17. Young Irish Woman, about 20 years of age: dark hair, and hands much freckled on the back. Had on a purple and red birds-eye dress.
18. An Irish Woman; dark hair; between 25 and 30 years of age, with a gold ring marked "M. J." Had on a green calico dress, singular pattern, white muslin sleeves, red flannel under shirt, prunella gaiters, and a narrow muslin collar.
19. Ellen Gross, Poughkeepsie, N.Y.
20. Ellen S. Bacon, Boston.
21. Wm. Van de Venter, New-York City.
22. W. C. Dwight, Brooklyn.
23. A man not recognized.
24. Rev. John Henry Lubers, Williamsburgh.
25. J. M. Flewant, residence not known.
26. Anna B. Lang, residence unknown.
27. John Moss, Gardiner, Me.
28. Mrs. Dr. Lindey, or Landus, supposed to reside in Boston.
29. Beverly Parker, Yorkville.
30. Mrs. Mary E. Robbins, New-York.
31. Dr. J. M. Smith, Springfield, Mass.
32. Sampson Smith, Bellows Falls, Vt.
33. Miss Carrigan, of New-York. Her remains were conveyed to New-York last night by her friends. Her sister was injured and still remains at Norwalk.
34. Mrs Hanna, New-York.
35. Susan Pomeroy, residence unknown.
36. Miss Mary E. Robbins, whose mother was also drowned.
37. Mrs. G. R. Sparks, Pittsfield, Mass.
38. Josiah Bartlett, Mass.
39. Abel L. Pierson, Salem, Mass.
40. Isaac P. Colbath, Richmond, Me.
41. Mary Carrigan, N. Y.
42. Female Child about 3 years of age; fair complexion, and red hair; had on a red dress, green sack, white apron, linen gaiters, tipped with patent leather, and white woolen stockings.
43. David B. Newell, Newport, R. I.
44. B. F. Lazier, residence unknown.
45. Dr. Beach, Bridgeport.
46. Mr. Dimick, who was injured badly, it was reported died last evening.

Names of the Injured.

1. Thomas White, Jr., Marlborough, N. H.
2. Margaret Carrigan, New-York. Lost a brother and sister.
3. Catharine Mayer, New-Brunswick, N. J.
4. Warren S. Newell, Georgia, uncle broken.
5. John Fluent, Lancaster, Penn.
6. Leroy Grant, Richmond, Va.
7. A daughter of Rev. Dr. Rufus W. Griswold of New-York. Suffocated, but recovered. Doubtful if she will live.
8. Mrs. Griswold, daughter-in-law, slightly injured.
9. Gen. L. W. Harvey, New-York.
10. Mrs. Harvey, New-York.
11. Charlotte Parkes, Yorkville. Lost her father.
12. Thomas Hicks, New-York.
13. Miss King, New-York.
14. Elizabeth Burkee, Penn.
15. Mrs. S. Day, Broughton, Mass. Badly hurt.
16. John A. Hoppin, New-Jersey.
17. Dr. J. W. Bems, Charlestown, Mass.
18. Jonathan Trotter, New-York.
19. Rev. Andrew Tenbroeck, New-York.
20. Rev. Mr. Oncken, Germany.
21. Dr. C. H. Brown, Ipswich.
22. Mrs. C. H. Brown, Ipswich.
23. Mr. Colbert, shoulder broken.
24. Peter Adaley, Gardiner, Me., slight.

Mr. Edward Peck, of the firm of J. & J. H. Peck, of Burlington, Vt., accompanied by Miss Helen Clark, of Philadelphia, his wife's sister, were in the cars. The young lady was slightly injured, but both were able to take the return train for New-York.

Missing.

Mrs. Sackett, Miss Gilbert, and a little boy are not yet heard from.

Persons Uninjured.

Mrs. Moore,	M. Murray,
Dr. Thompson,	S. Nutting,
Mrs. Dr. Thompson,	E. Schmidt,
Miss Adams,	J. Eugno,
James Nutting,	E. Heath,
S. A. Spooner,	A. Stetson,
Dr. Benson,	J. P. Ingalls,
E. Taylor,	J. D. Stewart,
D. S. Hungerford,	Master Stewart,
B. Hodges,	Mary E. Clarke,
Mr. McAndee,	B. Paine,
Mrs. McAndee,	E. Morton,
Dr. Glan,	A. Murray,
Mrs. Trumerson,	D. Nevins and family,
A. Marcy,	Dr. Russell,
J. Newton,	Geo. Elmer,
Mrs. Newton,	J. McCarty,
J. L. Huntress,	D. Curtis,
Dr. Ives,	Mrs. Curtis,
J. Gilbert,	W. G. Ransom,
Master Gilbert,	F. A. Barton,
M. Hunt,	J. H. Strong,
B. Peabody,	Dr. Warren and family,
J. Dresser,	Dr. Roby,
J. Miles,	Dr. G. Bartlett,
Mrs. Miles,	Dr. Buck,
R. Palmer,	J. R. Chadbourne,
E. D. Kingsley,	Miss Shadbourne,
Miss Kingsley,	S. Taylor,
E. Stackpole,	Master Taylor,
C. Willard,	D. Curtis,
M. D. Scott,	O. Pierce,
W. B. Hodgkiss,	J. Stackpole,
P. Adley,	Dr. Bissell,
Chas. Francis,	G. A. Fuller,
W. T. Grinnell,	H. B. Moore,
Wm. Moore,	E. Savage,
P. Young,	C. Hodges,
A. Castle,	G. Bramore,
H. Holbrook,	J. T. Peck,
G. A. Hart,	R. C. Walpole,
P. Macy,	J. Ring, Jr.
Mrs. Macy,	Mrs. Ring,
George Starbuck,	C. F. Spear, and a boy, named Frank,
F. Dillingham,	J. Trotter,
F. Cooper,	J. Maeder,
W. Bocon,	G. F. Randridge,
S. S. Robbins,	Mrs. Randridge,
P. Peacock,	Mr. Dimmock,
N. J. Whitmore,	Dr. White,
Dr. Bowen,	Mr. Stodart,
Mr. Bowen,	Dr. Bemis,
Dr. Lamb,	J. O. Cushing,
A. Sherman,	Dr. Dickerman,
E. Bowles,	H. S. Wilcox,
M. Merriam,	Dr. Tallcott,
G. Southrington,	Dr. L. Ives,
Wm. Whitney,	Dr. Woodward,
W. B. Goodenough,	J. D. Ferguson,
Miss Hayward,	T. D. Fisher.
Geo. Meach,	

REPORTS BY TELEGRAPH.

NORWALK, Conn., Friday, May 6, 1853—11.30 P.M.

The 8 A.M. train from New-York has just ran off the draw-bridge at this place, and a terrible loss of life has ensued. One car is completely submerged, and two others smashed to pieces.

It is supposed that about 50 persons have been killed.

Mr. Comstock, the conductor, is badly injured.

[The only telegraph office at Norwalk being closed for a few hours, on account of the absence of the operator, we are unable to obtain full particulars, which we shall receive in the course of the afternoon.]

[*Dispatch II.*] NEW-HAVEN, Friday, May 6, 1853—1.30 P.M.

The engine-tender, and two baggage cars are in the river at Norwalk.

The smoking apartment was in one of the baggage cars, and doubtless the passengers in it are drowned.

The number of sufferers is not known, but it is not so bad as at first reported. No lives are said to have been lost, except those in the smoking room.

The following are the names of the persons saved: James Nutting, S. A. Spooner, Dr. Benson, E. Taylor, D. D., Mr. Hungerford, B. Hodges, Mr. Conda and wife, Dr. Glan, Mr. Judson, Mr. Murray, E. Schmidt, A. Stetson, Mr. Jengno, E. Heath, J. P. Ingalls, J. D. Stewart and son, Mary E. Clarke, B. Paine, E. Morton, A. Murray, D. Nevins and family, A. Macy, J. Newton and wife, J. L. Huntress, Dr. Ives, J. Gilbert and son, M. Hunt, B. Peabody, J. Dresser, J. Mills and wife, R. Palmer, E. D. Kinsley and daughter, E. Stackpole, C. Willard, M. D. Scott, W. B. Hotchkiss, P. Adley, Charles Francis, W. T. Grinnell, P. Young, A. Castle, H. Holbrook, Dr. Russell, George Elmer, J. McCarty, D. Curtis and wife, W. G. Ransom, T. A. Barton, J. H. Strong

About forty bodies had been found dead up to 3 o'clock. All the employes of the Company escaped with slight bruises. The train was running at the rate of fifteen miles an hour. The blame, it is thought, rests with the engineer, as the usual signals were displayed by the bridge tender, as certified by many of those who escaped. There are, however, many conflicting statements.

P. S.—The engineer and fireman have been arrested.

Third Dispatch.

NORWALK, Friday, May 6, 1853—5 P. M.

The train ran off the drawbridge about 10 o'clock. The draw was open to admit of the passage of the steamer Pacific, which had just gone through. The locomotive, baggage car, and two passenger cars were plunged into the river, 15 feet below. The third car was broken in the middle, the forepart going over.

Every person in the first two cars and forepart of the third was either killed or seriously injured.

Thus far 49 dead bodies have been recovered and 20 wounded; two of the latter have since died and three others are in a very dangerous condition—among them a daughter of the Rev. Dr. Griswold.

The following bodies have been recognized:

Dr. A. Welch, of Hartford,	John Moss, Gardiner, Me.,
Dr. Beach, Bridgeport,	David B. Newell, Newport,
Mrs. Fluent, Lancaster, Pa.,	John L. Grey, Springfield,
Rev. Mr. Schor, W'msburgh,	W. French, Manchester, N.H.,
Dr. Smith, Springfield.	N. Parker, Woodbury, Ct.

There are probably still ten or more dead bodies in the wreck.

The conductor, Mr. Comstock, was in the second car, but escaped with many though not dangerous wounds.

The express agent was sitting on a trunk in the baggage car, and escaped by forcing his way through the roof, but is badly wounded. The newsboy in the broken car escaped unhurt. An infant in the care of an aunt, and on its way to its parents in Springfield, was saved, but the aunt was killed.

The bodies are much disfigured, and recognition is in many cases difficult.

The scene is awful and heartrending to witness.

The wounded have had ample medical attendance, and all possible attendance has been rendered by the ladies of Norwalk and the citizens generally.

The mails and most of the baggage are saved, but in a damaged state.

Fourth Dispatch.

The Accident.

NEW-HAVEN, Friday, May 6—6 P. M.

The Railroad accident creates intense excitement here, but fortunately none of our own citizens appear to have been seriously injured.

A great number of those killed were physicians, returning home from the meeting of the Medical Association in New-York.

Twelve women and two or more children are reported among the lost.

The following are additional names of the dead:

Miss Mitchell, of Hartford.
John L. Gray, of Springfield.
Dr. A. S. Pierson, of Mass.
Mrs. Fluent, of Massachusetts. [A former Dispatch says of Lancaster, Pa.]
Rev. Mr. Lehore, *of* Williamsburgh. [A former dispatch says Rev. Mr. Schor.]
Mr. Vandeventer, of Newark, formerly President of the India Rubber Company; also, a lady with him.

Two of our citizens, Dr. Ives and L. D. Wilcoxsen went down under water in the baggage car, but broke out and escaped.

Rumor imputes all the blame to the Engineer, in not seeing the signal for the open draw.

Nathaniel King, Jr., Athens, Ohio.
A. L. Deseque, a lady, probably Mrs. Desauque, of Philadelphia.
Francis W. Sayly, of Boston
Young man unknown, in company with Hutchins.
Old lady unknown, velvet bonnet.
B. W. Opeodcok, Worcester.
Female child, 6 months old.
Oliver Barr, supposed Collecting Agent.
D. W. Dimmock, Mansfield, Conn.
Lady unknown.
Lady, supposed to be mother of infant above stated.
Miss Ellen Goss, Poughkeepsie, N.Y.
W. Bacon, Boston.
W. C. Dwight, Brooklyn.
Rev. John H. Lehor, Williamsburgh.
Mrs. J. M. Fluent, Lancaster, Penn.
Anna B. Lang, supposed Boston.
Mrs. Dr. Landers, supposed Baltimore, Md.
Beverly Parker.
Mary E. Parker and daughter, Lenox, Mass.
Sampson Goldsmith, Bellows Falls, Vt.
Alice Carrigan.
Mrs. Hannah, Eighteenth-st., New-York.
Mr. Sparks, Pittsfield, Mass.
Dr. Josiah Bartlett, Massachusetts.
Abiel L. Pierson, (not Pierpont,) Salem, Mass.
Isaac Colbath, Richmond, Me.
Man about 27 years old, unknown.
Female child drowned, not recognized.
B. S. Davies, residence unknown.
And two others not recognized.

Awful Railroad Calamity on the New-York and New-Haven Railroad—Great Loss of Life.

From The Norwalk Gazette—Extra.

NORWALK, Friday, May 6, 1853—1 P. M.

By far the most dreadful calamity which has ever befallen the New-Haven Railroad, occurred here this morning.

The morning Boston Express train which leaves New-York at 8 A. M., ran off the Draw-Bridge over Norwalk Harbor.

The draw had been raised to let the steamer Pacific pass through, on her way to New-York. The locomotive, baggage car, and two passenger cars, were precipitated into the river below, a distance of some twenty feet, and all the passengers buried beneath the water, nearly all of whom were instantly killed or drowned, before assistance could reach them.

The third passenger car was broken into one half, falling down upon the wreck below, and bracing back the two remaining cars. Most of the passengers in the rear of the car escaped unhurt, while those in the fore part were either killed or more or less injured.

There have been thus far some 41 bodies recovered, which must comprise nearly all who were killed. We also notice about 20 who were rescued, seriously but not dangerously injured, all of whom we think will recover. Of the dead now recognized are:

Mrs. Fluent, Mass.	Rev. Lehor, Williamsburgh.
Dr. Smith, Springfield.	Dr. Beach, Bridgeport.
John Moss, Gardner, Me.	Dr. Nash, Bridgeport.

Dr. Archibald Williams, Hartford.

The Coroner is now engaged in an inquest, and the names of others will no doubt soon be ascertained.

Of those wounded, it is next to impossible, amid the general confusion, to ascertain either the exact extent of their injuries, their names, or residence.

Mr. Comstock, the Conductor, was in the second car which went down and has escaped with numberless severe but not dangerous wounds. Mrs. Dr. Griswold of New-York was rescued with some slight bruises. Her daughter, taken out for dead, has just been brought to by the physicians and pronounced out of danger. [Since relapsed, and will probably die.]

A little infant was saved by a gentleman, who says it was in care of an aunt, who was drowned. They were on their way to the child's parents, in Springfield. He believed its name was Parker. It is now well cared for by the ladies of South Norwalk.

We observed the news boy, who was in the third or broken car, escaped unhurt. The Express Agent who was sitting upon a trunk in the baggage car, escaped most miraculously, by forcing his way up through the roof of the car. He has several very bad flesh wounds.

The mails are supposed to be all saved, as is most of the baggage belonging to the passengers.

There was a Convention of medical gentlemen convened in New-York last evening, and many physicians were in the train on their return home. This accounts for the number of doctors among those killed. There were several among those who were saved, who united with our own physicians in rendering every possible assistance to all requiring their aid. Too much praise cannot be awarded to our citizens, and the ladies of South Norwalk in particular, who rendered every possible relief to the sufferers.

The scene of the disaster beggars description. The groaning of the wounded and the wail of others, over the dead bodies of their friends and relatives, exceed in horror anything ever witnessed in Norwalk before. Wives mourning the loss of their husbands, and husbands their wives, and children their parents—indeed the whole scene is one which could not but melt and subdue the hardest heart, and lead all to bow in humble resignation to that All-Wise being, in whose inscrutable providence this awful calamity has occurred.

We have no heart to speak, in this connection, of the *blame* which attaches to somebody. That an awful guilt, resulting from carelessness, rests somewhere, we have no doubt. But of that anon.

FACTS FROM OTHER SOURCES.

Statement of Thomas Hicks.

Mr. Thomas Hicks, the artist, was in the first car with Miss King, of this City. They occupied a seat with in four of the rear end of the car, on the right hand side, facing the engine. Mr. Hicks describes the scene as follows. The cars were seemingly going at the usual rate, when, without warning or intimation of any kind, he beheld the front part of the car rushing toward him in fragments, the passengers being tossed in the air like chaff, dashed up against the top of the car, and thrown about in a hurricane of destruction. In an instant he found Miss King gone from his side, and himself crushed under the partially fallen roof of the car, and surrounded by a choking atmosphere, in the midst of a shapeless mass of ruins, dead bodies on every hand, and the darkened car rapidly filling with water. He began feeling among the wreck and under the water for his companion, but she was nowhere to be found. He continued the search till the water had risen to his chin, a time which he judged to have been about ten minutes, when, despairing of her recovery, he looked about for a mode of escape. Just behind him, at the corner of the car, he beheld an aperture through which he crawled out upon the top. Here he lingered with a view to renew the search for his companion; when he was accosted by some one, who asked him for whom he was looking. He described the lady's dress, when his interlocutor informed him to his inexpressible astonishment and gratification that she had just gone out upon the track. He ascertained afterward that the front of the car was stove to atoms by the concussion, and that the top of it was split open laterally on the side where he sat, and this occasioned that side of the roof to fall. It also appeared that during the instantaneous process of splitting open the top of the car and the fall of the ceiling, Miss King, without any knowledge or agency of her own, had been *projected through the crevice upon the top of the car.* And here, without even having been wet, but with a severe wound in the face, she found herself with another car precipitated upon it, which passed her and tumbled over into the river beside the wreck of the first. Her escape, and the manner of it especially, was a miracle. Mr. Hicks called out, when he discovered the means of escape, to those in the car, if so be there were any living to hear, pointing to the way of getting out. But he saw but one person avail himself of the notice, or escape in any way. Miss King, while upon the top of the car, I am assured, thrust out of the water, which proved to be that of a person struggling under the rubbish. She resolutely removed the obstruction and saved the man's life.

Relation of a Person who saw the Affair from the Steamboat.

As we left the village of South Norwalk, after passing through the draw bridge, we saw the express train, which was due about that time. The signal ball was lowered to show that the draw was open. Through the neglect of the engineer or the person at the depôt, who showed a *white* instead of a *red* flag, the train, which was running at a rate of from 20 to 30 miles per hour, was not held up, and the engine, tender, two baggage cars and two passenger cars and half of another, rushed at full speed into the water.

By the rules of the draw, as we are informed by the engineer of the boat, the steamboat Pacific has the right to pass at any time, on giving a proper notice. This, he says, she did. The ball at the draw was properly let down, and about fifteen minutes later, the boat passed, she was hardly twice her length away when the train came rushing on as described. The boat rounded to and rendered all the assistance possible. This boat transferred the mails, baggage and uninjured passengers to the other side of the river.

From our own Reporters.

NAMES OF THOSE WHO LEFT SEVERAL NEW-YORK HOTELS FOR THE EAST, SUPPOSED BY THE EXPRESS TRAIN.

Upon inquiring at a number of our principal Hotels, we find the following names of persons who are known or supposed to have taken the 8 o'clock train for Boston and intermediate places:

CLARENDON.

F. W. Soles, Boston.	Miss Soles, Boston.
Mrs. F. W. Soles, Boston.	

UNION PLACE HOTEL.

Jonathan Trotter, (Prest. of the Board of Asst. Aldermen) New-York	Mr. Holt and lady, N. Haven.
	Dr. Pierson, Salem, Mass.
	Mr. Stodart, Boston.
G. Flint Spear, New-Jersey.	C. Miller, Boston.
James Bishop, New-Jersey.	Mr. Sawzler Maine.
Major S. Cander and lady, New-Haven.	Mr. Blumer, Maine.

Dispatch sent back to the hotel, stating that Mr. Trotter, Mr. Spear and Mr. Bishop escaped by crawling through the windows of the car while it lay in 12 feet of water. They were badly bruised, but got back to the hotel last night, where they now are. Major Cander and his wife also escaped. Dr. Pierson and lady missing.

NEW-YORK HOTEL.

There were no departures registered for the fatal train at this House.

METROPOLITAN.

F. W. Peck, Burlington, Vt.	F. A Barton, Springfield, Mass.
Miss Clark, Burlington, Vt.	Dr. Dickerman, Boston.
J. Bartlett, Maine.	

These are all the names registered for the train.

ST. NICHOLAS.

Dr. Warren, wife and child, of Boston, (not the old Doctor.)	L. J. Grant, Richmond, Va.

News received that Mr. Grant was badly hurt. Nothing from Dr. Warren.

IRVING HOUSE.

A party from Montgomery, Ala., consisting of Mr. Harris, three children and servant, and two Misses Duncombe.	
Geo. L. Randidge, Boston.	Dr. A. Woodward, Conn.

ASTOR HOUSE.

Prof. Robie and lady, 2 children and servant.	A. Stetson, Astor House.
	J. P. Inglass, Boston.
David Nevins and family, firm Nevins, Mudge & Co., Broad-st.	Robbins and party, Canaan.
	Mr Starbuck, Nantucket.
	Mr. Macy, Nantucket.
W. T. Grinnel, Providence.	

Those from the Astor House were seated together in the front of the next to the last car—that part which projected over the open draw. They are all safe.

A telegraphic dispatch to the Astor announces the safety of Mr. C. Clark, of New-York: T. C. Dayton, Houston, Texas: Mr. Mitchell, Philadelpdia. It also stated that Messrs. Acorn and Brown were injured.

HOWARD HOUSE.

Dr. J. H. Gray, Springfield.	Dr. Stockbridge, Bath, Me.
Dr. D. Thompson, N hamp'n.	Edw. Sparks, Waterbury, Ct.
Charlotte Willard, Spingfield, with Dr. Grey.	—— Hungerford, N. Y. City.
	Dr. Benson, Waterville, Me.

AMERICAN HOTEL.

V. R. Chadbourne and daughter, of Maine.	Dr. Curtis, lady, Steuben Co.
	Dr. Buck, Boston, (safe.)

EARLE'S HOTEL.

C. Brainard, Middletown, Ct.	M. H. Griffiths, Danbury, Ct.
J. F. Lewis, New-Britain.	J. T. Peck, Bristol, Ct.
W. A. Jones, Wolcottville.	J. A. Peck, Bristol, Ct.
L. Hotchkiss, Birmingham, Ct.	G. S. Osborne, Watertown, Ct.
Rev. Mr. Moore, Philadelphia, (saved.)	

WESTERN HOTEL.

T. D. Stewart, lady and child, New Haven.
Dr. C. P. Fiske, Sturbridge, Mass.
Miss H. M. Payne, Worcester, (saved.)

NATIONAL HOTEL.

Enoch Clapp, Phila.	D. Snivelly, Fordham.

MERCHANTS' HOTEL.

Benj. Hodges, Holloway.	E. Savage, Holloway.
Miss Gilbert, Owego.	Mrs. H. Mitchell, Hartford.
Miss H. Mitchell, Hartford.	S. M. Mitchell and son, Phila.
Mrs. William E. Taylor and child, Owego.	
Mrs. C. R. Sackett and son, Philadelphia.	

Those from the Merchants' Hotel took their seats in the rear car and are probably safe. A telegraph dispatch was sent to the Merchants' Hotel stating that Mrs. Sackett was saved but was hurt some.

UNITED STATES HOTEL.

A Sherman, Thomaston, Me.	Col. Blake, New-Haven.
J. C. Cushing, do. do.	Capt. Bradley, New-Haven.

Col. Blake and Capt. Bradley were in the rear car, and are safe.

LOVEJOY'S HOTEL.

D. R. Brown, Stafford, Conn.	Joseph H. Lomas, Boston.
L. Huntress, Lowell, Conn.	D. R. Brown, Stamford.
N. Parker, Woodbury, Conn.	

And six others, whose names could not be recalled.

TAMMANY HOTEL.

Thos. Raymond, Norwich, Conn.

Dr. Ives and Dr. Knight, of New-Haven, are safe. Dr. Ives returned in care of some persons who belong on Staten Island, and were so badly injured that it is not probable that they can survive.

Incidents, Escapes, &c.

Geo. W. Pomeroy, Esq., of this City, placed his wife and little son, under the charge of Mr. Spear, at Twenty-seventh st., just as the cars started. Mr. Spear succeeded by almost superhuman exertions in saving the little boy, but could not save Mrs. Pomeroy, although he returned at the risk of his life several times; but he succeeded in rescuing two more small boys.

Mr. Allen Goss and his aged maiden sister, from Poughkeepsie, were on board. He was dangerously wounded in the head, and she was killed by splinters of the broken car.

Mr. and Mrs. James Mills, of this City, who were dangerously wounded, returned to town last night, and are under medical treatment.

A passenger reports Rev. Mr. Oncken, Baptist Missionary, and Rev. Prof. Tenbroeck, as among those slightly injured.

It was stated at the place that the Engineer, Daniel Tucker, had run into the drawbridge at Stratford last summer, and that he had a collision at Portchester two years ago.

A Clergyman and his wife had just changed seats with a sailor. The sailor was killed and the others escaped.

There were 216 passengers upon the train of cars, as near as could be ascertained.

James Colburn, a man about 35 years of age, from Richmond, Me., was, together with his brother, in company with his employer, Mr. Ring, and his wife, in the second car. His brother was instantly killed; Colburn broke out one of the windows and helped Mrs. Ring out, and then got out himself; in the fall he had his right shoulder broken. Mr. Ring also escaped.

Coroner's Inquest.

Justice John A. Weed, of South Norwalk, summoned a Jury of Inquest to examine into the circumstances of this deplorable calamity. The following is the list of the Jury. The Inquest sat in the afternoon at the depôt:

Henry Silleck, foreman,	Frederick Lockwood,
E. W. Stuart,	L. L. Bebee,
Thomas Warner,	J. W. Hubbell,
Charles Mallery,	Frederick Bradley,
Dr. Charles Fitch,	Dr. J. G. Barber,
Frederick Belden,	S. E. Olmstead.

The investigation was commenced at about 4 o'clock. The evidence taken under oath was as follows:

Capt. Peter Adley, of Gardiner, Me., was in the second car; was carried under water a considerable depth; thinks that the whistle did not blow.

O. S. Terry, of Norwalk, was in a small boat near the drawbridge; no blame can rest on the bridge-keeper; those in charge of the train were very negligent; the train was at full speed; witness heard no whistle.

Stephen Olmsted, of Norwalk, was standing on the wharf near the bridge; the bridge-keeper took down the signal at least fifteen minutes before he heard the train; the whistle was not blown.

Frederick A. Barton, of Springfield, did not notice the speed to be decreased; no whistle was blown.

Rev. C. R. Austin, of South Norwalk, saw the train pass his yard; noticed the train going very fast; heard no whistle.

S. G. Bissel, of Bethlehem, was in the rear car; did not hear the whistle.

Henry D. Moore, of Philadelphia, heard no whistle; the speed of the train was not decreased.

Brockhurst Carroll was on the wharf, near the bridge; heard no whistle, and perceiced no decrease of speed; if the officers of the train had been looking, they might have seen that the draw was open.

Moses Hunt, news boy, was in the third car; did not hear the whistle; the cars were going faster than usual; has been on the road two years; the Engineer was a new one on this train.

E. A. Beard, Norwalk, said the signal can be seen for half of a mile; if the signal had been down 15 minutes it could have been seen in time.

J. L. Huntress, Lowell, was in the train; heard no whistle; the cars were moving at full speed—faster than prudence would dictate; has been connected with railroads.

The inquest adjourned to meet at 7½ o'clock P. M., at Marine Hall, South Norwalk, a distance of about a mile and a half from the scene of the disaster.

EVENING SESSION.

The inquest was resumed at about 9½ o'clock last evening.

Mr. Burrow, was not present at the time of the accident; he said that if the signal could not be seen, the train must stop; the engineer has been on the road but a few weeks of late; had been laid up by an accident.

George W. Whistler, Jr., Superintendent of the Road, said that the Engineer's name was Edward Tuttle, and that Tuttle had been on a train to Port Chester two years since, when a collision occurred; he was running out of time by instruction from the Conductor; the instructions in regard to this draw-bridge are that they shall run with care, and are cautioned about going at a moderate speed around the curve; can see the signal about one fourth of a mile from the bridge; thinks they can see the signal all the way from this point until you come to the curve; they cannot stop, if the signal is lowered, when at the curve, unless the speed be ten miles or less an hour; the signal is lowered before commencing to open the draw-bridge; when the signal is all right, the engine is run around the curve as fast as it is considered safe; I think that, if the Engineer had been on the lookout the accident could not have happened; I do not know that the Conductor, Mr. Comstock, ordered the Engineer, "to go like h— through Norwalk, so as to prevent two gentlemen from getting off the train;" if the train had stopped at the depôt it is possible that the accident might have occurred.

[At this point our Reporters were obliged to leave the investigation to return to the City.]

AMERICAN MEDICAL ASSOCIATION.

The Last Day in New-York—Visit to the Institutions on Ward's, Randall's and Blackwell's Islands, and Incidents.

Notwithstanding the unfavorable state of the weather, between three and four hundred of the Delegates remaining in New-York assembled on board the steamboat Hero yesterday morning at the hour appointed, 9 A. M., to a visit to the various Institutions in proximity to the City, and possessing interest to the Physician.

Shortly after the hour named the boat started and proceeded toward Staten Island, taking the Long Island side of the Bay. It was intended that the guests should go ashore here and inspect the Hospital, the Seamen's Retreat and Snug Harbor, but the intention was abandoned, and after taking a view from the water, the party returned to Grand st., East River, where they were joined by a few more of their associates.

The weather, which had given some promise of being fair at this time (about noon) changed again and combined torrents of rain rendered the excursion for the remainder of the day exceedingly unpleasant.

The next landing place was on Ward's Island, where several of the visitor went ashore and inspected the Hospital for destitute Emigrants, under the charge of the Commissioners of Emigration—and which is supported by the Commutation Fund.

They next proceeded to Randall's Island, where they inspected the children under the charge of the Governor of the Alms House, and the boys being mustered in the school room, under the charge of the School Superintendent, Mr. Ripley, went through some of their exercises. They were questioned in Geography, by some of the Doctors, and acquitted themselves to the great satisfaction of the examiners who all seemed to appreciate highly their general appearance and demeanor.

Dr. Dove (Richmond, V.) made them a short address, and congratulated the citizens of New-York on the fine prospect there held out of "Young America." The whole number cared for here in 1852 was 3,213, and the present number of inmates is about 1,300.

Dr. Charles Hooker, of Conn., also made a few observations.

BLACKWELL'S ISLAND.

Arrived at Blackwell's Island, the Delegates proceeded to inspect the Penitentiary Hospital, Lunatic Asylum and Small Pox Hospital, the rain pouring down all the time; after which the whole party, to the number of three hundred, assembled in the Hall of the new Workhouse, where a plentiful dinner had been prepared by the Ten Governors, Mr. West, the Chairman, representing the hosts. All appeared to go "as merry as a marriage bell," until the conclusion of the dinner, when

Dr. Stewart, who had acted on behalf of the Committee of Arrangements throughout the day, after a side conversation with the Chairman Host, Governor West, rose and said that a gross insult had been offered on this Island under his (Mr. West's) jurisdiction. The nose of a member of the Association had been pulled, and they had requested the person who had done so to withdraw. As Chairman of the Committee of Arrangements and Reception, he had requested the Governor once, twice and thrice to request that he retire, but that he had refused; and he (Dr. Stewart) now asked the guests to repair to their boat and retire with him. [Cries of No! No! and great uproar, in the midst of which, after many attempts to restore order]—

Governor West rose and requested to be heard for three minutes. He said, if any insult had been offered to any member of your profession, it was not by any member of the Board of which I have the honor to be President. If there have been five thousand noses pulled on this island, what have I to do with it? [Three cheers for Governor West.] I am your host, and am here to eat and to drink, and to treat you as becomes this great City. [Cheers.] Why ask me to take part in your difficulty? If you will, as I trust you may, keep your seats, let us drink a bumper to New-York, and let the nose-pulling be settled somewhere else. [Cries of "New-York," and cheers.] I propose to you

The City of New-York—More indebted in these institutions to the Medical profession than any other service she knows. [Drank with loud cheers.]

After some further discussion, Governor West understood that Dr. Wood wished so say something. He wished to say two or three words first. He had understood that some of the gentlemen composing the Committee had retired now. He desired to express publicly his regret that any reason arising from private alteration should have caused it; and with that observation he requested they would hear Dr. Wood. [Renewed cheers.]

Dr. Wood then spoke from the gallery, and made some propitiatory remarks.

Dr. Griscom, from the opposite gallery, stated he was the individual whose nose had been pulled, but he bore no feeling of animosity at all, and he regretted that the Chairman of the Committee's high sense of honor should have led him to consider such a public vindication necessary, and so caused any disturbance of the harmony of the meeting. He moved that the meeting adjourn. [Cries of "No! no! What for?"]

Dr. Gooch, of Virginia, before adjourning, moved a vote of thanks to the Governors for their hospitable entertainment, which was carried by acclamation, and the greater number of the guests immediately rose, and reembarking aboard the Hero, returned to the City.

NEW-YORK MAGDALEN ASYLUM.

TWENTIETH ANNIVERSARY.

Yesterday, at 11 o'clock A. M., the Twentieth Anniversary of the New-York Magdalen Society was held at the new Asylum in Eighty-eighth st., between Fourth and Fifth-avs. The inclemency of the weather prevented a full attendance. At the appointed time the Manager and other friends of the Institution present assembled in the Chapel of the building to attend the anniversary exercises. Rev. Dr. Knox, presided. The exercises commenced by the singing of a hymn, after which Rev. Mr. Searls offered prayer; Rev. C. Darling, Chaplain, then read the Treasurer's and the Annual Report for the past year:

The Report of the Treasurer, Geo. Webb, was read, stating the receipts and expenses as follows:

Cash in the Treasury.....	$14 44	Paid for Supplies.....	$1,263 60
Subscriptions and Don's..	1,504 38	Paid for Fuel.....	99
Avails of Boudinot Funds..	240	Paid for Rent.....	200
James Lennox.....	100	Paid for Insurance, &c....	138 97
J. J. Astor, Jr.....	100	Paid for Printing.....	62 25
For Support of the Gospel	150 50	Paid for Chaplain.....	500
Ladies in New-Haven.....	92	Paid for Matron.....	120
Avails of Work by Inmates	89 21	Paid for Traveling Expen.	29 39
2d Presb. Church, Brooklyn	36	Balance in Treasury.....	9 47
Collected at Anniversary..	5 45		
Total.....	$2,363 18	Total.....	$2,363 18

The Twentieth Annual Report af the New York Magdalen Society was then read by Mr. Charles C. Darling. It reviewed the early history of this Institution—which had its origin in the efforts of a number of ladies who established a Sabbath School in the Female Penitentiary. Many of the inmates of that institution were abandoned females, and had been arrested as vagrants or disturbers of the peace. The period of their detention seldom exceeding 60 days, afforded only a brief space of time to instruct them in religion or morals; and on being discharged many a wretched wanderer has returned to her abode of crime and infamy. The efforts of the benevolent, however, were not in vain. Facts as developed by their persevering exertions at length aroused the attention of the Christian community, and on the 1st of January, 1830, the New-York Magdalen Society was organized. The object of the Association is to provide an asylum for females who had deviated from the paths of virtue, and were desirous to be restored to a respectable station in society. In 1832, the Society became extinct, and the asylum soon after was abandoned. In 1832, three associations were organized in Laight, Spring and Carmine-st. Churches. "The Benevolent Society of the City of New-York," consisting of gentlemen, was also formed, and in December, 1832, all these different societies became either extinct or merged in a new organization.

In January, 1833, the different Associations of gentlemen and ladies which had previously existed, suspended their efforts, and the New-York Female Benevolent Society alone represented and embodied the friends of the cause in this City. The first Directress of the Laight-st. Society, Mrs. Lathrop, and those with whom she had been associated in 1832, became active and efficient members of this new Association. Many other ladies connected with different Churches in this City, also tendered their services, and were enrolled among its officers and managers. Since that time, the ladies who constitute its Board of Managers, have prosecuted their benevolent enterprise with commendable zeal and perseverance. Amid some pecuniary embarrassments and inveterate prejudice, they have advanced in their work, and hitherto received a generous reward of their labors in the reclamation and hopeful conversion of numbers who were the recipients of their charity. After occupying a frame building, originally designed for manufacturing purpose, for nearly twenty years, we have found it necessary to erect a new and substantial edifice. Without money, and relying on Providence, the building was undertaken, and has been completed. It is capable of accommodating over fifty persons, and has been built at an expense of $7,200—of which $5,100 have been paid.

Of the 54 individuals under the supervision of the Society six have been discharged at their own request, three have been sent to the Hospital, four have left the Institution without permission, seven have been placed at service in respectable families, four have been expelled as incorrigible, and eight have been restored to their friends. Several have given evidence of their conversion, and one has united with the Christian Church.

No death has occurred in the Asylum during the year, nor has any alarming sickness prevailed. The gospel has been regularly preached on Sundays, and Bible instructions communicated during the week. Occasionally those who have been honorably discharged visit the Institution and express their gratitude for its instrumentality in their reformation. Various instances, some of them most interesting and affecting, were related of reformation.

There was manifested in the report the spirit of thankfulness for the fruits of this work, a determination to pursue the effort, and a meek and firm