looking out about five minutes before the collision; did not see a light at first; whistle was blown to put on the breaks half a mile before we got to the crossing; whistle was after we had seen the light: thought it was a locomotive on the Southern road; the breaks were put on; the light, when witness saw it, was about a mile and a half off; locomotive of Michigan Southern road struck last corner of the fifth car, and the first emigrant car; witness was in the rear car. The witness gave a general description of the collision; no one hurt on his train except passengers; only two breaks on the train, and they on the rear or last car. Train coming to Chicago has the right of way; train going east must keep out of the way; could see a light a mile and a half.

Thos. Rackham, Engineer of the Michigan Central Railroad, called—Is an engineer of the Michigan Central Railroad, and was on board of the train, as engineer, that was run into last night; left Michigan City fifteen minutes after five o'clock P. M.; usual time of leaving 10 o'clock and 5 minutes in the morning; duty of an engineer to look out when behind time, and keep out of the way of regular trains; arrived at the junction of the Michigan Central and Illinois Central at about five minutes after eight; left there at half-past nine; did not stop till come to the crossing of the Michigan Southern road; collision took place at about ten minutes before ten o'clock; was on the engine all the time from leaving the junction of the Central road till the collision; had a hand light on the foot board about a mile before reaching the crossing; has a head lamp, but it will not burn; would not burn two trips; reported it to Mr. Jurat at Michigan City; Mr. Jurat made no remark, and did not do anything about it; sent a hand lamp out on the engine by the fireman; had only two lamps, one on the box, and the other out ahead; saw the cars of the Michigan Southern half a mile from the crossing; was running about twelve miles per hour; did shut my engine down, and whistled down the brakes; did not reverse the engine; the train moved simply by its headway; whistled up his brakes and was going about four miles an hour when the collision took place; never had a time card of the Michigan Southern Road; might have stopped before reaching the crossing; saw the white light, and supposed the train on the Southern Road was coming, but thought we had a right to the road; there is no spirit of rivalry, so far as the witness has seen, between these roads; thought he would put on the brakes to be cautious; when his engine was on the crossing, he thinks the other was nearly half a mile off; reversed as soon as he saw they struck; had he not whistled down the brakes he would have been out of the way; laid the responsibility of keeping out of the way on the other road; whistled half a mile before he came to the crossing. He gave a general description of the collision, and of his movements afterward, similar to what has already been stated. Had he reversed his engine, he would have stopped; and kept on, he would have escaped.

Mr. Tyler recalled.—Was shown a notice and recognized it. The notice is as follows:

NORTHERN INDIANA RAILROAD NOTICE.—On and after February 1st, 1853, all trains or engines on this road going from Chicago will avoid trains on the Illinois Central Railroad going either way, over the railroad crossings between Rock Island and Ainsworth.

Trains on this road going toward Chicago have the preference over the Illinois railroads going either way. In short, Northern Indiana Railroad trains have the preference in all cases when going toward Chicago, and give the preference in all cases when going from Chicago.

JOS. H. MOORE, Superintendent.

ADRIAN, Jan. 21, 1853.

Says they have a similar one on the Central road.

C. L. Cameron, Esq., conducted throughout, and did all in his power to elicit all the facts. At the close of the examination, he read the law to the jury in relation to casualties, and commented in forcible language upon the importance of the jury doing their whole duty.

The following persons—officers and employés on the two trains—have been committed to await the verdict of the jury:—

Herbert D. Whiting, conductor, Southern.
Moses M. Tyler, conductor, Central.
Edward Davis, engineer, Southern.
Thomas Rackan, engineer, Central.
Robert Whiting, fireman, Southern.

THE CORONER'S INQUEST CONTINUED.

[From The Chicago Democratic Press, April 28.]

On Tuesday the jury continued in session till 10 o'clock, deliberating upon their verdict. Learning that other testimony could be introduced, they adjourned till Wednesday morning. At nine o'clock they met at the court house, and having been empanelled, examined the dead bodies in the basement of the courthouse. It was stated in yesterday's report that two juries were empanelled. This occurred from the fact that two of the jury had left when the eight bodies, last brought up, arrived. On meeting at the court house at two o'clock, the original jury were empanelled. The two persons last empanelled were discharged.

Several other witnesses were examined, including Joseph Meserve, of Vermont, E. A. West, of Ohio, and four or five other passengers, who testified to the accident in general terms, but from whom no important fact was elicited beyond what had been previously shown.

Wm. Jervis, Esq., Chief Engineer of Rock Island Railroad, being duly sworn, said: He resides at Chicago; have been a civil engineer since 1834; it is the duty of the engineer on the engine when under way to watch the track is the only man that can watch the track; is out of the reach of any other officer of the train in a sudden emergency; it is the engineer's place to see that he has a head light on his engine; head-light is a large lamp with a reflector, fastened directly in front of the engine; is considered absolutely necessary to have such a light; an engine would not be equipped for running nights without such a light; is a plain white light; if not obstructed could be seen ten miles in a clear night; is acquainted with the locality of the Michigan Central and Michigan Southern Railroads; from the crossing south, it is open prairie, about two and a half miles without any timber; north of the crossing, is an open piece of timber, about half a mile from the crossing.

A. R. Gillmore, Esq., Superintendent of the Rock Island Railroad, being duly sworn, said: Regulations as to crossings are different on different roads; examined the crossing in question yesterday; necessary for each company to have very definite arrangements as to the crossing; is essential to have the head-light, or locomotive light on the engine; should hold the engineer responsible if he went out without such a light; it is the conductor who is responsible for the good conduct of the train; if the engineer had given notice that the lamp would not burn, the responsible person would be the officer who has charge of that department.

J. H. Moore, Esq., Superintendent of the Michigan Southern Railroad, sworn—The conductor has the direction of the train; the engineer is responsible for the train from the time of starting from a station; conductor can control him by the bell cord; the Michigan Southern train should have kept back on the evening of the accident, had they seen the Central train; the rule published in the testimony is correct; no restrictions as to the rate of speed at this crossing, as there is a large prairie, and trains can be seen a long distance; knows the engineer Davis; is a temperate, careful man; superintendent of machinery at Laporte, has charge of the engineers on this end of the line; Davis has run under this superintendent two years on another road.

H. J. Spalding, Agent of the Michigan Central Railroad, sworn—Was conductor on the Michigan Central Railroad twelve years; had control, after leaving Detroit, until he got through; should think an officer who permitted a train to go out without a headlight was guilty of negligence; is acquainted with the engineer and conductor of the train on the night of the collision; are both careful, temperate men.

At this point the Jury wished any one who could give any information to come forward and give their testimony.

Mr. Cameron again read the law in relation to the duties of the Coroner's Jury, and stated what it was necessary for the Jury to find in their verdict, viz: to find how the persons came to their death, and who were the parties that caused the accident, and the degree of criminality to be attached to each.

The room was then cleared, and the Jury was left alone to prepare their verdict.

VERDICT OF THE CORONER'S JURY.

State of Illinois, Cook County.—On an inquisition taken for the people of the State of Illinois, at the Michigan Southern and Northern Indiana Railroad Depôt, in the City of Chicago, in said County and State, on the 26th day of April, A. D. 1853, before Austin Hines, Coroner in and for said County, upon view of the bodies of John Williamson, Thomas Lawler, Goodlip Wagner, Johanna Sildoph, Heman Sildoph, John Hunter Earl, S. D. Gray, Susan Scott, Edward Misener, three men, two boys, one woman and one child, names unknown, then there being dead, upon the oaths of twelve good and lawful men of said County, who, being duly sworn to inquire upon the part of the people of said State, into the circumstances attending the death of the said John Williamson, Thos. Lawler, Goodlip Wagner, Johanna Sildoph, H. Sildoph, John Hunter Earl, S. D. Gray, Susan Scott, E. Misner, three men, two boys, one woman, and one child, names unknown, and by whom the same was produced and in what manner, and when the said John Williamson, Thos. Lawler, Goodlip Wagener, Johanna Sildoph, Heman Sildoph, John Hunter Earl, S. D. Gray, Susan Scott, Edward Misner, came to their death. We, the Jury, do find and say the same within-named persons came to their death by the collision which took place between the Michigan Southern and Michigan Central Railroads, on the night of the 25th day of April, A. D. 1854, caused by the gross carelessness and neglect of Moses M. Tyler, conductor on the Michigan Central Railroad, and Thomas Rackham, engineer on the Michigan Central Railroad; also, Herbert L. Writing, conductor on the Michigan Southern Railroad, and Edward Davis, engineer on said Michigan Southern Railroad. We find and consider them guilty of gross carelessness, and hold them as the cause of the death of the within-named persons, whose bodies have been laid before us. We likewise hold Mr. Jerrant, Superintendent of the machine-shop, at Michigan City, to the public, as censurable, in not furnishing the engineer of the freight or emigrant train of the Central Railroad now in question, with proper materials for lights on his engine, and deem him unfit for the station he now occupies.

E. H. CASTLE, Foreman.
F. McMurray, M. Gleason,
Reuben Taylor, N. P. Heath,
F. O. Wilder, Hiram Hastings,
C. A. Pomeroy, Patrick Gibbons,
Martin Diamond, P. Coffee,
C. K. Miller.

Dated April 27, 1853.

A public meeting of the citizens of Chicago, of which the Mayor, CHAS. H. GRAY, presided, adopted the following resolutions:

Resolved, That we have heard with deepest grief and indignation of the wholesale destruction of human life, and of the maiming of body and limb, by the recent collision of trains on the Central and Southern Michigan Railroads, and we hereby tender to the surviving sufferers and bereaved friends our sincere and heartfelt sympathy, and such aid as may be required and lays in our power to give.

2. That while we consider liability to unavoidable accidents upon railroads as upon other means of public conveyance, yet that we regard a collision like that which has just occurred, having so long a distance in which the trains were visible, or ought to have been, running out of time at such unreasonable speed, is totally inexcusable, and reprehensible in the highest degree.

3. That a Committee of one from each Ward, be appointed by the Chair, to examine into the condition of the sufferers, and to take such steps as may by them be deemed necessary to their relief.

4. That though damages from such a calamity cannot be measured by dollars and cents, yet that the certainty that companies will be compelled to pay the largest sums that justice will award sufferers, is the most effectual method of compelling railroad companies to take proper precautions to guard against accidents, and therefore, that the above Committee advise with the sufferers; and aid them in taking the requisite steps to secure their rights and to obtain such damages as may be proper, from the responsible party, or parties.

5. That this meeting deems it their duty not only to request, but to demand, of the persons having control of said roads, that with all reasonable dispatch they cause the crossings of said roads to be avoided, or that one road be carried over the other, and until the same can be done every train be required to stop before crossing, and that persons be kept at such crossings to give no use of the approach of trains.

6. That a Committee of Five be appointed, of which the Mayor be Chairman, to communicate with the Directors of said roads, and urge upon them the adoption of the measures indicated to prevent like calamities, and make public the decision of said Companies.

7. That this meeting pledges itself to use its best endeavors to procure from the next Legislatures of Illinois and Indiana a law to prohibit any railroad from crossing any other railroad without bridging, or in such manner that one road shall pass over or under the other.

8. That this meeting approve of the diligence, fearlessness and independence of the Coroner's Jury, in the discharge of the painful and responsible duty entrusted to them, and that the meeting have confidence that the prosecuting officers of the County will faithfully, and without fear, favor or partiality, fulfill their duties to the community, in causing those who are guilty to be brought to punishment.

CHARLES M. GRAY, Chairman.

GRANT GOODRICH, Secretary.

Mail Robbery.

On Monday evening, during the accident at the crossing of the Michigan Central and Southern Michigan Road, the mail bag from this city, made up for the distributing office at Albany, N. Y., was cut open and several packages were taken out. So far as we can learn, none of the bags were missing. None of the mail made up from this city was taken. Packages from the Galena office as follows: For Portland, Me., 22d and 23d; for Providence, R. I., do.; for Hartford, Conn., do.; for Boston distribution, do.; are supposed to have been abstracted. The last named package is certainly missing, and the others are supposed to be. About half the small packages made up at offices west of this are also gone.

The Milwaukie mail, going east, was wet and considerably injured.

Under the circumstances, this robbery betrays a degree of depravity that is but seldom exhibited. Beneath the car which contained the mail, lay the mutilated remains of one of the hapless victims of the melancholy catastrophe, and the robber, in order to reach his booty, had to step over the exposed portion of the corpse.

[Chicago Dem. Press.

CITY ITEMS.

ENTERTAINMENTS, &c., DAY AND EVENING.

THE PAPAL SYSTEM, ITS BLINDNESS AND MISERY, will be the theme of Father GAVAZZI's Lecture to-night at Metropolitan Hall.

SHAKSPEARE.—Mr. F. T. Russell will give Readings from Shakspere at the Brooklyn Athenæum.

MACBETH will be produced to-night at the Broadway Theatre, with extraordinary scenic perfection, prepared especially for this Shaksperian Revival. "Macbeth" by Mr. Forrest; "Macduff," Conway; "Hecate," Grosvenor; "Witches," Davidge, Whiting, Barry; "Lady Macbeth," Madame Pomisi, &c. The tragedy will occupy the whole evening. Time changed—Doors open at 7, commence at 7½.

THE SERIOUS FAMILY and "The Toodles" at Burton's, to-night, with the manager in both. Doors open at 7½; commence at 7½.

THE YOUNG QUAKER, to-night, at Wallack's, by Blake, Lester, Laura Keene, &c. Also, "The Young Scamp," by Laura Keene. Time altered—doors open at 7; curtain rises at 7½.

THE CORSICAN'S REVENGE at the St. Charles. Also, "Eveleen Wilson" and the pantomime of "Duchalumeau."

THE WILLOW COPSE at Barnum's Museum this evening. This afternoon, "Boots at the Swan" and "The Omnibus."

FRANCONI'S HIPPODROME will open to the public this afternoon and evening, at 2 and 7½ o'clock. The performances embrace Chariot Races, Tournaments, Posturing, Balancing, Ostrich Races, Pony Races, Wonderful Horse-training, &c.

NEGRO MINSTRELSY, DELINEATIONS, BURLESQUES, &c., as usual, at Wood's Minstrels, 444 Broadway. A new programme.

THE HOLY LAND.—Banvard's great Georama is exhibited this evening at No. 596 Broadway.

MONT BLANC.—Mr. Owen's Picturesque Ascent of this famous Mountain is repeated to-night, at No. 539 Broadway.

THE FATHER OF WATERS.—Sanford's Panorama of the Mississippi River this evening at Metropolitan Hall.

EGYPTIAN ANTIQUITIES.—The Egyptian Museum is open day and night, at No. 659 Broadway.

CURIOSITIES.—The Studio Curioso of Mechanism, &c., is open day and evening at No. 629 Broadway.

PAINTINGS, &c.—The National Academy of Design is open day and evening at No. 663 Broadway.

PAINTINGS, &c.—The Washington Exhibition of Art is open day and evening at No. 497 Broadway.

☞ The neighborhood of the Crystal Palace—or what there is of it—presented a curious appearance yesterday. A prodigious crowd of some ten to fifteen thousand persons thronged about it. We regret to add there is every appearance that it will be rendered a scene of wide spread dissipation. Dram shops are starting up every where in the neighborhood, and drunkenness will constitute a prominent branch of the world's industry.

☞ Ex Secretary CRAWFORD arrived in the Baltic last night, and is stopping at the St. Nicholas Hotel.

FOR EUROPE.—The Arctic sailed on Saturday with 209 passengers, among them ex President Van Buren and son, Senator Foot of Vermont, Capt. Folsom of the U. S. Army and other notable personages.

EXTENSION OF CANAL-ST. AND WIDENING OF WALKER.—On motion of counsel on behalf of objections, the coming in of Referee's report was further postponed for three weeks, objections to pay costs of the motion, &c.

EARLY FRUITS AND VEGETABLES.—The quotations are new potatoes from Bermuda, 37½ cents per half peck, or $3 per bushel; asparagus, 56 cents per bunch; strawberries, $1 per basket; green peas, 50 cents per half peck; tomatoes from Bermuda, 37½ cents per quart. Most of the green vegetables are brought from Charleston, South Carolina.

TEMPERANCE MOVEMENT.—A petition is now before the Mayor, signed by many of our prominent citizens, for the entire refusal to groceries of licenses to sell liquor, and their confinement to stores and hotels, the price to be paid therefor to be fifty instead of ten dollars.

☞ We learn that Dr. Kane, of the Arctic Expedition, is quite ill of inflammatory rheumatism. It is not probable, however, that his indisposition will interfere with his proposed second Expedition.

☞ On Saturday night last, Excelsior Lodge, I. O. of O. F. raised their initiation fee from $30 to $100. The dues are $10 per annum, benefits $8 per week, to widows $150 per year. The funds of the Lodge amount to about $10,000.

☞ There has been a large influx of Physicians at the leading Hotels within the past two days. They come to attend the Medical Convention on Tuesday.

STILL THEY COME.—The ship St. Nicholas, from Havre, brings 78 packages for the World's Fair.

RISE IN BOARD AT HOTELS.—We learn that the Hotel Keepers in this City who have hitherto charged $1 50 a day for board, will after this day charge $1 75.

STREET WASHING.—From the 1st of May to the 1st of November, all persons are forbidden to use the Croton water for washing streets, side walks, steps or buildings, after 8 o'clock A. M., and it is the duty of Policemen to see that this ordinance is inforced.

SURGEONS TO THE POLICE DEPARTMENT.—The City has been divided by the Commissioners into three Districts; and Doctors Jones, Hardenbrook and McDonald have been appointed Surgeons; one for each District.

PRESENT TO THE ARCHBISHOP OF BOGOTA.—On Tuesday, the 3d inst., at 12 o'clock, an address, accompanied with a memorial of respect, will be presented to the Archbishop of Bogota, in Metropolitan Hall, on the part of the Catholic Clergy and Laity of this City.

MECHANICS' SOCIETY SCHOOL.—On Friday evening, the thirty third annual examination of the Mechanics' Society School took place at Metropolitan Hall. As usual at these anniversaries, the room was crowded; and on no former occasion, creditable as the examinations have always been, has more satisfaction been manifested by the audience. There was a large graduating class, and in almost every department the pupils received high encomiums from the examining committee. Of the committee on composition the Rev. Mr. Osgood was chairman. He read several specimens which had been presented to the committee. In the mathematical department, the chairman Professor Docharty, of the Free Academy, observed that the examination was more close and the questions more intricate than at any examination he ever attended.

ROOSEVELT AND BRIDGE-ST. FERRY.—Two of the boats belonging to this Ferry, commenced running on Saturday last, the other one will be ready in a few days. The boats are the Osprey, Eagle, and Carlew; and will run from four o'clock in the morning till ten o'clock at night, and one boat will ply all night. The ferriage was free on Saturday; the single fare is two cents. Commutations for six months are as follows: Males, adults, $4; nineteen to twenty-one years of age, $3 50; sixteen to nineteen, $3; under sixteen, $2. Apprentices to Mechanic trades, $2. Females, without regard to age, $2.

Commutation term commences on the first of May and November, in each year. Commutation and other tickets may be had at the office in Bridge-st.

WALL-STREET FERRY.—The Boats of this Ferry commence running this morning. Ferriage free to-day. The Boats made several trial trips on Saturday last, and proved to be all that had been anticipated of them. The build, speed and finish of these Boats reflect credit on their several constructors.

THE POLICE REFORM.—Some of the papers are commending the Commissioners of Police for their adoption or having "determined upon" certain qualifications for applicants. As all these directions exist verbatim in the law creating the Board of Commissioners, we can't see what special credit they deserve in the premises. But we do hope that they will put the entire Patrol force of the Police in full uniform, and thus deserve the special thanks of all friends of law and order.

CHURCH DEDICATION.—The new Methodist Episcopal Church in Sixty-seventh-st., a branch of the Forty-third-st. Church, was dedicated on Saturday last. A sermon was preached in the morning by Rev. James H. Perry, and another in the afternoon by Rev. J. P. Hermance. The services were continued on Sunday through the day; a number of distinguished speakers addressed the congregation. This branch of the Forty-third-st. Church will be under the pastoral care of Rev. J. N. Shaffer.

THE HARD-BREAD BAKERS.—An adjourned meeting of this body of men was held on Saturday evening at the Grand-st. House, for the purpose of taking into consideration an increase of wages. John Hoyt was chosen Chairman on the occasion. On motion it was resolved to form themselves into an association or protective union. A committee was employed to confer with the bosses, and to learn the feeling among the men working in the principal baking establishments in the city. They propose an increase of two shillings per day—the present wages being fourteen shillings. After some unimportant business the meeting adjourned.

THE WAITERS.—A meeting of the Waiters lately on a strike was held on Friday evening at the Grand-st. Hall. The Secretary made a verbal report, stating that the Society had done well thus far, and the prospects hereafter were very fair. They had now some two or three hundred dollars in the treasury, and he was certain that in three or four years the amount of money in the Treasurer's hands would exceed three or four thousand dollars, their resources being quite large. There were now some six or seven hundred members of the Society, who stood ready to pay the board of any who were or might be thrown out of employment, of whom there were now not more than twenty.

LABORERS IN LEATHER STORES.—At a meeting held at No. 11 Jacob-st., by the extra hands working in the heavy leather stores, for the purpose of notifying their employers that they should require an advance of wages, the following resolutions were adopted:

Resolved, That, as all mechanics and laboring men have justly asked and obtained an advance in wages, we feel that we are justly entitled to do the same, so as to enable us to supply our families with the necessaries of life, which we cannot do at present, rents and provisions being so enormously high.

Resolved, That we will not work for less than $1 50 per day, or 25 cents per hour when not working a full day.

Adjourned to meet on Monday evening, to receive a report from each store.

THE MOLD CANDLE MAKERS.—A meeting of this body was held on Saturday night last, at Hermitage Hall, corner of Houston and Allen-sts. Mr. Howe was called to the Chair and James Malone appointed to act as Secretary. A report from the Committee appointed at the last meeting to go round to the employers to advise with them respecting the increase of wages was read. The report stated that several employers had been waited on, but only from two was any sort of a favorable answer received, and these two merely stated that if others gave the wages, and that if Mr. Buchan signed the list of prices first of all, that they would be inclined to consider the matter. Others stated that they could settle their own affairs with their own men—who had not as yet complained to them—and did not know there was a Society of Candle Makers, nor did they want to know whether there was or not, or anything about them, and advised the members of that Society, if they had any businesss to mind, to attend to it, and that they would attend to theirs and when they desired the advice of the Society they would ask it, but at present they did not require it.

Mr. Howe—I suppose then we need not expect any consideration from the employers, no matter how just our claims are. We are now in the commencement of summer, the dead season for our trade, and they have us in their power. Our time however will come in the fall. With respect to those who make the excuse of Mr. Buchan's not signing the list of prices, they know very well that this movement was undertaken with his approbation, in fact, at his express instance. He saw that we were not compensated for our labor, though he wished we should be. Mr. Buchan has always been the friend of the workingmen connected with the trade and pays the very highest wages given—not to a few men in his factory, but to all hands employed. In one season of the year we are forced to work from 7 o'clock in the evening to 7 o'clock the next morning, except Saturday nights, and to make up a week, are compelled to work two half days beside. In slack times some of the employers are in the habit of requiring three or four half days, so that we are left but four hours out of the twenty-four for rest, and all this for 9s. a day for the very best hands and five or six shillings for some others. Mr. Buchan has never acted in this way, or taken advantage of a dead season, but if you applied for work, and he had it at all or could make it out, he would give it to you, and at full price. Some say we are asking too much for what we do, and that any old woman could make a candle. I admit she could a sort of one. But any one can labor in the field, and there is still a great difference between agricultural laborers. It is not difficult to wipe a plate or clean a knife and fork and lay them on a table; yet a person who could do this and no more would scarcely be employed as a waiter in the Astor House. It must require some skill and experience to make 4,000 mold candles in twelve hours, and no one but those well experienced in the business could do the work. There has been a great deal of this our own fault, for we worked with men who knew nothing of the business at first nor until we taught them, and now they are the very men who are keeping down the wages. The truth is that there seems to me more blame should be attached to the men themselves in this matter than to the employers, for if we stuck together we would, beyond doubt, succeed. We are not very numerous when altogether, and I would recommend that we organise a regular Society, and be prepared in the Fall to make a demand. I would, however, say that there are some of those employers who now treat the men so harshly were a few years since working men themselves, but now they considered it presumptuous in a working man to speak to them. They now had riches and splendid houses, but would not wish for half what they are worth that the public should know how they acquired them. Circumstances may arise when it will be expedient to tell these matters; I, myself, if I stand alone will tell the tale and make them repent their conduct. [Hear, hear.]

Resolutions were then passed to organise a Society forthwith, one of the rules of which would be that the members would not work in establishments where more than a regular number of green hands would be kept. The meeting then adjourned.

SCHOOLS.—A lecture was delivered upon this subject on Saturday evening last at Metropolitan Hall. After a prayer, Rev. Mr. Roberts said: From my early boyhood I have been engaged in teaching, and not being under the influence of either clique or club, I am here prepared to speak out boldly my opinions with regard to Public Schools. Perhaps you may all have heard of a recent work entitled the "Catholic Chapter in the History of the United States." This work was a great curiosity—he had been much amused by this "Chapter." He would go over the same ground as that over which the author of the "Catholic Chapter" had traveled, and he would bring back the Revolutionary Fathers themselves—that is he would show the spirit that influenced them, and hold it up as a guide and pattern to men in this modern time. He then read clauses from the several Constitutions of the thirteen original States to prove that our venerable sires of the Revolution were strongly opposed to any thing that would give an opportunity to Romanists to obtain any power, either in the Seminary or the Cabinet. Eight years ago he had spoken in the Tabernacle, on the state of the public schools. A crisis has now been reached which forces the ungracious theme upon the public mind. From the time of our revolutionary fathers, who so jealously guarded their public schools, and, by law compelled the Bible to be read in them, and prayers to be offered up therein, thereby securing to the State Protestant Christian citizens, we have gradually gone back; we have made concession after concession to the Romanists; we have abolished even the lay prayers, and the reading the scriptures in our public schools, in order to satisfy and conciliate the Romanists, and we are as far from it as ever. He thought we should restore our schools to their original character. The Romanists were of late making great efforts in Prussia, and many other countries on the Continent of Europe; in England, and in the United States, to propagate their religion; they were sending out their Jesuits and emissaries of every kind to undermine the Protestant religion. He said that nothing should satisfy the American people that Romanists are simply a religious body, until some leading Bishop or Archbishop shall *publicly renounce* all right to influence the political opinions or acts of the people who may be under his charge. He further asserted that every Romanist, before he came to this country, was sworn to exterminate every heretic, and at the beck of their spiritual leaders to oppose, at the ballot-box, every statesman who might not suit them. He said the Romanists ever aimed at *universal dominion*, and wherever they obtained it, there did progress cease and enterprise wither, and inanition and social death ensue. He hoped the American people would make no more concessions, and that they would restore the Protestant Christian element to our Public Schools.

A gentleman moved that the lecture be published in full in some city paper; which motion was adopted.

EMIGRATION.—The following table shows the number of arrivals from Foreign Ports during the first four months of the present year; also the number of Aliens arriving during a corresponding period in 1852, '51, and '50.

Where shipped.	Jan'ry.	Feb'ry.	March.	April.	Total.
England	3,512	7,075	7,369	15,275	33,222
Ireland	276	329	12	1,090	1,707
Scotland	56	36	630	372	1,094
Havre	330	2,738	1,337	4,251	8,656
Bremen	727	429	439	1,464	3,059
Hamburg	141	207	104	—	452
Rotterdam	54	—	—	1	55
Amsterdam	—	—	8	—	8
Antwerp	292	441	598	753	2,054
Spain and Portugal	3	1	1	11	16
Italian Ports	1	105	4	9	119
French Ports	1	5	1	5	12
Dutch Ports	—	178	—	—	178
Chagres and Havana	1,807	712	2,351	2,124	6,394
Different Ports	31	25	95	92	243
Total	6,601	12,281	12,940	25,447	57,269
In 1852, Aliens	11,592	5,342	21,726	28,193	66,853
In 1851, Aliens	14,709	8,170	17,650	27,779	68,308
In 1850, Aliens	13,154	3,206	5,569	14,627	36,556

RUN OVER AND KILLED BY A FIRE ENGINE.—*The Company Censured for Running on the Sidewalk.*—About 1½ o'clock yesterday morning, Joseph Wall, a blacksmith who lived at No. 26 Delancy-st., was run over by fire engine No. 19, while on the sidewalk in the Bowery near Walker-st., and died in the course of 25 minutes after, in consequence of the injuries he received. It appears that he (although not a fireman) had hold of the rope when the accident occurred. His remains were taken to the Tenth Ward Police Station, where Coroner Hilton held an inquest upon them yesterday afternoon. There being a City ordinance prohibiting engine companies from running their engine upon the sidewalks, the Coroner made a very thorough investigation into the circumstances of the occurence, and the following testimony was adduced:

David W. Price, being sworn says—I reside at No. 69 Stanton-st.; am a carman and member of Engine Co. 19; did not know the deceased; between 1 and 2 o'clock this morning, there was an alarm of fire in the First Section of the Fourth District; I caught the engine on the corner of Delancy and Christie-sts.; the Company were then running in the street; we went through Christie to Grand; thence to the Bowery, and then on the south-east corner of the sidewalk, corner of Grand-st. and the Bowery; I left the rope at this place, and ran on behind the engine; the engine was going very fast, and when near Walker-st. and on the sidewalk spoken of, it ran over the deceased; it was about 10 feet behind the engine at the time; I immediately went to his assistance; the engine did not stop; I think it went off the sidewalk at Walker-st.; I ran to the drug store corner of Walker-st. and the Bowery; the store was open and deceased was taken in; he complained of pain in the stomach and asked us to give him air; I went after a doctor but was unable to get one; I then observed that his hands and forehead were cold; he was dead; about five or ten minutes after the engine came up the Bowery on its return home; I told the company that I believed the man was dead; some of them said they thought they had run over some person; I do not recollect the persons who said this; up to the time deceased was run over I did not observe any of the officers present; on the return of the engine I saw Mr. John Slowey, the Assistant Foreman, present; I understand the foreman had gone to the Hospital to ascertain if any person had been taken there injured; myself and several others then conveyed deceased to the Tenth Ward Station House; our company often run on the side walk; I think deceased was sober; after we took him to the drug store he seemed perfectly sensible.

John Patterson, sworn—Says, I reside at No. 110 Chrystie-st., and am a member of Engine Co. No. 19; about 1 o'clock this morning, I was running after the engine; I think it was going down the Bowery, on the easterly side-walk; I was about 160 yards behind it; I came up to deceased after he had been run over; he was lying at the foot of the side-walk; there were several persons around him; he was groaning; he was taken to a drug store; he said he wanted air after being admitted; he died soon afterward; we occasionally run our engine on the side-walk.

James Smith, sworn—Says, I live at No. 85 Twenty-second-st.; deceased was my brother-in law; he was a blacksmith and worked in First-av., near Sixth-st.; he was a native of Ireland, and about 25 years of age.

John Gallagher sworn, says, I reside at No. 26 Rivington-st.; about 1 o'clock this morning a fire-engine was running through Chrystie-st., between Rivington and Stanton-sts., when I, for the first time in my life, laid hold of the rope and assisted the Company; when we came to the Bowery we took the easterly sidewalk; we were going very fast; I was at the head of the rope; when near Walker-st. I felt a jerk, and thought the wheel had come off; on arriving at Walker-st. we took the middle of the street; I let go the rope, and looking around, saw some person lying on the sidewalk; I have been acquainted with deceased for the last five months, and never knew him to go to a fire before; we had been together in company about three hours previous to the accident, during which time he drank three glasses of brandy and one of beer; he seemed to be sober; both of us laid hold of the rope in Chrystie-st.; I do not know whether or not he had hold of the rope at the time of the accident; it was the deceased I saw lying on the sidewalk; I do not know any of the members of the company; I helped to carry him in the drug-store; he said he was hurt in the stomach; he died in about twenty-five minutes after being injured.

John Wetherell, M. D., being sworn, says: I reside at No. 21 Hamilton-st. and have made a post mortem examination of the body of the deceased, and found six of the ribs on the right side and seven on the left side fractured near the spine; pieces of the fractured bones had entered both his lungs; these injuries produced his death.

Some other evidence of less importance was taken, after which the case was given to the Jury, who rendered the following verdict: "That the deceased, Joseph Wall, came to his death by injuries accidentally received by being run over by Engine No. 19, while unlawfully running on the sidewalk, and we further recommend the proper authorities to take cognizance of it."

From the time the accident occurred up to the death of the deceased, several physicians residing in the neighborhood were called upon to attend him, but all refused.

HARLEM RAILROAD.—*Increase of Trains.*—On and after this day, the Harlem Railroad will run *seven* trains daily (Sundays excepted) to Croton Falls, whence two of them (those starting at 7 A. M. and 2 P. M.) will proceed as way trains to North East, and two more (those starting at 9 A. M. and 3½ P. M.) go through as Express trains to Albany, stopping only at Croton Falls and Chatham Four Corners. *From* Albany, there will be *three* daily trains—at 7 and 11 A. M. and 5 P. M. The way trains to Croton Falls leave the City Hall station at 7 and 10½ A. M. and at 2, 3.35, and 5 P. M. There will be *six* trains daily to and from White Plains and *fifteen* to and from Williams' Bridge. This increase of accommodation below Croton will be hailed with pleasure by the people on the route, whose numbers are being constantly increased by purchasers of property and boarders from our city. The line of this road will be nearly one continuous village as far as White Plains before 1860.

☞ A pleasant little affair came off at Mr. Craighead's Printing Office on Friday evening last. The employés in that establishment having learned that Mr. W. H. Tinson, their foreman, of some eight or nine years' standing, was about commencing business on his own account, took that occasion to present him with a massive piece of plate, with suitable inscriptions, as a token of their appreciation of the uniform and long continued integrity with which he had discharged the duties of his position.

FIRES AND ACCIDENTS.—On Saturday night at 10½ o'clock a fire broke out in the house No. 1024 Broadway, occupied as a locksmith and gas fitting establishment. The firemen were soon on the ground and extinguished the flames before much damage occurred. Damage $75.

About a quarter after 12 o'clock yesterday morning a fire broke out in the basement of No. 31 Mulbury-st., occupied by Elizabeth Walsh, a colored woman, who was under the influence of strong drink at the time. Capt. Brennan of Sixth Ward Police, with a section of his men, was present and soon extinguished the flames. Damages to the premises slight. The woman was severely burned about the body. She was conveyed to the New-York Hospital.

On Saturday noon a fire occurred in the dwelling No. 43 Greenwich-av. The flames were extinguished by Capt. Ackerman and some citizens. It appears that Mrs. Robinson, the occupant of the premises, was bathing the heads of her children with cologne, when by some means or other the spirits took fire and became scattered about the room. Mrs. R. was severely burned about the hands and arms.

The alarm of fire yesterday morning originated from the burning out of a sooty chimney in Duane-st., near Elm. No damage was done to the premises.

The alarms of fire in the VIIth and VIIIth Districts, on Saturday night, was occasioned by the burning of some straw in the streets of the First Ward.

Yesterday morning about 11 o'clock a fire broke out in the drug store in Broadway, one door above Bleecker-st. The firemen were early on the ground, but before they could extinguish the flames, the contents of the store were damaged to the extent of several thousand dollars.

On Saturday night Hugh McKay, residing at No. 494 Sixth-av., was run over by engine No. 19 in Chatham-st., thereby receiving a fracture of the arm. He was sent to the Hospital.

The same night John McKellar was run over by engine No. 9 and seriously injured. He was sent home.

FIRES.—On Saturday morning at 1 o'clock, a fire broke out in the dwelling house, corner of Delancey and Ridge-sts. It was soon extinguished. Damage slight.

About the same time, a fire occurred in the building No. 492 Grand-st., occupied by the Mechanics' and Traders' Insurance Company. The firemen extinguished the flames before the premises sustained much damage.

MAD DOG.—On Saturday morning, at the corner of Ann and Nassau sts., a dog was seized with hydrophobia, while being led by a chain attached to his collar. The person leading the dog was in mortal fear of being bitten; as the animal made repeated attempts to seize him by the leg, he shouted to the by-standers to "kill him, kill him," which they did by striking him over the head with a club.

INQUESTS.—The Coroner's reports for Saturday and Sunday show the following sudden deaths:

William Reddington, aged 3½ years, burnt to death by clothes taking fire, at No. 103 Twelfth-st.

Alexander North, aged 27, a Scothman, fell from the upper story of a building, corner of Broadway and Rector-st., on the 22d ult.

Lewis A. Stiles, 5 years old, burnt to death by clothes taking fire while playing with matches.

Margaret Wilberger, a German, 60 years old, died of apoplexy, while gathering chips in a ship-yard, foot of Stanton-st.

James Meehan, 28 years old, drowned in March last; found at the foot of Harrison-st.

An unknown man found drowned at Fulton Market; about 40 years old, 5 feet 8 inches high, sandy hair and whiskers, sack coat and corduroy pants.

At No. 176 Duane-st., upon the body of Samuel Anderson, a native of Ireland, 35 years of age, who died suddenly on Friday night from apoplexy. Verdict accordingly.

[Advertisement.]

LOVET'S WAHPENE.—Hundreds of persons who have seen extensive alterations and improvements going on at No. 114 Chambers-st., on the west side of Broadway, have inquired what it all meant and for what purpose it was to be used. The question can now be answered satisfactorily. it is the establishment of Prof. H. G. LOVET, and is intended for the manufacture and sale of his celebrated Wahpene. This is an invaluable preparation made from divers and sundry roots and herbs and vegetable productions, from an Indian receipt for the cure of Baldness, the restoration of grey Hair to its natural, original color, and its pristine health and vigor. It is not a dye, but a preventive of disease in the hair, and a radical, thorough restorative where disease exists. Its properties are truly remarkable.

The establishment will be opened to-day to the public