Connecticut.

Correspondence of The N. Y. Tribune.

NORWICH, (Conn.,) Saturday, Sept. 4, 1852.

We had an old-fashioned Whig gathering last night. The claims of Gen. SCOTT were set forth by Hon. HENRY C. DEMING, of Hartford, in a speech replete with eloquence and convincing argument. The old Whig fires are rekindled, our lukewarm brethren are enlisted, and those who have strayed away from the fold are heart and hand with us in the present canvass. Our Club are at work, circulating the documents, and we shall give a good account of ourselves. The Locos allow us 300 in this town—we shall do better. G.

North Carolina.

Private Correspondence of the Editor.

RALEIGH, N. C., Thursday, Sept. 2, 1852.

MR. GREELEY: Since I left New-York I have traveled through Delaware, Maryland, Virginia and part of this State; and in every place where I have been the prospects are brightening for SCOTT and GRAHAM.

I have talked with a number, that two years ago, when I was in this State, were the strongest kind of Democrats, now resolve to vote for Scott and Graham, and ask, Who in the name of sense is Pierce? and what is he? The result of the recent Election in this State is no test at all. Gov. Reid rode into office on the hobby of Free Suffrage.

There is no mistake in the good old North State going for Scott and Graham by a larger majority than it gave for Taylor and Fillmore. The Whigs are waking up all over the country, and feel determined to kindle their watch-fires and have them brightly burning all over the Continent to light every man to the polls at the coming Election.

I have lately received several letters from my native State, Ohio, and my friends have no doubts at all but Ohio is safe for Scott and Graham by a large majority. AN OLD WHIG.

Scott and the Mileage Swindlers.

From the Richmond Whig.

Who are the honorable Senators who are begrudging to Scott the emolument which his country, for great deeds, has bestowed upon him? They are, no doubt, persons very fearful lest a cent of the public money should be taken without adequate service! Scott's pay has been out of all proportion to his services! His ten pitched battles—his preserving peace on the Canadian frontier—on the North-eastern frontier—his saving us from civil war—his treaty with the North-western Indians—his fearless exposure of life for the good and glory of his country—his body riddled by British bullets—cost a great deal more than they are worth! Very well; let us see what his assailants charge for their services. First and foremost on the list is Mr. Atchison, of Missouri. We find that this nice adjuster of services and pay charged the Government and people of the United States, by way of constructive mileage, $1,696 for one night's rest in Washington! Gen. Scott did not receive half as much as that for battle of Chippewa—when the British were first taught to yield to inferior numbers and cold steel. Next comes Mr. Borland, of Arkansas, who for just such laborious work as Mr Atchison's, one night's quiet rest in Washington, received $1,808. No doubt, double as much as Scott got for his bloody night at Lundy's Lane. Next we have Mr. Clemens, of Alabama—he pocketed $1,010 of the public money for the same service. That was cheap. Then Dodge, of Iowa, $1,440—Dodge, of Wisconsin, $1,548—each for one night's rest. Next we have that immaculate S. A. Douglas, who is such an advocate of economy—such an abhorrer of public plunder—he contented himself with $1,048 for one night's sleep in Washington! That was better earned than the pacification of the Canadian frontier! Next comes Dewes, of Louisiana, and the French Republican, Soulé—one $2,240, and the other $2,074—mighty men for purity and economy! And yet they charge the people more for one night's sleep than General Scott received for five victories in the valley of Mexico!

We might extend the list—but enough has been given to furnish the reader with an idea of the sort of men who are assailing General Scott for having received public money without having rendered service for it. As to the old Hero himself, he may, in the happy and appropriate words of Senator Butler, reply to such inquiries as Scipio did to his enemies, when called upon for an audit of his account: "*This, if not the day, is the month, in which I won the battle of Zama.*" There is no month in our year in which Scott could not point to some great victory over a public enemy, or some great good rendered his country.

Anecdote of Scott.

One of our citizens, an industrious and well known mechanic, whose veracity is unquestionable, related us yesterday the following interesting anecdote of Scott, which took place at Cleveland, a part of the time he was sent on the important duty of arranging the Canada difficulty, by President Van Buren. The morning after his arrival at Cleveland, he was walking up a street, when glancing his eye in a painting and glazing shop, well recollected by the citizens of Cleveland, he saw the proprietor, Mr. Hanks. The General wheeled and marched in:

"Good morning Mr. Hanks," said he as he took the painter's hand—"do you recollect me?"

"General Scott, I believe," replied Hanks, "but how could you recollect *me*?"

"From having once seen you under no ordinary circumstances. The last time I saw you, was in the hottest part of the battle of Lundy's Lane. Of three drums, two had been destroyed by the fire of the enemy. But one drum was left, and for that the three drummer boys were fighting, when a cannon ball killed two of them. The third one was yourself?"

"True, true, every word of it," replied the man with emotion.

"But, my brave fellow," said the General, "how did you lose your leg?" observing the man's deficiency of one limb.

"I lost it at the battle of Lundy's Lane, while carrying that drum." [Indiana Journal.

☞ Hon. MOSES B. CORWIN has been nominated as the Whig candidate for Congress in the Eighth Congressional District of Ohio. This District is so decidedly Whig as to render a nomination equivalent to an election.

☞ EDWARD BALL, editor of *The Zanesville Courier*, has been nominated as the Whig candidate for Congress in the Muskingum, Morgan and Washington District. The District is decidedly Whig, and will of course "put that Ball in motion" toward Washington City.

OHIO.—Andrew Stuart is the Opposition candidate for Congress in the Steubenville District.

William G. Graham is the Free Democratic party candidate in the XIIth District.

The Mount Gilead (Morrow Co.) *Sentinel* says that at a Democratic Primary Election, in Bennington township, on last Saturday, a meeting was organized, comprising all the Democratic voters present—nearly seventy—and resolutions adopted denouncing the Baltimore Democratic Convention and its nominees, and pledging themselves to use all honorable means to secure the election of Hale and Julian.

PENNSYLVANIA.—Hon. Carlton B. Curtis has been nominated in the Warren District, as the Opposition candidate for Congress. John Lambert is the Whig candidate in the IVth District.

WISCONSIN.—The Independent State Convention has nominated Hon. E. V. Whiton for Chief Justice; Marshall M. Strong and James H. Knowlton for Associate Justices.

OHIO.—In the VIIth District, Andrew Ellison has been nominated as the Opposition Candidate for Congress.

Opposition County Nominations.

Lewis Co.—For Member of the Assembly, Seymour Green; Sheriff, Peter Kirley; County Clerk, Harrison Barnes; Justice of Sessions, James R. Northrop; Superintendent of the Poor, Hiram Potter; Coroners, Austin Harris, Asa Beals, Ansel Foster.

MICHIGAN.—In the IId District, David A. Noble is the Opposition Candidate for Congress. In the IIId District, Henry R. Williams, is the Whig Candidate.

☞ The President has recognized C. H. H. Pependiek as Consul for the Grand Duchy of Oldenburg, for Wisconsin, Michigan, Iowa and Minnesota. Mr. P. is to reside at Milwaukee.

CITY POLITICS.

RATIFICATION MEETING BY THE UNIONISTS.—The Unionists met last evening at the Broadway House, to make arrangements for a mass meeting in behalf of the election of Scott and Graham.

SECOND WARD SCOTT AND GRAHAM ASSOCIATION.—A large and enthusiastic meeting of this Association was held last evening at Woodworth's, No. 13 Dutch-st., Joseph S. Taylor, presiding; Secretaries Solomon King and Thomas Delano. Mr. D Angelis introduced Daniel O'Keefe, a New-York Volunteer in Mexico under General Scott, for membership, who was received with much applause.

The Association then accepted the invitation of the Fifth Ward Whigs, to participate in a ratification meeting of the Whigs of the IIId Congressional District. The Chairman was authorized to cooperate.

Judge Welsh then gave some glowing accounts of the progress of the Whig cause in Suffolk Co., L. I., (where he has been recently) and said that the Loco Foco majority in that county would be much reduced this fall.

Appropriate remarks were then made by Messrs. Wm. West and James E Carter; a song was given by James Duke, and the Association then adjourned to Monday evening, when a Mass Meeting will be held which will be addressed by Theodore E. Tomlinson and several other eloquent friends of SCOTT and GRAHAM.

FOURTEENTH WARD SCOTT CLUB.—Pursuant to public notice, a meeting of this Club was held last evening at the Broadway House, corner of Broadway and Grand-st. A new, large and magnificent transparency in front of the Headquarters, representing a full-length figure of General Scott, with a view of battle-fields in the background, and surmounted in another panel by the head of the Immortal Washington, made a fine display and attracted great attention from passers by. The meeting having been called to order by the President of the Club, Mr. N. S Gregory, the Glee Club of the Ward sang a song, which drew forth great applause. Charles S. Spencer, Esq., of this City, was then introduced to the meeting, and made an able and eloquent speech, in which he reviewed the policy pursued by the Whig party, in the protection of American industry and promotion of internal improvements in contrast with the course of the self-styled Democracy; making special allusion to the conduct of the latter in reference to the Erie Canal question. He also drew a striking contrast between Gen. Scott and the nominee of the Opposition party as regards their respective claims upon the public and fitness to fill the Presidential chair.

Col M. W. Lindsay, of Memphis, Tennessee, brother-in-law of Gov. Jones of that State, next addressed the meeting at considerable length, and illicited frequent and most enthusiastic applause. He was followed by James Wickersham, Esq., also of Memphis, and Mr. Bellows, of this City; after which the meeting adjourned, and gave three hearty cheers for Scott and Graham, and three for the gentleman who had favored the club with their eloquent addresses.

WHIG PRIMARY ELECTIONS—*Delegates to Syracuse*.—The Whig Joint Executive Committee, last evening, designated the 16th of September, between the hours of 6 and 9 A. M., in the different Wards, as the time for holding the election for Delegates to the Convention for the nomination of Delegates to the Whig State Convention. This is subject to the action of the Whig General Committee, which meets this evening.

THE LATEST NEWS.

By Telegraph to The New-York Tribune.

Southern Telegraph Office, corner of Hanover and Beaver-sts

Another Anti-Rent Outrage—One of the Anti-Renters Killed and two Wounded.

ALBANY, Monday, Sept. 6, 1852.

We have a report of another Anti-Rent outrage at Berlin, Rensselaer County, and the death of one of the disguised parties, on Saturday night.

Several persons, disguised as Indians, went to the house of Mr. Shaw, and after arousing him, called on him to come out, which he refused to do, and they threatened to burn his premises.

He ordered them off, and told them if they persisted in their attempt he would fire upon them. They, however, made demonstrations of carrying their threat into effect, when Mr. Shaw fired a revolver, killing a man named Joseph Wilbeck, of Nassau, and wounding two others.

It is only a few weeks since Mr. Shaw's outhouses were burned by these desperadoes, and last fall he was tarred and feathered by them.

Congressional Nominations.

PHILADELPHIA, Monday, Sept. 6, 1852.

William S. Price has been nominated for Congress by the Whigs of the First District.

Col. Thomas B. Florence was nominated for reëlection by the Democrats of the First Congressional District.

Fire at Baltimore—Whig Candidate for Mayor.

BALTIMORE, Monday, Sept. 6, 1852.

A fire to-night destroyed the distillery of Martin Sellers & Co., on the corner of Calvert and Matthews-sts. The loss of stock is about $8,000—insured for $3,300. The building was owned by Messrs. Ellicott, and was insured for $3,000, which fully covers the loss. Five men were working in the third story at the time. One named Francis Timmons was severely burned and is not expected to live. The others escaped by jumping from a third story window.

The Whig City Convention met at the Whig Headquarters to night, and nominated Captain Richard France for Mayor, unanimously. Capt. France is now addressing the people. The meeting is largely attended and very enthusiastic.

Later from Texas, &c.—Marine Disaster.

BALTIMORE, Monday, Sept. 6, 1852.

The mail from New-Orleans has arrived.

Texas dates to the 27th ult. had been received at New-Orleans, but the papers contain nothing of importance.

A gentleman who came passenger on the Yacht, reported to *The Picayune* that much excitement existed at Matamoras, in consequence of the usurpation of the Governorship of the State of Tamaulipas by Jesus Caldenas, the former incumbent.

A revolution was confidently expected at Rio Grande city. A fight recently occurred between Mr. E. R. Hord and Captain Jack Everett, in which the latter was shot through the arm, the wound was severe but not dangerous.

A letter by the News, dated Victoria, August 14, says: "The mail rider who came to-day from San Patricio, states that the Indians are down in the neighborhood committing depredations and many settlers living out in the country are moving in for protection.

☞ *The Warrick (Ind.) Democrat* says: that last Wednesday week a man named John Jacoe shot Benj. Browditch, near Lynville, in Warrick County. There had been a quarrel between them at a shooting match.

The steamship William Penn arrived at New-Orleans reports that on the 26th ult, 15 miles south of Cary's Fort Lighthouse, she passed a ship ashore, with main and mizzen masts gone—had rigged jury masts instead, also, a jury foresponsat. The foreyard was the only yard across. She apparently had not been long ashore. Four wreckers left her, as the William Penn passed, and still left men on board.

Later from Havana—Continued Excitement—Americans not Permitted to Land.

NEW-ORLEANS, Monday, Sept. 6, 1852.

The steamship Crescent City, with Havana dates to the 3d inst., arrived here to-day. The excitement regarding the Revolutionary paper, &c., continued, and more arrests of suspected parties had been made.

American passengers were prohibited from landing.

Murder and Suicide.

CINCINNATI, Monday, Sept. 6, 1852.

A man named Peter Redding, killed a woman named Christiana Kramer, on Saturday evening, by cutting her head open with an axe—he afterward cut his own throat. The cause was disappointment in love.

Cholera at Rochester.

ROCHESTER, Monday, Sept. 6, 1852.

The Board of Health report twenty-six deaths from cholera during the three days, ending at 4 P. M.

Cholera at Chambersburg, Pa.

CHAMBERSBURG, Monday, Sept. 6, 1852.

Cholera has again broken out at this place. Thirteen deaths occurred from it last week, and three more to-day, with several new cases.

Fatal Accident.

TERRE HAUTE, Thursday, Sept. 2, 1852.

This afternoon at 6, about two hundred feet of the bridge at this place fell; there was a large number of hands at work upon it, two or three of whom are missing. Five or six have been dangerously hurt, three of them so badly that they cannot recover.

THE REINDEER EXPLOSION.

FURTHER PARTICULARS.

Shortly after the boat had been cleared of the dead and wounded, Coroner Merclean summoned a Jury, and held an inquest on the bodies of several of the victims. Captain Farnham of the boat was the first witness. He explained the position of the officers at the time of the explosion; he stated that there was no racing, either with other boats or with the cars; he did not know how much steam she had on; as a general thing, when not racing, they would reach the dock before 1 o'clock; the explosion occurred at 1¼ P.M.; he was a practical engineer; the boilers and engine were made under his own superintendence; he thought the explosion occurred by reason of a defect in the iron.

John Howlet, sworn—Is Chief Engineer of the boat: I was on duty in the engine-room at the time of the explosion; at the time of the explosion, the boiler had on thirty inches of steam; she has a certificate to carry forty-five inches of steam; I cannot tell the cause of the explosion; the back connection of the flue box exploded; I have not examined the exploded part of the machinery; I do not know upon what part of the boat the most part of the passengers were at the time of the explosion; this connection which exploded is on the part of the boiler about half way between decks, and is called "the connection of the return flues;" she had on at the time twenty pounds of steam to the square inch, and I had not blown off any steam at this landing.

At the conclusion of this examination, the Jury proceeded to the vessel as she lay at the dock, and made a minute inspection of every part. The connecting flue spoken of is just inside one of the boiler doors, part of the boiler itself and the exploded part easily seen. Just aft of this portion of the boilers, which are on the lower deck, and on the larboard side of the boat, was the steward's pantry, communicating with the cabin by a door, the distance from the boiler to the latter being some forty feet. It was not the water direct from the boiler that caused the havoc, but the flue containing the heat only being burst, the surrounding water rushed in and ran down the return flues into the furnace or fire-box. Here, of course, being suddenly generated into new steam, the rush from the open furnace doors was tremendous. It laid waste everything in the passage before described, cleaning away the pantry, and carrying before it huge pieces of coal, wood, and even a large plate of iron, some into the cabin, and all a considerable distance, and filling the cabin with a dense body of steam. All in its way, with one or two exceptions, are said to have perished, or been dangerously injured. The suffering of the unfortunate creatures may be imagined, by the awful indications remaining in the cabin. By the windows are marks of bloody fingers, evidently made in their frantic efforts to obtain egress for themselves or ingress for air. Where the steam was inhaled, the internal injuries are almost sure to prove fatal. But the most awful sight was several pieces of skin from the hands of the sufferers, which the attendant picked up, afterwad, on and about the floor, some of which had come off so completely as to present the appearance, when dry, of a leathern glove with the nails attached! All through the passage and at the larboard side of the cabin, were strewed the remnants of the destroyed portions of the pantry, &c., and large pieces of coal. The smoke-pipe had fallen on the hurricane deck, and done considerable damage.

The jury, on returning to the wharf, after a short consultation, returned the following verdict:

State of New-York, County of Ulster, ss.—The Jury having been duly sworn to inquire, on the part of the people of the State of New-York, of all the circumstances attending the deaths of said persons, and by whom the same was produced, and in what manner the said persons came to their deaths, do say, upon their oaths aforesaid, that the said persons, and each and every one of them, came to their deaths by suffocation and scalding, while on board the steamboat Reindeer, on her passage from New-York to Albany. The Jury do further find and say that, at Bristol, in the town of Saugerties, County of Ulster, the connection of the return flues, attached to the forward part of the boiler, on said steamer, accidentally burst, and that such accident is not attributable to any negligence or carelessness on the part of the officers of the boat, and that such suffocation and scalding, by which the death of the aforesaid persons was produced, was in consequence of such accidental bursting, as aforesaid. In witness whereof, we have hereunto set our hands and seals, this 4th day of September, 1852. (Signed.)

Egbert Cooper,	Alanson Egmer,	George Waters,
P. M. Gillespy,	Major Eagleston,	Samuel Crawford,
Jonathan Roosa,	Christopher Fiero,	C. S. Vreeman.

Yesterday a new Jury was chosen and further examination made. The only witnesses in the former case, it will be seen, were the Captain, Engineer and a Porter, all belonging to the boat. Before the second Jury, Captain Farnham was again examined at considerable length; he had no list of passengers' names, the numbers only are kept as they come on board and go ashore; by that tally there were 129 passengers and 33 of the crew on board when the boat came to the dock, besides 8 or 9 free passengers not reckoned; he saw a man and woman jump overboard, but they were saved; himself and crew prevented many from jumping over; The engineer has full control of the engine, and the captain has no control, unless he should go and order him to stop, when he would be bound to do so. I have carefully examined the machinery since the explosion, and found the steam gage had been in good working order before we landed. We landed at Kingston about 12 o'clock; I cannot tell how many revolutions she was making; we generally made twenty-one or twenty-two, which would carry us twenty miles an hour according to the tide; we started with the ebb tide and carried it to Poughkeepsie; I think the iron was defective, or otherwise she could not have carried steam enough to explode that part of the boiler; we thought that part of the boiler was the strongest part of the boiler; I think no cause, other than the defect in the iron could have caused such explosion; a want of water might have caused it; I cannot state what quantity of water was in the boiler; I can't say whether we blew off any water or not below Bristol or at Bristol; it is not usual, as raising the safety valve the engineer cannot tell accurately what quantity of water there is in the boiler; the amount of steam is lessened by opening the furnace doors at the time of landing.

The only passenger examined yesterday was James R. Macfarlane, of Virginia, who said: I had finished my dinner, and went on the forward deck; while there I heard a crash and the fall of the smoke-pipe; simultaneously there was an immediate escape of steam from the hurricane deck: do not remember seeing any steam come through the main deck at this moment, as I passed along; I saw nothing of the engineer or firemen; I can't say what rate of speed the boat was under, but we calculated that she must be going at the rate of twenty miles an hour, to make the time and reach Albany at 4 o'clock: I heard no complaints or observations of the boat not making landings in time; I do not know of the Reindeer racing; on this day there was no other boat in company with her; I do not know whether the boat was racing with the Hudson River Railroad cars or not; there was one train passed us at the Highlands; I thought I saw another train pass; there were not many at dinner at the time of the explosion; after the explosion, the deceased Mr. Whipple walked ashore, with the aid of two men.

List of the Scalded.

1—David N. Bowers, No. 914 Broadway, Albany.
2—Wood Baker, Princeton, N. J., of U. S. Coast Survey.
3—J Hall, New York.
4—Hugh Lowery, Newburgh
5—Mr. Quigley, Merchants' Hotel, New-York.
6—Mrs. Quigley, do.
7—Miss Quigley, do.
8—Mr. Lockwood
9—John Howlett, the engineer.
10—Charles McGregor, South Brooklyn, N. Y.
11—Henry C. Heck, do.
12—Wm. H. Snell, Richmond, Va.
13—Captain Hoyt.
14—Mrs. Hoyt, his wife
15—Mrs. Hoyt's servant.
16—Miss Lockwood, New-York

We give a list of the names of nearly all the passengers that were saved and escaped uninjured. Over 100 of them were forwarded to Tivola, on the west shore, by the ferry boat Chelsea, Capt. Wilcox, and took the cars of the Hudson River Railroad, north and south. The names are as annexed:

Mr. and Mrs. Gorman, Mr. and Mrs. Lockbart and child, Mr. and Mrs Johnson, Frederick Quinn, New-York; D. D. Ireland, wife and child; Edward C. Tappan, New-York; R. L. Jones, Preston Flogler, P. Ten Eyck, Wm. Taylor, Zeno Dorland, Nathan Taylor, Rev. D. Vanderlyn, S. N Wright, M. Shields, Peter Flynn, James Keenan, Daniel McKendrick, James Navay, P. Rawls, Thomas McNally and lady, William W. Waldman, H. King, Robert Mann, George W. Williams, Mary Ann Jones, Caroline Hagaman, Charlotte Taylor, Sarah Taylor, Mrs King, West Troy; Ann Murphy, S. B. Newman, William Gilespie, William A. Hoffman, Wm. H. Allen, John W. McClearnan, Hamilton Paulin and three ladies; Mrs. Sackett and daughter, (colored); Julia A. Platt, Mr and Mrs. Patrick, Augusta, Ga.; Mrs McKinney, Mr. George Winter, do, D. F. Woolsey and wife, Bridgeport, Conn; Mrs. Mott, Bridgeport, Conn. J. Reynolds, wife and sister, Penn Yan, N. Y.; John Palmer and lady, Catskill; E. Hight and lady, No 15 Jane-st., New-York; W Otter, wife and child, Valatie, N. Y.; J. R. Murchinson and lady; Miss Murchinson; Miss McDermott; John R. Martnott, lady, sister and servant; H B Pall; George Harber; Woods Gibson; Lieutenant Woodbury, wife and two daughters; John F. Nichols; John Dubois; John Taylor, Philadelphia; F. G. Adams, wife and child; Esther and Eleanor Budd; P. L. Clearwater; Andrew J. Chaplin; C. D. Lang and wife, Buffalo; Wm H. Janson and lady, Philadelphia; Thomas F. Whitehead and lady; D. A. Dunbar and lady; J. M. Whittier and wife, Boston; Eliza W. Jackson; Annie J. Jackson; Emeline Eldot and two children; Cornelius Stockling; Wm. Hunter, wife, child and servant, Brooklyn; Levi Copper, Boston; J. Newhouse and lady, 23d-st., New York; Joseph Rhodes, colored, Middletown, Conn.; A. H. Simmons. Total, 123.

The report of the explosion was heard for several miles up and down the river. The steamer was supposed to be on fire, which added to the consternation of the surviving passengers. The dead were picked up and conveyed to the warehouse of Messrs. Kellogg & Co., on the wharf. Those of the passengers scalded were found in the after cabin, in great agony, with the skin dropping from their bodies, and many of them at the point of death from inhaling the steam.

Those taken out alive were removed to the Malden Hotel, Exchange Hotel and private houses in the vicinity, where medical attendance was procured at once. Their wounds were immediately dressed with sweet oil, linseed oil and raw cotton, and nurses were procured to remain in attendance during the night. The ladies of the village volunteered their services, and remained with the suffering females, rendering every assistance in their power to alleviate their distress.

Mr. Hugh Rileigh, of Richmond, Va, with his two step-daughters, the Misses Andrews, were badly scalded, and taken to the Malden House, where every attention was paid to them by competent physicians. Mr. Rileigh made his will, devising his property to his two step-daughters in case they survived the accident. If they did not, then he devised it to his mother-in-law and brother-in-law, with some provisions made for the education of certain children of one of the overseers on his plantation near Richmond. Mr Rileigh was very badly scalded, and suffered extremely; but his mind remained clear and strong to the last. Amid the groans of the wounded and dying, he dictated to his attorney, Mr. Van Orden, the terms of his will. The step-daughters lingered a short time after their protector, and then followed him to the spirit world. There were five in this party, all of whom are dead, excepting a Mr. Smith. The remains are deposited in a private vault. One person was standing near the engine-room, heard the noise of the explosion, and immediately looked down into the hold, and saw the steam rushing out of the doors of the furnace, and finding himself enveloped by it, put his hands to his face, and ran overboard. There were a number of persons who jumped overboard, and were picked up. He swam to the bow of the boat, where he was pulled on board again. After procuring a change of clothes, he proceeded on board the ferry-boat for the cars, rejoicing in his hair-breadth escape.

THE INQUEST CONTINUED.

BRISTOL, Monday, Sept. 6, 1852.

This morning at 10 o'clock, the examination of the witnesses in relation to the explosion on board the Reindeer was resumed on board the boat H. S. Van Orden, Esq., Attorney for the Coroner. The first witness called was

Rev. Henry Connelly, sworn—Resided at Newburg; had landed from the steamer Reindeer a few minutes before the explosion; came on board at Kingston Point at about 12 o'clock or a little after; some half dozen people went ashore at Bristol; saw no evidence of racing at all; the circumstances would prove the contrary; saw some one come out of the Reindeer and pump in the water on the dock side toward the part of boat, and was saved; saw smoke pipe fall; there was a noise of the explosion as of whistling of steam and a mighty blowing sound; there was some steam on this main deck which come up from below; do not remember seeing the cars pass up; heard no remarks as to speed of boat; did not notice her speed, as I was reading; saw no extraordinary haste; could not tell the number of revolutions she had been making; impression was there was no racing and no cause for extraordinary speed; that was his own impression and that of those he conversed with; Mr. Bowers, of Ala., was the first he saw after the explosion; his wife was dead; saw during the evening at Malden House, Mr. Snell, of Va., who was still living, (since dead.) two colored men, brothers, since dead; Mr. Samuel Brown, of N. Y., was dead; saw Dr. H. Rileigh, of Richmond, Va., and his step-daughters; the two Misses Samuilis and Margaretta Andrews, and their friend Mr. Barnes saw Miss Lockwood and Mrs. Lockwood, her mother, (since dead;) Mr Quigley, of New-York; Miss Quigley, his daughter; Hugh Lowrie, James Brown, Greaser, (dead;) Mr J. G Rumsldt, (dead;) J D. Holeridge, (dead;) Edward Zellar, (dead;) Woods Baker, of U. S. Survey, (dead;) Garwoon Benway, steward, (since dead;) Capt. Hoyt, wife, child and servant; Miss Estelle Loup, (dead;) Rev. Mr. Williamson and son, (both dead;) Mrs Williamson, his wife. All these persons were on board and injured, and witness identified them.

Hugh Towers, (one of the injured persons) sworn—Was a fireman on board at the time of the explosion; was at forward boiler; the boat was not racing; tried the cocks, and there were 4 cocks of water in fore boiler; the doors of furnace were open, and we had on 30 pounds steam; witness was much injured.

J. E. Lockwood, (injured) examined—Was a passenger on board the boat, and was down at dinner at the time of the explosion; did not see any sign of racing; was not on the upper deck, and so could not judge whether there was great haste; was much injured himself by the explosion.

Mr. C. R McGregor, H. C Flick, Martha Quigley, Mr. Lasher, Mr. Van Curen, passengers on board the Reindeer, followed with their evidence, but nothing new was elicited. This closed the forenoon session.

AFTERNOON SESSION.

At 10½ P. M. the examination was resumed.

John Howlett, engineer, recalled and re-examined. His examination taken on Saturday was read over to him, and he deposed it was correct, save that it was the forward and not the after connexion, as therein stated. He had run the engine all that day, except that he went to his meals; the second engineer then attended to it; his name was Abraham Bacher; witness had been to dinner, and came up just before the explosion; examined the gauge then, and had done so at Red Hock; had three cocks in the after boiler; did not examine the forward one; was quite sure of that; had tried it himself, and tried steam gauge; struck on it with hammer to see whether it was stuck down or played free; it is generally necessary to do so to make it play; attended the after boiler at the time of the explosion; they have a bell in the engine-room for opening doors, shutting off blowers, &c; he struck this bell for the purpose of landing, and it was three, four or five minutes after that they landed; the cocks that he tried are in the engine room; did, perhaps, once in a while on the passage up, leave engine to go on promenade-deck, to cook around, and to see the journals above were not out of place; but he did not think he did; went down in the fire-room several times, to see everything was right there; I make a practice of doing so; had whole control over engine of boat, while she was running; the second engineer was on duty, too, and around the engine; he goes to try the water on the forward engine, &c; did not know who the engineer was that a passenger observed walking about on the promenade deck; he did not leave his engine on the main deck; usually walked up and down from engine to boilers, and never left unless some one else was on; the steam could not raise or fall more than an inch at a time; the second engineer was there when he was away.

To the Foreman—Had been Chief Engineer on board during this year; they had been making about 20 revolutions all day, and made no more between Bristol and Poughkeepsie; did not know how far they had carried the ebb tide with them; it was flood here, (at Bristol); could not say what could have produced it but a flaw in the iron; a high pressure of steam might have produced it; it was the last place he expected it, to give way; an insufficiency of water he thought would have produced it.

To another Juror—An insufficiency of water would not have produced it in that part first; an insufficiency of water would be where there was none over the flues; where there is water in any one of the cocks there is sufficient, and it could not be from that cause; had been second engineer in the boat for two years, and an engineer for twelve years; it was not at all customary to let off steam at landing, unless they have too much, which they could tell by the steam gauge; twenty revolutions would make sixteen miles an hour; thought the boat was capable of making twenty or twenty two all the season, without risk; had never had any instructions about mazing Albany in a certain time, except the advice of the Captain; there were no cocks below the floor; any one would bring the water over the upper flue; they would have been a great deal quicker, with an ebb tide; they were not hurried with the landings, but usual time; had never known such an explosion; with such a defect in the iron, a boat might run for years or burst first time; her not doing so was no proof defect did not exist. (Examination suspended.) On being recalled, he continued: That if there was a defect in the iron, a boat would be as likely to explode under weigh as at landing; thought it made no difference, and no boiler would burst unless boiler deficient or insufficient water was in it; when at her landing, they do not generate steam, but throw open the furnaces—so it comes to the same thing; Capt Farnham was in the habit of coming into the engine-room; did not particularly remember seeing him on Saturday, he (witness) generally went, by his advice, as he had been a practical engineer; they had carried more steam than they had on that day during the present season.

To a Juror—The boat was at the landing when he examined the gauges; she had on then 30 pounds of steam; a pound in two or three minutes would be generating it very quickly; if furnaces are open and blowers are not used it will not be generated more quickly than that; did not know when they last blew off steam; did not know whether they had since they left New-York; it was immaterial, and they generally let their steam down before making a landing.

Reindeer—Should think if there was no defect, a boat carrying too much steam would be more likely to explode when under way, than at her dock, but might do so if she continued to generate steam.

Dr. Edmund C. Rogers called and examined—Was a physician; have seen the dead and the scalded who came ashore from this explosion; Mr. Snell, Mr. More Baker, Mrs Williamson, Miss Lockwood, Mr. Lockwood, Mr. Quigley and his daughter, (his mother not injured;) Capt. Hoyt and his wife were surviving; he had not seen McGregor or Flick; he then went through the list of the dead as in *The Herald*, and stated they were all injured by the explosion; Mr Baker was very poorly; these persons all came to their deaths in consequence of scalding and suffocation; the survivors were all scalded in this explosion; I saw them all, and knew this to be so; were not using blowers at the dock; they might have been there two or three minutes; the explosion was in the forward connexion of the forward boiler; they generally threw open the furnace doors before they came to the landing or the engine stopped.

Mr. Mills Norton, sworn—Resided at Bristol, and was a hotel-keeper; kept the Exchange House; there is a steamboat landing there, a few yards above where the Reindeer landed; witness usually attended landing; the Reindeer was in the habit of getting up there between 12 and 1 o'clock; should think she had during the season landed there before 12 o'clock; most of the boats generally got up about that time.

Duncan Livingston, sworn—Keeps the Malden House; generally attended the landing of this boat; was there at the time of the explosion; this was about a quarter past 1; the time varied from half past 12 o'clock; as a general thing she got there about half past 12; she had been at the dock three or four minutes at the time of the explosion; the landing is as often done in three or four minutes as it is longer; it was hard for him to say what was done by the officers of the boat at the time; he was then getting the injured persons ashore.

Francis W. Gregory sworn—Was a fireman on board, and was on board at the time of the explosion; was on this mizzen deck immediately over the boiler; Francis Long was attending the front boiler; knew nothing of the water in the boiler; had not been below after the explosion; did not know whether front furnace was open or not; had fired, but his general duty was to pass coal from the bunkers to the firemen and keep them supplied; passed it to both furnaces of the boiler; did not see the steam come up; had tried water in the front boiler; there was water in four cocks, and steam and water in the fifth cock.

At 6 P. M., the Captain of the boat was recalled and examined by R. T. Macauley, District Attorney; but at this hour our reporter was obliged to leave for this City.

Three additional deaths are reported: DAVID N. BOWERS, of No. 916 Broadway, Albany, died Sunday afternoon, while on his way home, on board a steam ferry boat. The same boat contained the remains of his wife—one of the number instantly killed.

EDWARD ZELLER, a German, died at 5 o'clock yesterday morning. He was buried at Bristol.

WILLIAM H. SNELL, of Richmond, Va., survived until five minutes before 3 yesterday afternoon. His sister and two brothers-in-law were present, having arrived from Virginia at noon, whither they were called by telegraph.

The whole number of deaths up to 6 P. M. was 29.

Mr. WOODS BAKER, of New-Jersey, connected with the U. S. Coast Survey, was still living when our reporter left last evening. He had his senses and made his will in the course of the day, being conscious that he could not survive. His parents had arrived and were with him.

Mrs. WILLIAMS, of Amity, Saratoga Co., and HUGH LOWRY, of Newburgh are both not expected to survive.

The rest of the sufferers were considered as doing well, and none of them in immediate danger. The following is a list of the bodies which remained in the Town Vault at Bristol Landing, last evening: HUGH RILEIGH, THOS J BARNES, and Misses SAMUELLA, and MARGARETTA ANDREWS, all of Richmond, Va.; Mr. GEORGE LEWIS and wife, a young couple, residence not stated, are missing.

On board the steamer but little effect of the explosion is visible, save in the immediate vicinity of the steam-chamber, and about the chimney and pipe, which in its fall crushed down a portion of the deck. In every direction a slight evidence of steam and cinders were to be seen, discoloring the white paint with a gloomy and solemn cast. No fire caught in any part of the boat.

INVESTIGATION IN THE CITY.

The bodies of the following named victims of the recent explosion of the Reindeer were brought to this City early yesterday morning:

JAMES BROWN, who resided at No. 34 Renwick-st.

Rev. GEO. R. WILLIAMSON and his son, NORMAN P., 4 years of age.

JOHN GEORGE RUMPSFELD, a native of Germany, 21 years of age, formerly a clerk in the house of Beck & Kunhardt, No 69 West-st.

Their friends not being provided with the necessary burial certificates, the Coroner was notified to hold inquests upon the bodies and give certificates, in order that they might be interred. Soon after learning that the bodies had been brought to the City, the Coroner called upon N. B. Blunt, Esq., District-Attorney, for the purpose of ascertaining whether or not an inquiry instituted by him into the cause of the explosion would be legal. Mr. Blunt expressed his conviction that it would not only be legal, but that it was his imperative duty to make such investigation; that it was the duty of the Coroner to adjudicate upon and ascertain the true cause of death of all persons who may be killed on board all steamboats, railroad cars, and all other conveyances taking people from the City, provided the bodies in such cases are brought to this City for temporary interment in vaults or for permanent burial.

The Coroner then proceeded to empannal a Jury of twelve men, after which the Coroner and Jury proceeded to take a view of the bodies. The friends of the deceased were then furnished with certificates for burial, and the bodies were delivered over to them. The Jury, after performing this duty, were then discharged until 10 o'clock this morning, when the taking of testimony will commence. The following are the names of the Coroner's Jury:

Thos. L. Betts, of No. 196 West Twentieth-st.; Jas S. Ward, of No. 276 West Thirty-second-st.; Geo. Delavan, of No. 48 Greenwich-st.; Peter Hurley, of No. 84 Clinton-st.; John McLachlan, of No. 25 Perry-st.; C. L. Nichols, of No 26 Greenwich-st.; Charles Lawrence, corner of Mott and Chatham-sts.; A G Johns, Irving House; J. A. Smith, corner of Suffolk and Grand-sts.; Frank Post, Jr., of No 4 Staple-st.; Joseph Boggs, of No. 185 Orchard-st.; Jacob Jackman, Staten Island.

The Coroner is directed by the District Attorney, if necessary, to send to the scene of the disaster for witnesses, which course it may be necessary to pursue. These passengers who were on board of the Reindeer at the time of the explosion, who are in possession of any facts connected with its cause, are requested by the Coroner to call at his office No. 9 New City Hall, this morning at 10 o'clock.

Vermont State Fair.

The Agricultural Fair of the State of Vermont, for this year, opened at Rutland on Thursday last. The attendance was very large, and hitherto entirely unparalleled by any similar gathering in the country, when the proportion of population is taken into account. Notwithstanding the Society offered no prizes, the farmers of the Green Mountain State came forward nobly, and stocked the Exhibition with a magnificent abundance of all that interests and delights this largest and most important class of the people. The grounds covered thirty acres, and enclosed three large buildings for exhibitors, a race-course, and a large platform with seats for three thousand people. The show of horses and cattle was very fine, and was the chief point