

Plymouth Banner.

W. J. BURNS, Editor & Proprietor.
PLYMOUTH IND.

Thursday Morning, Oct. 19, 1854.

Advertisements to insure insertion, must be handed in by Tuesday preceding the day of publication.

The Elections.

Indiana, Ohio and Pennsylvania held their State elections on the 10th inst., and from present indications the fusionists have succeeded in them all. To this decision of the popular voice, we most cheerfully submit. It is a delightful illustration of the popular sovereignty doctrine, and to murmur a syllable of objection to its full and free predominance, would be to the reverse of what we have contended for during the canvass. Although the decision was against a cherished principle of many, we delight to see a general and willing submission to the majority.

In principle, however, there is a palpable error just here in this connection, provided the declaration of Independence is not a self-evident lie. A voice of the people of the States, thus expressed, controls Congress, and the laws of the National Government are necessarily required to be conformable to this expressed will. But how is it with the expressed will of the people who happen to inhabit a territory—and although "created equal and free"—when their voice is as clearly and unequivocally expressed, in relation to a domestic institution that concerns them more than any other portion of the Union? Congress must control them instead of their having a voice in the control of Congress, and the authority of that body is directly delegated from the people of the States. Thus it is perceived that the people of the States dictate to the people of the territories what kind of a constitution and laws the territorial pioneer shall have to govern and control the destinies of himself and his children. This position is true and cannot be controverted, though it carries the broad assertion upon its face that the people of the Territories are incapable of self-government.

State Fair.—We have received various accounts of the doings and success of the late State Fair held at Madison, and they most generally concur in the statement that it was a creditable affair, considering the unfavorable season in the south part of the State, from which, it was expected, would be the principal competition in many departments. The fair grounds and every necessary arrangement had been attended to and arranged in a manner highly creditable to the superintendent. The hospitality of the citizens of Madison, is alluded to by all who speak of the manner in which they were entertained, as truly commendable, and although it was quite conceivable that the attendance was not so large as at the fair of the previous year, yet ample arrangements had been made for the accommodation of full the number, and more than attended the fair at Lafayette in 1853, and without just cause for grumbling.

It is said the display of horses and cattle exceeded anything exhibited at any of our previous State Fairs. There were 105 entries made in all, and 206 of them were horses.

A school boy named Samuel Easton, was murdered in Covington Ky., a few days ago by a German named Fortman, for the trifling offence of disputing in the street whilst passing from school, with a German boy of his own age. The citizens became so incensed after the arrest, that fears were entertained that he would be taken from the hands of the authorities and hung by the mob.

The Homestead Act.—The reader will find in this paper the act which was passed by Congress at its last session, graduating the price of the public lands to actual settlers, in proportion to the time they have been in market. In Illinois, land is being entered at a rapid rate in conformity to this act. See another column for the law.

Squatter Sovereignty.—If ever there was a greater deception played off in a political canvass, than the fusion played off during the late race, it must have been before our day. With considerable anxiety and bitterness they opposed and scoffed at the idea of squatter sovereignty, but the sequel is rather funny. They (the sovereigns, we suppose) have squatted into every office within the gift of the people of the State. The old liners are emphatically on the under ground route, and from every indication they are so badly beaten, and have lost so much of their rhino in betting on the election, that they have not enough to pay anything like reasonable fare, and with packs on their backs they are footling it up Salt River. "Go it Boots."

This is not the result in Indiana alone. In Ohio they have squatted all over the State—in and out of office, and even in the old Keystone, the returns have it rather jug-handleish, and we look for no other result in New York. But Michigan

will be along directly—she'll settle the hash. Hail Columbia!

Election Items.—It would be time and labor lost to fill our paper from week to week with the returns of each county in the State as they are received. It is certainly enough to know for a week or two, that the Fusion ticket has carried everything before it, and when we hear from all the counties, we will give the list entire, with the majority it presents. The returns received by our exchanges differ so widely, that there would be no certainty in relying upon them as the correct result.

Good winter Apples carefully gathered, are selling in this market at \$1.00 per bush. How can we afford to furnish the Banner one year for 1/2 bush. Apples?

The proprietors of the Daily State Journal have been compelled to diminish the size of the paper in consequence of the high price of paper.

Green Beans For Dinner.

Decidedly the best joke of the season was told to us yesterday, two of the Methodist Ministers attending conference being the innocent subjects of it:

A lady in the lower part of the city, who is somewhat of a wag, remarking to a female acquaintance that notwithstanding the scarcity in the vegetable market, her aunt had been able to have *Green Beans* at dinner nearly every day during the conference.

"La," says the other, "I wish we could get some green beans for our table!"

This brought out a hearty laugh from the wag, and the elder lady sat at once that she was sold. The fact is, that *Green Beans* consisted of two preachers who were stopping at the house of the aunt one named Green and the other Beans.

New Albany Tribune.

Third DISPATCH.
The following is a list of the saved taken to Quebec by the *Huron*; Jas. Avery, cook; Luke McArty, fireman; Jos. Connally, do.; Q. Makyno, do.; Christian Moran, do.; Jas. Ward, do.; Christian Callahan, do.; Thos. Wilson, ast. engineer; Robt. Bryan, do.; David Barry, do.; Ernest Miller, do.

Arrived at this port on the Lebanon—Edward Bryan, fireman. Patrick Mahon, do.; Thos. Garlan, do.; Patrick Casey, do.; Patrick Logan, do.; Duffin Carnegie, do.; Thomas Brennan, assistant engineer; steward; Thomas Stanton, officers' steward; James Carnagan, Michael McLoughlin, a boy; Peter McCabe.

Picked off the raft—A waiter, Wm. Nichols, of Genoa, Sicily Island. Passengers—Henry Jenkins, James Thompson, New Orleans; Capt. Paul of Gramm, New York; Geo. H. Burns of Philadelphia, Francis Doran, of New York; 3d officer.

It is not known whether the five boats have reached land or been picked up.—They are known to have contained Mr. Garley, first officer; Thos. Wild, boatswain; Mr. Balan 2d officer; Mr. Graham 4th officer; Mr. Moore, of N. Y., passenger; Mr. Rogers, chief engineer; Mr. Walker, 2d do.; Mr. Willett, 3d do.; Dan'l Connally, fireman; Jno. Moran, do.; Jno. Flanagan, do.; Patrick McCauley, do.; Mr. Bingley, Engineer; Mr. Kelly, do.; Mr. Thompson, do.; and a young man, named Robinson, under instructions in the engineer department besides sailors and quartermasters.

The Arctic had 236 passengers, and a crew of 175. Upwards of 200 persons were also seen on the propeller, whose fate is unknown. Capt. L. Wall, of the Huron, states however that, on the morning of the 28th, he saw a singular looking vessel in the distance which it is conjectured may have been the wreck of the propeller.

Among those last seen on the Arctic or the raft were Capt. Luce and son, Mrs. E. K. Collins, Master Coit Collins, Miss Collins, Mr. Brown and family, a connection of the firm of Brown Shipley & Co., Liverpool; Mr. Thomas, importer of hardware; Mr. Adams, Brooklyn; Mr. Bowin, Cincinnati; Mr. Chas. Springer, Cincinnati; a nephew of Mr. Bloodgood hotel keeper, Philadelphia, residing in Albany; the Duc de Grammont, French embassy with many others.

A Mr. Comstock, brother to the Commander of the Baltic, was drowned by the capsizing of a boat whilst being lowered.

The foregoing particulars were furnished by G. H. Burns of Adams & Cos. Express, Philadelphia, who had in charge government despatches from France or England, which he could not save.

Intense excitement exists over the city, and heartfelt sympathy is expressed especially for Mr. E. K. Collins, whose whole family is lost. Hopes are however, entertained that some of the missing boats may have been picked up or reached land, and that the list of saved may be greatly increased.

Further Particulars of the Loss of the Arctic.

HALIFAX, Oct. 11.
No advices have been received of the missing boats of the Arctic.

In addition to the brigantine Ann Eliza dispatched by Warren & Brothers, under an arrangement with the American Consul, and the vessel, we are happy to state that the Right Rev. Mr. Field has placed his yacht Hawk at the disposal of Mr. Newman, who lost time in engaging a crew and fitting her out for sea.—She left at P. M. yesterday, with instructions to cruise for six days to the southward of the Island. It was generally expected that Mr. White, of the N. Y. Newfoundland and London Telegraph Company, would have dispatched the Company's steamer Victoria in search of the Arctic. The steamer arrived from the westward yesterday. We understand the reply to Newman's application for her was, that she could be had for \$500 per day. She is about 200 tons burthen.

The following statement of the loss by Mr. Balham the 2d officer appeared in an extra on Tuesday.

A gentleman of African extraction who used to display his grinning combination of ivory and ebony about the streets of Indianapolis, was asked by a white gentleman.

"How old are you, Sam?"
"Twenty-five, Massa, was the reply, but if you count by de fun I've seen, just call me seventy-five."

The largest pane of glass that has yet made its appearance in New York has taken its place in one of the windows of Taylor's celebrated Restaurant in Broadway. Its dimensions are fifteen feet in height, six feet in breadth, three quarters of an inch in thickness, and a thousand dollars in cost.

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ANOTHER TERRIBLE DISASTER!

LOSS OF THE STEAMSHIP ARCTIC!

Dreadful destruction of Life.
NEW YORK, Oct. 11.
The Collins steamship Arctic was lost off Cape Race on the 27th. She came in collision with an unknown propeller.—Only 32 persons are known to be saved; 19 have arrived here. Capt. Luce, Mrs. E. K. Collins and family, are among the lost.

SECOND DISPATCH.—The Arctic came in collision with the propeller at noon on the 27th, about forty miles off Cape Race, in a dense fog. The speed of the Arctic at the time was about 13 knots, and the vessel had sustained little or no injury. Assistance was immediately rendered to the propeller, which was frightfully damaged, but it was soon discovered that the Arctic was also leaking fast, and it gained so rapidly that the fires were soon extinguished.

Every effort was then made to save those on the Arctic, but as four or five boats had left to render assistance to the propeller, there was only one left which was soon filled, and a raft was hastily constructed. A panic took possession of those on board the Arctic, and they crowded the raft. Large numbers reached it; others were drowned in the attempt. All this time the vessel was fast filling, and of a sudden, she, with all remaining on board, was engulfed in the sea. All on the raft, except one who clung to it for 24 hours, were drowned.

At 5 o'clock on the afternoon of the 28th, the barque Huron, of St. Andrew New Brunswick, Capt. Wall, hove in sight, and took those in the boat on board in 32 in number; 18 of them were subsequently transferred to the ship Lebanon, and arrived at this port at an early hour this morning. The most of those who were saved belonged to the crew.

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bearing north-west 65 miles, while running in a very thick fog, the Arctic was struck on the starboard bow, about sixty feet astern of the cut water, by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 5 feet in length and one and a half wide leaving the whole cut-water and stern of the iron steamer clear through the Arctic's side. So dense was the fog that the vessel could not be seen a minute before the collision. The helm was put hard a starboard, the engine was stopped instantly and backed at full speed until clear of the other steamer which occupied a couple of minutes.

The iron steamer seemed to be sinking bow first. Capt. Luce immediately gave orders to clear away the quarter boats, which was done, and Mr. Gourley, chief officer, left the Arctic in charge of the starboard boat. In lowering the port boat, the Captain exclaimed, "Hoist up that boat again, Mr. Balham," and beckoned me to go to him; doing so, he told me, "We have now to ascertain, if possible what damage has been done." I then found the holes above mentioned. Upon informing him of the fact, he gave orders to get all ready, for the purpose of endeavoring to stop the leak, which was promptly done, but to no advantage whatever.

There was so much of the bow and iron broken off the other steamer projecting, that the sails could not be brought close to the side. The carpenter was then lowered down over the vessel's side, and pillows and mattresses passed down to him, to try if possible, to force them in, but the leak was found to be so far below the water line that they could not be got in, and every exertion to stop the leak proved unavailing.

Capt. Luce then ordered the ship's head to be kept ahead, which bore N. W. by W. By this time we had lost sight of the chief officer's boat and the other steamer, which we supposed had sunk. We had not been on our course more than four or five minutes before we ran over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one, who caught hold of a rope hanging over the bow. Directly the boat was seen, orders were given to stop the engine which the chief engineer said could not be done as the ship was fast sinking.

In about 20 minutes, all the lower fires were out, and at least three feet of water in the ship, fore and aft. By this time, the confusion among the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going and in lighting the ship forward, for the purpose of endeavoring to get at the leak from the inside, which was found to be useless. Numbers of them went to the boats, which were still hanging to the davits.

In about 30 minutes, all the lower fires were out, and at least three feet of water in the ship, fore and aft. By this time, the confusion among the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going and in lighting the ship forward, for the purpose of endeavoring to get at the leak from the inside, which was found to be useless. Numbers of them went to the boats, which were still hanging to the davits.

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