged into miseries and hardships never before experienced by a refined and educated race—the better for the young as well as the aged—for the strong man whose wife and children with ragged clothes and pinched cheeks, turn wearily with wistful eye toward the battle field, and for him in the "saw and yellow leaf" whose only hope is peace and quietude in his declining years.

The eyes of the South are directed to the coming Presidential election with an earnestness that is truly significant. Should Lincoln be successful, a result we do not doubt, the Confederacy will know how useless it is to look for anything but a vigorous continuation of the war on the part of the North. On the other hand, Lincoln will see that a people, proud and impetuous and so difficult to subdue, are not likely to accept readily the humiliating terms proposed in his former amnesty. What brave army—what intrepid soldiers would ever consent to accept pardon by sacrificing their commanders? What people of spirit who had fought and sacrificed like the South would give up their Chief Magistrate to the hargman? Yet this is what is demanded of them. We believe in the abolition of slavery—we believe in the North, since so much blood has been spilt, continuing the war until this great cause of strife has been removed—but to treat so gigantic and so unanimous a movement as this of the South as an ordinary rebellion, and hang the principal men, would be doing an act of the most unbecomingly folly—to say the least. John Brown became a martyr and inspired thousands who went into the battle field, with a fierce unrelenting hate of the South; but the blood of Davis and his colleagues would prove an everlasting spring-time of dragon's teeth. The day is, we believe, fast approaching when the Washington authorities can step in and stay the further effusion of blood. When the time does come, we hope that expediency if nothing else will dictate a clemency that will "bless him that gives and him that takes."

Terrible Accident on the Sacramento River.

THE STEAMER WASHOE BLOWN UP

150 Persons Killed and Wounded.

The following particulars of the fearful catastrophe which occurred on the Sacramento river on the 5th instant, appears in the Oregonian of the 7th.

SACRAMENTO, Sept. 6.—The opposition steamer Washoe, on her way from San Francisco to Sacramento, exploded a boiler, and was blown up at half-past nine o'clock last night, while at the head of Steamboat Slough, about 40 miles below Sacramento. She had on board 160 passengers, a large number being family about ten of whom are saved. Capt. Kidd, and most of the officers of the boat are unharmed.

SACRAMENTO, Sept. 6, 2:30 p. m.—At half-past 10 o'clock this morning the boiler of the city steamer, Washoe, exploded, and the passengers were aroused to learn that a dreadful catastrophe had occurred during the night, attended by terrible destruction of life and limb. The steamer Antelope arrived at the foot of R street at half-past four o'clock a. m., and brings information that one of the boilers of the steamer Washoe had exploded at half-past nine o'clock last night on the trip up the Sacramento, the boat having on board at the time from 150 to 200 passengers. The explosion took place at the mouth of a slough some 30 miles below Sacramento and five miles above Rio Vista. The Chrysleris passed the Washoe, and was at the time some four miles ahead; as nothing was known on board of the catastrophe, she of course kept on her course. The Antelope, Capt. Foster, having started from San Francisco at a later hour, arrived an hour and a half or two hours after the explosion occurred, and extended to the sufferers all the aid possible. All passengers, injured or uninjured, that could be found were brought to this city. When the Antelope reached the foot of R street, she ran aground and remained some two hours before boats could tow her off. The scene on board was such as it rarely witnessed on the Pacific coast. The floor of the cabin and a portion of the deck was covered with dead and wounded. The mattresses and bedding of the boat had been brought into requisition, and some 40 sufferers were stretched out, some of them enduring great pain, and others were so badly injured as to be conscious of their condition. The most of the physicians of the city had been sent for, who promptly responded, rendering all the aid within their power. Among the seriously injured were three women, two of them sisters, who died after being placed on board. The other, a Mrs. McGee, had a leg broken. The other sufferers were men, who had but a few hours before been stricken down in the full and vigorous enjoyment of health. They were almost, without exception, badly scalded about the head, face and hands, and many of them about the breast and body. A large number of citizens visited the levee while the boat remained at the foot of the street, many of them searching anxiously for relations and friends.

About half-past nine the Antelope was hauled off and towed up the landing. By that time nearly a thousand persons had assembled on the levee, and an impromptu Sanitary Commission was immediately organized. The Vernon House on J street has been engaged and opened as a hospital. Stretches were hastily constructed, and cots were forced into requisition, on which the victims of the disaster were removed to Vernon by volunteer citizens, who manifested a laudable desire to do everything that humanity dictated. Several deaths occurred after the boat landed. Of the forty more badly injured, three fourths will die. It is impossible to tell, as we write, how many lives have been lost; but it seems that at least 75 have been killed or fatally injured. We learn from H. H. Stephens, chief clerk, that there were 153 passengers on board leaving San Francisco, and several others came on board at Benicia and Rio Vista. The Antelope brought about 30, leaving some five or six dead bodies and three or four injured persons in the locality of the wreck. The number blown overboard, killed and remaining in the lower cabin cannot, of course, be at present ascertained. The passenger list was lost. Passengers who escaped describe the scene at the time as heartrending in the extreme. The lights were extinguished by the shock. The report of the boiler was followed by the crashing of the fragments of the boat and the groans and cries of the wounded. Some called for one thing and some for another; some asked for light, some for food, some to be thrown overboard, others jumped overboard; some who were enabled to get ashore, did so, and ran in vain in search of relief. It is said that Captain Kidd and his uninjured officers were prompt in extending relief, but had but few facilities at their hand. When the Antelope arrived, Capt. Foster, Van Pelt, chief clerk, and all the officers and crew exerted themselves to the utmost to relieve and give comfort to the suffering. Below we give as far as practicable a list of the dead and injured.

Statement of H. H. Stevens, Clerk—I had just laid down in my berth, about 15 minutes of 10 o'clock, in the outside starboard forward stateroom; my first impression was the burst or whiz of steam, sounding like tearing something. I immediately shut my mouth and putting my hand over my nose rushed for the door, which was burst off the hinges and went over to the starboard quarter of the boat. I think it was one of the boiler's that exploded. I think the aft head of the boiler went first and threw the fire forward, as the boat was on fire in three places immediately after the explosion. The explosion was up and aft. The steering gear was ruined but she took a sheet and having headway enough ran ashore. The Antelope arrived two hours after the explosion. Capt. Kidd was in the pilot house with Baldwin and Easton. The pilots all escaped uninjured. Robert Morrison, the mate, was asleep; was blown out and fell through the deck, but escaped uninjured. A German brought a sack of flour and a bottle of oil and did everything he could to alleviate the sufferers.

The following is the list of killed and injured as far as known:

Killed—Father James Callan, San Leandro, Miss L. Little, Cork, Ireland; Mary J. Gardens, Cork, Ireland; Albert H. Myers, Sacramento; Vallandigham, Idaho Territory; W. Simpson, Bremen; Dr. Boss Ditchman, of Greenwood; H. Clark, Auburn; J. C. Turner, London, England; Thos. Anderson, San Francisco.

Badly Injured—J. G. Baker, Sacramento; Anns McGhee, leg broken, Sacramento; Thos. Downard, Sac.; Chas. Myers, Sac.; H. Connelly, Sac.; J. J. Marshall, Sac.; G. W. Pollock; W. P. Dugan, L. B. Blake, John Simmons, San Francisco; James Clonney, Nevada; W. T. Williams, Fort Hill; E. Bricket, Boston; W. N. Haskell, Dodder Lake; J. B. Pollock, Virginia City; Henry Stein, Boston; R. W. Kinder, Madison county, Ill.; D. Thomas, Comptonville; W. Brown, Portugal; H. Burgess, Boston; Peter Brown, New York; John Johns, N. J.; E. Jackson, Dutch Flat; N. L. Hamilton, Carson City; J. C. Horra, Tatum; Maurice M. Brown, Dry Town; one Chinaman; Nicholas Hann, D. M. Anderson, John Day, E. P. Stewart, Samuel Grush, Nicholas Salameini, Astin; Bartholomew Gillespie, Auburn; E. Dodson, colored boy, S. W. Harlow, Washoe City; Mr. Marshall Boodle, Yuba, Doodwood; J. C. Horra, Tatum; Maurice M. Brown, Dry Town; one Chinaman; Nicholas Hann, D. M. Anderson, John Day, E. P. 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