the Cabinet. Marcy's influence is regarded of more consequence than the President's. Pierce has not energy enough to save his friends from slaughter. Marcy got his friend Borland appointed to a full mission, as he will his friends Wood, of Ohio, Meade, of Virginia, and Trousdale, of Tennessee. SAM.

Appointments, Domestic and Foreign, Certain and Probable.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, April 24, 1853.

Judge Bronson, your Collector, and John Cochrane, Surveyor, are both here.

The Collector recently appointed at Sackett's Harbor will probably be "Nortonized" and Mr. Quin succeed him. J. B. Bentley will get the Collectorship of Oswego. The President offered to continue Richardson, Whig, but he gratefully and gracefully declined.

The following applicants for Post-Offices in New-York are likely to succeed: Norwich, John Hubbard; Auburn, Beardsley; Albany, Johnson; Oswego, Beardsley; Syracuse, Sedgwick or Outwater. The Postmaster at Rochester, a Silver Grey, is likely to be retained. The Collector is in the same category.

Jabez Fitch will secure the Marshalship of Ohio.

The foreign appointments agreed upon may be announced this week.

On Dits.—Wise or Dix for France; R. Kidder Meade, Virginia, Chili; Gov. Wood, of Ohio, Brazil; Gov. Seymour, of Conn., Mexico; John Rowan, Ky., Naples; Stephen D. Dillage, N. Y., Brussels; Stephens, N. J., the Hague; Gov. Trousdale's low state of health will not suit the Russian climate; Major Polk will probably get an important position abroad; John V. L. Pruyn, of Albany, desires to go to Berlin, but Mr. Barnard will probably have another successor.

Charles T. Shelton, of New-York, is also here. It is rumored that the President will select him for some post in connection with foreign affairs.

R. H. Williamson, late Disbursing Agent of the Department of the Interior, has been removed by Secretary Stuart for contumacy. Q'RIS.

New Third Auditor—The Mission to France—The Census Bureau—The Gardiner Trial, &c.

WASHINGTON, Saturday, April 23, 1853.

The Hon. Francis Burt, of South Carolina, was sworn and entered upon the duties of Third Auditor to-day.

Gov. Foote, of Mississippi, is spoken of in high circles for the French Mission.

The reorganization of the Census Bureau is now completed, and embraces an equal number of Whigs and Democrats.

In the Gardiner case to-day Mr. Whittlesey, the First Controller in the Treasury, and Mr. McKean, special disburser of moneys for bringing on witnesses in this case, and Mr. Zantzinger, the disbursing agent of the State Department, were called to prove the amount paid witnesses for the prosecution—the object of the defence being to show that it was so large as to influence the minds of the witnesses, and that it was paid without authority of law. The testimony was mostly objected to, and the day was consumed in argument. The Court decided it was partially admissible.

From Washington.

WASHINGTON, April 24, 1853.

Mr. Longhborough, Editor of *The St. Louis Times*, an anti-Benton man, has been appointed Surveyor General of Missouri and Illinois.

The Union announces that the President has appointed the hours of from 12 to 2 of Tuesdays, Thursdays, and Saturdays, for the reception of office-seekers.

From Washington—The Reported Territorial Difficulty in New-Mexico—Minister to Central America.

WASHINGTON, Saturday, April 23, 1853.

The Intelligencer this morning publishes a letter dated Santa Fe, Feb. 28, announcing the intention of Gov. Lane to take possession on his own authority of a portion of Mexican Territory.

The Union announces the appointment of Solon Borland as Minister to Central America.

Southern Mail Arrival—From Texas.

BALTIMORE, April 24, 1853.

New-Orleans papers of Monday have been received. They contain Galveston dates to the 15th.

The Attorney-General of the State had commenced suits against the Commercial and Agricultural Bank, and the firm of R. & D. G. Mills, for violation of the Banking Laws.

The Democratic State Convention, to nominate candidates for Governor and Lieutenant Governor, is to be held on the 15th of June.

Mr. E. Dixon, who was injured by the explosion of the steamer Farmer, had died.

Further discoveries of gold had been made in Hamilton's Valley, and a great excitement was existing.

Government has purchased the ship Sea Nymph, of this port, and named her the John P. Kennedy, in honor of the late Secretary. She will be sent out as the storeship for Ringgold's expedition.

New Banks in Boston—Arrest of a Mail Robber.

BOSTON, April 24, 1853.

Bills passed the House on Saturday, to incorporate the Webster, Howard, Elliott, and National Banks in this city, with a total cash capital of $2,500,000.

A lad named Davis was arrested at the Post-Office, on Saturday, in the act of calling for letters addressed to J. A. Davis. One of the letters contained a draft for $15,000. Mr. Davis has missed several letters of late.

Sailing of the City of Manchester—The Murder Case, &c.

PHILADELPHIA, Saturday, April 23, 1853.

The steamship City of Manchester, Capt. Leitch, sailed to-day, for Liverpool, with 50 cabin passengers, $7,000 in specie, and a full freight.

The steamship State of Georgia arrived this morning, from Savannah, bringing 105 passengers.

The argument for arrest of judgment of Capie and Emmos, committed of the murder of Soohan, has been concluded. The Court will give its decision on Friday next.

Heavy Robbery at Troy.

TROY, Saturday, April 23, 1853.

The store of Hermius Raphael, No. 16 Congress-st., was last night entered by burglars, and robbed of dry goods and jewelry to the amount of $1,800.

Murder of a Police Constable.

PITTSBURGH, Friday, April 22, 1853.

Yesterday afternoon Constables Ferguson and Jones of this city went to Saxonburgh, in Butler county, to arrest a German named Casper Lamplighter. The latter resisted, and stabbed Ferguson to the heart, killing him instantly. He also dangerously wounded Jones, and made his escape.

The Loss of the Independence.

BALTIMORE, April 24, 1853.

A large number of Marylanders were known to be on board the steamship Independence reported lost on the Pacific

The Defalcation at Mobile.

MOBILE, April 23, 1853.

The Grand Jury have ignored the bill against Beers, late Postmaster of Mobile, and he has been discharged.

Marine Disaster.

PHILADELPHIA, April 24, 1853.

The schr. John Franklin, ashore some time since, near Cape Henlopen, and was hauled off and afterwards capsized, with a steam pump on board, has drifted ashore again on Phœnix Island.

Religious Anniversaries at Albany.

ALBANY, Saturday, April 23.

The Anniversaries of the Baptist Missionary Union, and of the American and Foreign Bible Society, will be held here next month, the former on the 16th, and the latter on the 17th. Drs. Wayland, of Rhode Island, Sheldon, of Maine, Church, of Montreal, Oncken, of Hamburg, in Germany, and others, are to be present.

Canadian Currency.

QUEBEC, Saturday, April 23, 1853.

Last night the Provincial Parliament adopted a plan for a decimal currency, in dollars and cents.

The Augusta at Savannah.

SAVANNAH, Saturday, April 23, 1853.

The Steamship Augusta, Capt. Lyon, has arrived at her wharf here, in 42 hours from New-York.

The Southern Mail.

BALTIMORE, Saturday, April 23.

The New-Orleans papers of Sunday last are to hand—but we find no news of interest in them.

TEXAS.—*The State Register*, published in Austin, admits that the ascendancy of the Democratic party in Texas, is in serious jeopardy from the ambition and exclusiveness of some who will not serve if they cannot lead. A State Convention is the remedy proposed. [Boston Traveller, Saturday.

If the holding of a Convention is to harmonize affairs, that remedy has proved an utter failure. The Convention was to have met on the 22d of February, and not a quorum of delegates appearing, no State nominations were made. The Congressional Conventions it is supposed will result the same way, and both parties will go back to the Independent system, and candidates be presented on their personal merits alone. The Convention system is quite unpopular at the South-west.

☞ We are glad to see some of our Wisconsin cotemporaries urging the cultivation of flax and rape seed for oil. The yellow blossomed fields of the latter is a most striking feature to an American in German scenery, and the oil extracted from the rape or *reps* seed is almost the only rival to the various sorts of candles used by the Germans. It gives a clear, mild light, very pleasant to the eye. We should think it might be manufactured cheaply enough at the West to make it profitable in this country for burning.

NORTH-CAROLINA.—In the 1st District, primary meetings have been held in Bertie, Chowan and Hertford counties, at all of which preferences were manifested for Hon. David Outlaw as the candidate for reelection, which ensures him the District Whig nomination.

WASHINGTON.

Removals at Brooklyn—Land Bounty Frauds—Virginia Bothered.

Correspondence of The N. Y. Tribune:

WASHINGTON CITY, Saturday, April 23, 1853.

There is a story floating around Washington which does so much credit to the Secretary of the Navy, that I must relate it here. The "reliable men" of the party in Brooklyn sent him a list of changes of master workmen in the Brooklyn Navy Yard, which they represented as necessary for the party's good in that quarter; and having ordered some of the appointments and removals therein contemplated to be made, a night intervened before the proper papers were prepared for his signature. In the mean while the master cooper of the Yard, a worthy old man named Theopholus Hardenburg, came on post haste, and hieing early to the Department, was first to obtain an interview with Secretary Dobbin, telling him that he had come to Washington because he had heard that his name was inserted in the list of political managers at home for proscription. Being answered that he had already been removed, the old man was so much overcome as to be almost prostrated for a time. Recovering, however, he conversed for a few minutes with the Secretary, in which time he satisfied him that he had been through life not only a steadfast Democratic party man, but that the person ordered to be appointed in his stead was no other than, originally, a poor boy whom he had charitably rescued from the streets, and had subsequently taught him all he knew of his trade. The Secretary appeared staggered with these disclosures, when the old man, raising his hands, exhibited the print on each wrist of the manacles he wore while a prisoner to the British during the war of 1812.

The Secretary immediately revoked the order for his dismissal, and the old cooper went his way rejoicing. In the fullness of his heart, he told the circumstances of the interview before returning North, which accounts for its being known here. Hardenburg says that he was originally appointed by Monroe.

On Friday, there was quite a contest in the Cabinet meeting over the various applications for the position of Surveyor-General of the District of Missouri and Illinois. A General Loughborough, of Ill., was formally agreed on for that office. The various Presidential appointments for the Interior of New-York were talked over for some time; but I am inclined to believe that nothing was definitely agreed on with reference to them. The Softs last night appeared to shake in their shoes, without cause, I have every reason to believe.

The Pension Bureau is said to be not a little embarrassed by the refusal of a Special Agent of the Interior Department, a Mr. Latchett, to return the papers in some hundreds of cases of alleged frauds in obtaining bounty land warrants, which were placed in his hands by Secretary Stuart for investigation. He is in New-York and, according to the rumors in the hotels of Washington, he asks $10,000, as a fee for his services, before he will return them. Until they can get possession of them, of course no one of the cases can be prosecuted, however glaring the fraud involved may have been.

Mr. John Wilson, the Commissioner of the General Land Office, is understood to have been quite averse to the change in his Chief Clerk, made yesterday, the Secretary overruling him in ordering the promotion of Dr. Frailey. Many persons are wondering at the bad fortune of Col. John A. Bryan, now of Wisconsin, in getting only a Land Office Registership, applying, as he did, for a bureau here. The cause of the wonder lies in the fact that he is the father of the first wife of Senator Weller, and the brother-in-law of Hon. Mr. Edgarton, an Ohio member of the last and next Congress.

The Virginia office-seekers are very indignant against their Senators and Representatives in Congress, for being so good natured as to busy themselves greatly to keep in office certain Whig incumbents from their State. As long as they insist on so doing, the Administration will of course be greatly embarrassed in the work of providing for the Virginia Democratic outs. WALTHAM.

Mr. Borland's Appointment—The Third Auditor—Anxiety upon the New-York Appointments.

Correspondence of The N. Y. Tribune.

WASHINGTON CITY, April 21, 1853.

Hon. Solon Borland's appointment to be Minister to Central America bears out what I have recently written you relative to the Administration's appreciation of a necessity for a very thorough change in the tenor of the Diplomacy of this Government, in that and certain other quarters. Borland is a man of much more ability than he has the credit of possessing, and has personal attributes which peculiarly fit him for the life of labor, strife and energy which any gentleman must lead in that enervating region who goes there to carry out the instructions which will be given him. Your readers will remember that he is proverbially ready for anything—for smashing noses, ferreting out frauds on the Treasury, making elaborate speeches on constitutional questions, or hunting down public men with whom he may fail to be on good terms—each as occasion may require. In the Senate he has been proverbially effective, accomplishing as much, though at times apparently working strongly to do it, as any other gentlemen who has been a member of the body in the last ten years. Barring the incongruity between his habitual acceptance of constructive mileage and the ferocious war he has always waged upon everything else smacking of unconstitutional or needless use of the public money, he leaves a very good Senatorial record for a gentleman of his peculiar views. It will hold water well in the estimation of his political friends at home. He is expected to play the part of *one* "man with the white hat," who, you will recollect, flourished in Texas previous to her annexation. Chatfield himself was never more competent to keep every thing and person around him in a hubbub, though Chatfield possessed little personal character, while Borland is credited here with being scrupulously correct in his bearing as a man and a gentleman. Thus the Government, having no dirty work for their Minister in that quarter, Mr. Borland will prove in all respects fit and able to do up the exciting diplomatizing which will be required of him, which, by the by, is destined to keep up to the highest notch public interest in our Central American relations.

With Mr. Soulé in Spain and Mr. Borland in Central America, the folks in Wall-st. can hardly fail to enjoy the fun of seeing United States and other American stocks cutting astonishing didos every now and then.

The brother of Hon. Mr. Burt, of South Carolina, recently appointed to be the Third Auditor of the Treasury, reached here on Friday night, and will assume his official position on Monday. I can write you nothing of his official qualifications, further than that he is his brother's brother. A rule is prevailing to too great an extent, which places the patronage of the Government virtually—almost entirely—in the hands of Senators and Members of Congress, whose recommendations are for the most part regarded as conclusive. So, to be connected as Mr. Auditor Burt is, has come to be pretty much a warrant for the success of one's application—to be a sort of record behind which the Government, in most cases, declines going.

There are many gentlemen here from the interior of New-York, who are just now overwhelmed with anxiety concerning the appointments yet to be made there. So, we are having, in miniature, a second edition of the recent Hard and Soft squabbles in the hotels of Washington. Ex-Senator Foster's selection to be District-Attorney for the Northern District of New-York continues greatly to afflict the Softs, who are frightening themselves terribly with dreadful anticipations drawn from it. However, I know certainly that it augers nothing more than that the Administration are adhering to their policy of giving very little which is fat and desirable to any other than a Member of Congress, or an ex-member, if any such gentleman sees proper to intimate his desire for the place.

The Cabinet were not in session yesterday, their breathing spell being devoted principally to the work of looking carefully into the political composition of their different Bureaux, as to enable them to proceed as speedily as possible with the business of providing for a few scores of the five thousand little fellows (politically) who are clamoring for Clerkships at Washington. ALTRINGHAM.

PANAMA RAILROAD.—We have seen a letter from a gentleman who had crossed the Isthmus in the following time:

	Hrs.	Min.
From Panama to Gorgona by mules	3	37
From Gorgona to Barbacoas by boat		47
From Barbacoas to Aspinwall by rail	1	55
Total	6	19

This brings the Atlantic and Pacific in close contact. The completion of the Railroad will reduce the time to 3 hours!

CONNECTICUT.—In the published official table of majorities for State officers there was a mistake in the vote for Secretary of 130. The true figures stand thus:

John P. C. Mather, Democrat	31,558
Thomas Robinson, Whig	22,566
Jesse G. Baldwin, Free Soil	5,640
Scattering	620
	28,766
Mather's majority	2,792

The published table incorrectly gave the Secretary a majority of 2,662.

LOUISIANA.—*The Baton Rouge Gazette* intimates that Gov. Hebert is about to declare the office of State Auditor vacated, and fill the vacancy until an election takes place.

CONNECTICUT.—*The Hartford Times* says that the official returns for Senator in the Fifth District, elect Mr. Kellogg, (Whig) by *two* plurality.

ANOTHER RAILROAD ACCIDENT.

Fearful Accident on the Camden and Amboy Railroad—One Person Dangerously Injured—Express Car and Contents Sunk—Mails and Baggage Saved—Letter from a Passenger—Meeting of the Passengers.

The Camden and Amboy Railroad, Saturday afternoon, came near being the scene of a most frightful calamity, and it is a subject for sincere thankfulness that we have not to record a large number of deaths of persons crushed and drowned. The two o'clock train from Philadelphia for New-York, having been delayed some ten or fifteen minutes by the great number of passengers, on reaching Rancocas Creek, about twelve miles from Philadelphia, found the draw bridge up for the passage of a steamboat, and no sufficient notice of the fact being given the Engineer in season, the engine, all the baggage crates, and the express car were thrown into the water, there about fifteen feet deep. The passenger cars fortunately became disengaged and their progress stopped in season to save them from following. The Engineer escaped by leaping from the locomotive. The Brakesman was less fortunate, both his legs were broken. The unfortunate man resided at Bordentown, whither he was conveyed after the accident. A young man named Wm. Woolley, had his foot crushed. He was attached to the baggage express. The express car, with all its contents, was sunk completely out of sight. It had some $30,000 on board. The mails, with most of the passengers' effects were recovered, and the baggage most of it delivered to the owners yesterday, the damage being promptly settled by the agents of the company as far as practicable. The passengers reached this City at an early hour yesterday morning.

We have received the following communication from a gentleman who was on the train at the time of the accident:

NEW-YORK, Saturday, April 24, 1853.

To the Editor of The N. Y. Tribune.

SIR: The circumstance, which ought to be deeply impressed on the public mind, in connection with the rail-road accident of Saturday, is this: The man in charge of the rail-road company's bridge at Rancocas Creek had no instructions to give any other warning to an approaching train when the draw was up, than that which he did give, namely, by waving his hand or hat. No arrangements, whatever, beyond this were found to have been made to guard against the terrible exposure. The engineer may have been cautioned to look out when the draw was up; but what sort of a security was this, considering the magnitude of the hazard, and the liability to visual misconception or inattention.

To show what sort of a man the management had placed in charge of their bridge, let these facts be borne in mind: The afternoon train was in the habit of crossing the bridge some minutes before the boat was at the draw. On this occasion, owing to the number of passengers, there was a delay of some ten or fifteen minutes in the train's arrival at the bridge. And yet the man at the bridge, notwithstanding the imminence of the train's arrival every moment, proceeded to lift the draw. On being expostulated with, after the accident, he stupidly said that his orders were to lift the draw when the boats came, and he had no discretion in the matter. He had been there, he said, fourteen years, and had never tipped a train into the river before. So, if the same accident has not occurred long since, at the same point, passengers may thank their good luck, and not the provident care of the railroad management, nor the common sense of their man at the bridge.

There was but one opinion among the passengers, and it was, that the accident was attributable to the most nefarious carelessness on the part of the railroad company in not providing an efficient security against the contingency of the draw's being up. A man with a red flag should have been stationed a mile in the rear before the draw was touched, under such a tremendous risk. We were going at a speed of thirty miles an hour, and our only chance was that the atmosphere might be sufficiently clear and the Engineer sufficiently quick sighted for him to see in season that the draw was up. Had the boat been half way through the draw at the time of the accident there must have been great destruction of life on board the boat as well as in the cars. Had speed been slackened a few seconds later some of the passenger cars would have been pitched into the river, with the baggage, or crushed up—drowning or mutilation being the two chances for the passengers.

It was the very general intention of passengers to hold the Company responsible for all their losses. The case is one which admits of no palliation whatever, and public opinion cannot fail to hold the Company to a strict account.

ONE OF A PARTY OF FOUR PASSENGERS.

Meeting of the Passengers.

A meeting of the passengers by the Camden and Amboy line from Philadelphia, on the afternoon of Saturday, April 23, 1853, was held on board the steamboat James Potter, while on the passage from Amboy to New-York, on the evening of that day, in reference to the accident at Rancocas Creek.

Frederick Emerson, Esq., of Boston, was called to preside, and Moses S. Beach, of *The New-York Sun*, was appointed Secretary.

Mr. Emerson opened the meeting with a few remarks pertinent to the subject, and suggesting the necessity of some united action, both to express to the public the opinion of those present as to the causes of the accident, and for the purpose of securing to each person who had suffered from it in property, a just remuneration for losses.

B. F. Angel, Esq., of Geneseo, being called upon for information as to the legal liability of the Company, stated that they certainly would be considered as common carriers and insurers, and therefore liable for damages arising from common negligence; that the Company, he doubted not, would so consider it, and be ready to make due restitution; that the name of Robert L. Stevens, as President of the Company, was to him a guarantee that the passengers would be fairly and justly treated in the matter. He concluded his remarks by animadverting strongly upon the apparent negligence from which the accident had resulted.

Mr. Beach stated that, having had occasion to go to the Captain's office for writing materials, Captain Simpson, whom he met there, had informed him that there was no person present authorized to speak for the Company in the matter of remuneration for damages, but that, so soon as the boat reached her wharf, he would at once see Mr. Bliss, the Agent, and do everything which lay in his power to afford satisfaction to the passengers. As to the baggage, passengers might act their own pleasure. If they decided to leave it on board, he would see that it was properly taken care of, and hand it over to them whenever they might desire it.

Hon. Edward Stanley, of N. C., being called for to advise as to the proper course to be pursued relative to damages incurred, said that the question could be better determined by mercantile gentlemen, many of whom he saw present, than by himself. He thought it would be necessary for every passenger to act for himself. As to the Company, he did not doubt for a moment that they would do all which could be expected of them. He was acquainted with several of the Directors, and knew them as upright and honorable men, who would not, he felt assured, take any undue advantage of those who had suffered from the accident, although it might be in their power to do so.

Mr. Tanner, of Buffalo, moved the appointment of a Committee of three to take a general charge of the baggage, and assist their fellow passengers in the recovery of proper damages.

Many difficulties being suggested in the way of the expected action of such a Committee, the motion was subsequently withdrawn.

Dr. Guillou, Surgeon in the U. S. Navy, made a few and very pertinent remarks, in the course of which he expressed the desirableness of a Committee who would be the means of obtaining immediate recompense or other aid to those of the passengers who were absolutely in want of it, and moved the appointment of such a Committee. He knew there were many on board who had barely means enough to reach their homes. They could not remain in New-York, even for a single day, without incurring the risk of being reduced to want.

The difficulties raised as to the Committee proposed by Mr. Tanner, being again renewed, Dr. Guillou withdrew his motion, and concluded, by moving the appointment of a Committee of consultation, who would advise with such of the passengers as might think proper to apply to them, and communicate all information they might obtain, as to the disposition of the company in the matter of awards, and also such evidence as they might obtain as to the cause of the accident.

The names of Hon. Edward Stanly, B. F. Angel, Esq., and Dr. Guillou, U. S. Navy, were handed in as such a Committee, with the statement that they could all be seen or heard from at the Astor House.

Mr. Emerson suggested that resolutions should be passed expressive of the opinion of the passengers as to the cause of the accident, and that the resolution should be so worded as to explain fully to the Company their real feelings on the subject.

Mr. Stanly thought that in the matter of baggage, it would perhaps be advisable for the present, all the baggage should be left in the hands of the Company.

Capt. Simpson stated that the boat was nearing the wharf, and that he wished to say to the passengers that immediately on touching the dock, he would take a carriage and go for Mr. Bliss. He would be back in forty minutes, and they would then have the opportunity of a personal consultation with him. He hoped all would remain on board and see Mr Bliss.

Statements were then made to the meeting by different persons in regard to the absence of any warning signal at the bridge, and of the directions given by the Company as to the management of the draw. As to the latter, it was said as upon the authority of Mr. Owens, the bridge tender, that his instructions were to open the draw on the approach of any vessel, without regard to the trains—that as soon as he saw the train coming he waved his hat to the engineer and motioned him back, with his hands, which was all he could do, as he had no signal. The Company had promised to furnish a suitable signal, but had put it off from time to time, and he never received any.

Resolutions were then prepared by Mr. Beach and Dr. Guillon, and, after some suggestions as to change of phrases, were read to the meeting as follows:

Resolved, That the Camden and Amboy Railroad Company are, in our opinion, guilty of gross carelessness and culpable neglect in their arrangements for the management of the bridge at Rancocas Creek, and that the accident of to-day was caused solely from such neglect and carelessness.

Resolved, That from the information we have of the directions given by the Company to its agents, we consider the Company as responsible for this serious accident, which has so endangered our lives and injured our property.

Gen. O'Donnell, of Baltimore, objected to censuring the Railroad Company alone and shielding its agents from blame, so long as the Company is not represented here. We have no knowledge, said he, of what the Company's instructions were, beyond these hearsay statements from the bridge tender. I am a director in one of the Baltimore Companies and from my own experience I cannot think it possible that they have neglected to take every possible precaution to prevent such accidents as this of to-day. As to proceedings for damages, none will be necessary, inasmuch as the checks held by passengers will be proof of having property on the train, and the [illegible] to make a settlement on an affidavit presented by individuals.

Dr. Guillon replied that the absence of any signal or arrangements for one, which all present had been able to note for themselves, was abundant proof of the culpable negligence of the Company, without referring to any statements or instructions, whatever they might be. He therefore hoped the resolutions would pass and pass unanimously.

The resolutions were then put and carried with a loud unanimous and prolonged Aye. No further objection being offered, Mr. Emerson moved, and it was accordingly unanimously

Resolved, That the thanks of this meeting are due, and are hereby tendered to Dr. J. W. Fisher, for his prompt and careful attention to the brakeman who was so seriously injured by the accident at Rancocas Creek.

A motion was also made and carried, that the proceedings of this meeting be published in the New-York and Philadelphia papers.

The boat having now reached the wharf, an attempt was made to secure the names of the passengers present at the meeting. The following were obtained, the others (there being 150 in all) having hastened on shore:

Frederick Emerson, Boston.
Dr. Chas. F. Guillon, U. S. N.
Moses S. Beach, N. Y.
F. McNulle, Columbia, S. C.
W. Haworth, N. Y.
Lieut. Bold, U. S. M. C.
Patrick Lyons, N. Y.
T. L. Fellon, N. Y.
Mars Stimson, N. Y.
W. Skematt, Phila.
W. L. Timby, Balt.
Chas. Harry, Astor House.
Geo. Wood, Astor House.
Newton Carter, Hartford, Conn.
A. M. Biker, New-York.
F. Escendon, Washington.
George Whitman, New Orleans.
L. Newberry, St. Louis, Mo.
H. N. Colyer, Agent for Saffen & Stites, jewelers, New-York.
B. F. Angel, Genesee.
Livingston Co., N. Y.
Geo. Darracott, Jr., Lowell, Mass.
Henry Kellogg, Bennington, Vt.
Hon. Edward Stanley, N. C.
Mr Tann, Buffalo.
Gen. O'Donnell, Baltimore.
W. H. Jewell, Phila.
R. T. Seebrook, Baltimore.
Lewis G. Bond, Jersey City.
Edward Glover, Phila.
H. H. Ellis, N. Y.
W. Slocum, Phila.
G. W. Turner, Balt.
T. W. Neely, Savannah, Ga.
W. J. Simpson, Troy Co., N. Y.
Chas. Hulsburgh, N. Y.
T. A. Foster, U. S. Review, N. Y.
A. B. Farno, Skinners' Eddy, Pa.
Mrs. Frances Brooks and three friends, New-York.
De Lamano, Dec. Artist, No. 463 Broadway, New-York.
Bayard Van Rensselaer, Albany.
Chas. Congreve, Brooklyn, N. Y.
Wm. Clark, Northampton, Mass.
W. H. Elliott, Wilkesbarre, Pa.
Oliver Holcomb, Granby, Conn.

The boat reached the wharf at 11 o'clock. At 12 o'clock an unsuccessful motion was made by Mr. Wild, of Boston, to adjourn, but soon after, on motion of Dr. Guillon, the following preamble and resolution were unanimously adopted:

Whereas, The passengers have now waited until past midnight—upwards of one hour since the arrival of the boat at the wharf—and it being more than five hours after she was regularly due here, and no agent or authorized representative of the Company having appeared to meet them,

Resolved, That this meeting now adjourn to meet again on the deck of this boat, at nine o'clock, this (Sunday) morning, April 24th, 1853.

The meeting was accordingly adjourned. At 12½ o'clock, Captain Simpson returned and informed those who still remained on board that Mr. Bliss, the agent of the Company, was not in the city, but that he (the Captain) had seen one of the Company, and that a representative from the Company would meet the passengers on board at 9½ o'clock on Sunday morning.

At 10½ o'clock, Sunday morning, the passengers reorganized their meeting, pursuant to adjournment, and the following communication was presented by Capt. John Simpson, of the John Potter, and read aloud:

GENTLEMEN: I am instructed to inform the passengers who came in the 2 o'clock line from Philadelphia yesterday, and whose baggage was wet by the accident at the Rancocas Bridge, that if they will send their keys to the agent of the line, Pier No. 1, North River, their clothing will be carefully dried and prepared, as soon as practicable, for delivery. I presume that, the water being fresh, the greater portion can be delivered to-morrow, when, if any damage has occurred, it will be adjusted.

JOHN SIMPSON, Captain of the steamer John Potter.

New-York, Sunday, April 24, 1853.

To the passengers on board the steamer John Potter.

Mr. Tanner, of New-York, moved that this paper be received and considered by this meeting. In the discussion on this matter, the Captain of the John Potter further proposed that such passengers as may choose to open their baggage, and examine it in presence of a representative of the Company, selected for that purpose, shall be indemnified for the damage incurred, if the extent of such damage can be agreed upon by the parties at the time, otherwise, the baggage so damaged may remain under the responsibility of the Company, until the matter is otherwise adjusted.

It was further agreed that the passengers proceed to give in their names, their addresses, and the number of the checks, in order to facilitate the final adjustment of their losses, after which the meeting adjourned to meet again, in part or whole, on Monday morning, April 25, at 9 A. M., on board the boat.

The examination and assessment then commenced, the forward cabin being used for that purpose, and preference being given to such ladies as were present. The list of passengers, as made at the meeting, was then taken up, and the names called in succession.

PHILADELPHIA.

Arthur Spring—Case of Capie and Emmos—Another Strike—Provision Market, &c.

PHILADELPHIA, April 24, 1853.

Correspondence of The N. Y. Tribune.

Arthur Spring, the wretched criminal, still persists in declaring his innocence of the murder of which he has been convicted, and doggedly asserts that his son is the guilty party. He lets no opportunity escape of anathematising young Arthur and Mr. Byrne, and declares his determination to die without relenting toward either of them. Spring is in tolerable health, and has a good appetite. The priest who visits the condemned makes but a short stay in his cell. It is not probable that the heart of the guilty man will be much softened before the time of his execution.

In the case of Capie and Emmos, upon the motion for a new trial, the Court of Quarter Sessions will give its decision on Friday next. These young men, you are aware, were convicted lately, of the murder of the stevedore, Soohan.

The journeymen house carpenters of this city held a mass meeting last evening, at which a series of resolutions were adopted, the substance of which was the expression of a determination to maintain their stand for an increase of 25 cents a day on the rate of wages they at present receive. The advance is to take effect from the 1st of May. The price now paid this class of mechanics is $1 50 per day. They consider the advance necessary in order to enable them to meet the increased price of marketing and high rents.

Every thing seems to be going up, except the price of newspapers. The journeymen mechanics, in almost every branch of business, have demanded an increase of wages; laborers, and, in fact, almost all other working men, have followed the example. The omnibus proprietors have determined not to be out of fashion, and the up-town lines are about to intimate the example set by their brethren on the western routes, and have accordingly raised the price of rides from three to five cents per captum, to take effect from to-morrow. In the meantime, other and quite as agreeable changes are afoot. The system of boring for passengers, and of pulling and tugging by the agents of rival lines to secure fares is to be suspended.

The number of agents at the Exchange has been considerably reduced, and it is now an offense for any agent to solicit persons to ride, with the penalty attached of being reported to the City Commissioners immediately, who, in turn, report him to the proprietor. If the offender is not punished, the omnibus is then removed from the stand to a point in Dock-st., below Walnut.

A melancholy accident, resulting in the loss of the lives of two men, took place on Thursday night, at the Falls of Schuylkill, three miles above this city. Five men, who live at or in the vicinity of the Falls, went upon the river, on Thursday night, in a small row boat. They rowed about for some time, and were about returning to the shore, when the boat capsized, and two of the men were drowned before assistance could be procured. The body of one, Joseph Boardman, an Englishman by birth, was recovered. He has left a wife and three children.

It is a matter of surprise that provisions remain so dear, while the markets are so well stocked. Yesterday the markets were well provided with an ample stock, but the prices for most articles were high. Poultry was scarce, chickens selling at from 75c to $1 61 cents the pair. Good butter sold at 31¼ a 33 cents per pound; eggs 14 cents the dozen; tomattoes 31¼ a 37½ cents per quart; asparagus 25 a 40 cents the bunch; radishes 5 cents the bunch; salad, 3 a 8 cents the head. Young lamb sold at 37½ a $1 per quarter, and very fine. Beef, veal and mutton maintain their former rates. Squab pigeons were worth 31¼ cents per pair. Good ham, by the slice, commands 10 a 20 cents per pound. The tomatoes are from the South, and a poor article. The asparagus comes from both the Pennsylvania and Jersey truck farms.

In consequence of the press of business at the United States Mint, visitors are not permitted to witness the operations of that Institution, for the present. They bother the workmen, and retard the operation of coining.

Rain has been falling all day. The air to-day is raw and chilly. There were 185 deaths in our city last week; 74 adults, 111 minors.

KENTUCKY.—*The Louisville Times* (Butler Dem.) is authorized to announce Jefferson Brown, of Union county, as a candidate for Congress in the First District. Hon. Linn Boyd had been previously announced as a candidate for reelection in the same District.

We see by *The Maysville Express* that there is some dissatisfaction in his own party with Col. Stanton, the present Democratic Congressman, and a call appears in that paper bearing the signatures of several prominent Democrats in Mason, calling upon Col. R. B. Carpenter, of Covington, to become a candidate. Col. C. has not yet responded.

Hon. T. F. Marshall is announced a candidate to represent the county of Woodford in the next Legislature, and is still alive and kicking.

WISCONSIN.—The Whig State Convention is called to meet at Madison, June 7, for the transaction of such business as may be deemed necessary. The call is signed by the State Central Committee.

SLEEP SWEETLY, GENTLE CHILD.

[For The Tribune.]

[The only child of the Count de Ossoli, well known as Margaret Fuller, buried in the Valley Cemetery, at Manchester, N. H. There is always a vase of flowers placed near the grave, and a marble slab, with a cross and lily sculptured upon it, bears the inscription: "In memory of Angelo Eugene Philip Ossoli, who was born at Rieti, in Italy, 5th September, 1848, and perished by shipwreck off Fire Island, with both his parents, Giovanni Angelo and S. Margaret Fuller Ossoli, on the 19th of July, 1850."]

SLEEP sweetly, gentle child! though to this sleep
The cold winds rocked thee on the ocean's breast,
And strange, wild murmurs o'er the dark, blue deep
Were the last sounds that lulled thee to thy rest,
And while the moaning waves above thee rolled,
The hearts that loved thee best grew still and cold.

Sleep sweetly, gentle child! though the loved tone
That twice twelve months had hushed thee to repose
Could give no answer to the tearful moan
That faintly from thy sea-moss pillow rose,
That night the arms that closely folded thee
Were the wet weeds that floated in the sea.

Sleep sweetly, gentle child! the cold, blue wave
Hath pitied the sad sighs the wild winds bore,
And from the wreck it held one treasure gave
To the fond watchers weeping on the shore.
Now this sweet vale shall guard its precious trust,
While mourning hearts weep o'er thy silent dust.

Sleep sweetly, gentle child! Love's tears are shed
Upon the garlands of fair Northern flowers
That fond hearts strew above thy lowly bed
Through all our summer's glad and pleasant hours;
For thy sake and for her's who sleeps beneath the wave,
Kind hands bring flowers to fade upon thy grave.

Sleep sweetly, gentle child! the warm wind sighs
Amid the dark pines through this quiet dell,
And gently waves the light flower-shade that lies
Upon the white-leaved lily's sculptured bell.
The "Valley's" flowers are fair—the turf is green;
Sleep sweetly here, loved, lost and wept Eugene!

Sleep sweetly, gentle child! this peaceful rest
Hath early given thee to a home above,
Safe from all sin, and tears, for ever blessed,
To sing sweet praises of redeeming love—
The love that took thee to that world of bliss
Ere thou hadst learned the griefs and woes of this.

Laurel Brook, N. H., Sept., 1851. JULIET.

BAYARD TAYLOR'S LETTERS.

LXXVII

Bombay—The Native Population.

Editorial Correspondence of The N. Y. Tribune.

BOMBAY, Monday, Jan. 3, 1853.

As I missed attending the Governor's Ball on New-Year's Eve, I accepted the more readily an invitation to attend a *nautch* at the country residence of my Parsee friends, on the following evening. A servant came to my room early on New-Year's morning, with a tray heaped with fruit, a large bunch of roses, and a polite note from Dossabhoy Merwanjee Wadya and his associates, containing the compliments of the season, and an invitation to be at Parell at half-past nine o'clock. I could not help being struck with the difference between New-Year in Bombay and in New-York. While my friends were making their round of calls, muffled in furs, and with red noses and frosty hands, I was sitting on an open verandah, as lightly clad as possible, looking down on the palms and papayas in the gardens below, and listening to the songs of birds gathered on all the house-tops, my New-Year's gift consisting of a pummelon, (a fruit resembling the shaddock, but of much finer flavor) a pile of oranges, and golden bananas, and a *paun*, for chewing, wrapped in a gilded betel leaf.

Three countrymen—all who were in Bombay, with the exception of the Missionaries—were also invited, as well as two Englishmen, but the remainder of the guests were native, Parsee and Hindoo. A pleasant drive of five miles brought us to the country-house, which is built on land granted to the family by the East India Company, on account of the services they have rendered as ship-builders. It was a spacious one-story bungalow, and brilliantly lighted up for the occasion with pendent lamps of cocoa nut oil, which gives out a very delicate and pleasant perfume while burning. We were ushered into a hall, around the sides of which were couches made in imitation of sofas, and not so lazy and luxurious as the Turkish divan