THE NEW YORK HERALD.

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NEWS BY TELEGRAPH.

Telegraphic Offices, corner of Hanover and Beaver streets, and No. 203 Broadway.

THE LATEST FROM WASHINGTON CITY.

The Administration and the Foreign Missions.

DETAILS RELATIVE TO THE PACIFIC RAILROAD EXPLORATIONS.

Highly Interesting from Havana.

DISSENSION AMONG THE CUBAN AUTHORITIES, AND DISCONTENT AMONG THE SOLDIERS.

Political Items--Murder Trials--The Markets, &c., &c., &c.

The Latest from Washington City.

CABINET DISCUSSION RELATIVE TO THE FOREIGN MISSIONS—DEPARTURE OF DISAPPOINTED PLACE-SEEKERS—THE PACIFIC RAILROAD SURVEYS—IMPORTANT DECISION RELATIVE TO A MINING CLAIM—THE BUFFALO POSTMASTER—WATER FOR WASHINGTON—CURIOUS PROCEEDING OF A LATE CLERK IN THE INTERIOR DEPARTMENT, ETC.

SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD.

WASHINGTON, May 11—9 P. M.

The foreign appointments yet remain undecided. A protracted cabinet meeting was held to-day, at which we understand the subject was fully discussed and brought somewhat into shape. The cabinet are to hold an extra ordinary session at ten o'clock to morrow, when, if nothing interferes, the final consideration of the diplomatic appointments will be brought to a close, and the successful gentlemen determined upon. Whatever rumors may be floating about, we have the best reason to know they are wholly unauthorized, as, with the exception of the three missions telegraphed you several days since, nothing has yet been definitely fixed, and those now standing at the head of the list may find themselves before to-morrow night at the end of it. The candidates who have honored the city with their presence are almost driven to desperation. Several have left, disgusted and hopeless, with the prospect of being joined by others in a similar frame of mind ere long.

We gave yesterday a general outline of the route to be surveyed and explored by the party under the command of Lieut. Williamson, assisted by Lieut. Parker. This party will sail from New York on the 20th instant for San Francisco, to commence operations. It will ascend the San Jcaquin to the Twelve Lakes, and explore the various passes leading through the Sierra Nevada. Having determined the most practicable route, it will return thence to the mouth of the Gila, and proceed to San Francisco. Lieut. Williamson has selected Dr. Herman, of Philadelphia, as physician and naturalist, and Professor Mather, of Ohio, as geologist and mineralogist of the expedition. The party under Lieut. Whipple, of the Topographical Engineers, is designed to operate on the most southern route practicable within our territory, and will proceed from the Mississippi west on about the same parallel that Lieut. Williamson's party takes from the Pacific coming east. Leaving some point on the Mississippi river near or south of Memphis, a reconnoissance will be conducted to Rio del Norte, in the vicinity of Albuquerque, New Mexico; thence westward a pass will be sought through the Sierra Madre, and the most practicable route across the Colorado and by Walker's Pass to the Pacific. Lieut. Ives, one of the assistants to this party, will proceed at once to Albuquerque to hasten operations in that quarter. This is the route specified by Mr. R. H. Kern in his letter to Mr. Gwin, last January. The party under the command of Captain Gunnison, of the Topographical Engineers, will proceed to the Rocky Mountains, in the vicinity of latitudes 37 30 and 38 degrees, to examine the practicability of the passes through this range in that region. The Arkansas river will be left in the vicinity of the Huerfano, and that stream followed to near its source. Thence the valley of San Luis, near the head of the Rio Grande, will be entered by the most practicable of the three passes found there. The valley of the St. Louis will be followed to its northern extremity, whence the waters of Grand River will be struck by passing through the Coo-chu-to pa Pass. The country on the western side of the main river will be the next portion of the route until the old Spanish trail is intersected. Either that or the region lying east of it will give the final portion of the route to the Mohave river, or Walker's Pass, in the Sierra Nevada. This is the route on which Colonel Fremont met his disaster, in the winter of 1848-49, and recently advocated by Colonel Benton. No assistants have yet been associated with Captain Gunnison, except Mr. R. H. Kern, whose extensive and reliable information in regard to the whole of the country to be traversed, and his various qualifications as engineer, guide, and artist, render him of infinite value to the successful prosecution of the survey.

We learn that the following important case has just been decided by the Secretary of the Interior:—Clement March, as the assignee of two persons to whom mining leases were granted by the Secretary of War, in 1845, claimed the right to purchase certain land in the Lake Superior district, in Michigan, under the provisions of the act of 1847. The case has been before the Department of the Interior for more than a year. There were also pending in connection with it the claims of certain other persons to the same lands under the pre-emption law of 1841, which was extended over them by an act of Congress in 1850. The Secretary has rejected the claim of Mr. March on the ground of non-performance of those acts which the law required. It was contended that these lands were not liable to the operation of the pre-emption laws; but the Secretary, entertaining no doubt whatever on this point, has decided that they are, thus recognizing the claims of the actual setlers on the land. Senator Truman Smith was Mr. March's agent before the department.

The appointment of Mr. Dickie, as Postmaster at Buffalo, has not been reconsidered, as stated in some papers, and that gentleman will at once proceed to enter upon the duties of his office.

It is said a difficulty will probably arise in carrying out the law of last Congress, providing for a supply of water for the city from the Potomac, above the Great Falls, in consequence of its interference with the right of the Chesapeake and Ohio Canal Company, under their charter, to all the water of the river. We presume the company will agree to settle the difficulty upon receiving a proper compensation or equivalent.

A singular case had arisen in connection with the Department of the Interior. Robert B. Williamson, formerly a clerk in the department, having charge of the disbursments on account of the Census fund, was removed by Secretary Stuart. Upon an examination of his accounts it appears he has retained in his hands six thousand dollars of the government money on the plea that he had a right to charge commission on his disbursements. Of course such a position is perfectly ridiculous in a clerk. We understand Governor McClelland has determined, if the money is not repaid at once to the treasury, to cause Williamson to be criminally prosecuted, under the provision of the sub-Treasury law.

The rumor as to the appointment of the Inspector General having been made is we think premature.

Mr. Woodbury has not been appointed Postmaster at Boston, as reported in the New York papers. No appointment for that office has yet been made.

X. Y. Z

FROM THE REGULAR NEWSPAPER AGENT.

CLERKS SWORN IN—THE HAGUE CHARGESHIP, ETC.

WASHINGTON, May 11, 1853.

The oath of office was administered to day to several clerks recently appointed, among them Edward H. Fuller, who was shot by Lieut. Schaumberg, who appeared to have fully recovered his health.

The three most prominent candidates for the chargeship to the Hague are Messrs. Wall, Stevens, and Vanderpool. Mr. Stevens is backed by Com. Stockton, and Senators Thompson and Wright, and the whole New Jersey delegation. His friends regard his appointment as certain. Mr. Wall, however, is a son of an old friend of the President. Vanderpool is the compromise candidate between them.

The weekly entertainment by the Marine Band was resumed at the Capitol grounds this evening, and was attended by a large and fashionable concourse, including President Pierce, who appeared to enjoy the music and balmy breezes. It will be continued at the President's grounds on Saturday evenings, and this time honored and popular diversion be kept up through the season.

The diplomatic appointments are not yet settled. Col. Dabney S. Carr, of Maryland, will probably be Minister resident at Constantinople.

The *Union* officially announces the recognition of John Hitz, as Consul-General of the Swiss Confederation to reside at Washington.

THE GARDNER TRIAL.

WASHINGTON, May 11, 1853.

Captain Barry was recalled and examined with regard to his travels and explorations in the State of Queretaro. The first stream he came to, after passing the southern boundary of Laguinillas, was the Carjasal, which he struck at Vega de los Alamos. This he was positive was the only stream of water within twenty miles south of the village of Laguinillas. It ran southeasterly. He followed it down about two leagues, then left it, went easterly, and struck the river again where it ran in an easterly direction. He described the valley of the river and the adjacent mountain ranges. From the summit of one of the mountains he could see the village of Laguinillas. The Carjasal runs entirely in the State of Queretaro, being three or four leagues from the boundary of Laguinillas at the nearest point. He saw a boundary stone near Arrago Seco, another southeast of Arrago Seco, and another near La Communidad. Visited a village called Penal, at the mines of Jalpan, at the distance of twenty or thirty leagues from Laguinillas.

The defence objected.

Mr. May proposed to show that the witness saw there the same mines, same mountains, buildings and physical objects, which the witnesses for the defence had described as being within a dozen miles of the village of Laguinillas.

The Court repeated its former decision; the prosecution might prove if they could that there were no mines where the defence said there were mines, but they could not prove there were mines forty or fifty miles off.

The witness then testified he explored the whole country south of the village of Laguinillas, as far as the Carjasal river, and beyond it, and was positive there were no mines within fifteen or twenty miles of that village. He was then cross-examined at considerable length with regard to his former testimony.

Col. Abbot was called by the United States. He identified copies of a letter he wrote to Isaac G. Seymour, of New Orleans, soon after he visited Gardner's mines, and which was published in a newspaper in that city.

No objection being made, Mr. May proposed to get the original, if possible and read the letter to morrow. The letter was understood to contain some account of the visit of Gardner's party to the mines. Mr. May stated that, with the exception of this letter, the United States had closed their evidence. Adjourned.

Latest from Havana and Key West

TROUBLES IN CUBA—MARINE NEWS.

CHARLESTON, May 11, 1853.

The U. S. mail steamship Isabel arrived at this port today from Havana, which port she left on the 8th inst.

There had been a disagreement between the authorities. Lavalette, the second in command on the island, and another officer high in rank, were going to Spain in disgust.

The troops in the interior were showing symptoms of discontent.

Everything else was quiet.

The Key West dates are also of the 8th inst. The locomotive in the brig Cymbrus had been raised, and appraised at $5,500. The salvage case of the Cymbrus was appointed for the 9th inst. The repairs on the British ship Lucy were progressing, and the salvage on her had been paid.

The weather was warm at Key West, and business was dull.

Death of Judge Burnet, of Cincinnati.

CINCINNATI, May 11, 1853.

Judge Burnet died in this city last evening.

The bar of Hamilton county met to day, and passed appropriate resolutions relative to the death of Judge Burnet, and determined to attend his funeral in a body.

All the law courts will adjourn over on the day of the funeral.

The heavy columns and portico of the Burnet House are draped with mourning, and flags are displayed on that and other hotels, &c., at half mast.

The death of Judge Burnet is deeply lamented by all classes of our citizens.

The Liquor Law in Massachusetts.

BOSTON, May 11, 1853.

In the House to-day it was voted not to adopt the amendment to the Liquor law providing for licenses where public opinion is in favor of licensing. The vote stood 111 yeas, 141 nays. So the old license system is repudiated.

Providence Municipal Election.

PROVIDENCE, May 10, 1853.

The whigs have elected the entire Board of Aldermen. The Common Council will stand whigs 20, democrats 4.

Walter R. Danforth, democrat, is probably elected Mayor by a small majority, but the votes in one ward are not counted.

Another Railroad Accident.

BOSTON, May 11, 1853.

This morning the outward Fall River freight train was thrown off the track at North Braintree, by the misplacement of a switch, and the Mayflower engine and one of the cars were badly smashed up. No person was injured.

The Steamship Genova at Montreal.

MONTREAL, May 11, 1853.

The screw steamship Genova, from Liverpool, arrived here this morning.

Murder Trial at Pittsburg.

PITTSBURG, May 10, 1853.

The Criminal Court to-day refused to grant a new trial to Mary Delany, for the murder of Shaw, and she has been sentenced to the penitentiary for three years. The rumor that one Reed had confessed to the perpetration of the crime turns out to be a fabrication.

Fire at Hartford.

HARTFORD, May 11, 1853.

The Roman Catholic church, in Talcot street, was destroyed by fire about one o'clock this morning. The adjoining dwelling of the priest was much injured. Since the erection of the cathedral this church has been used for occasional services, and the basement as a schoolroom. Insurance on the church $3,000, on the dwelling $2,000, which more than covers the loss.

Interesting from Tampico, &c.

BALTIMORE, May 11, 1853.

We have Tampico dates to the 20th ult. A decree had been passed declaring the liberal institutions of the State in danger. The fifth article of the decree proposes a coalition between the States of New Leon, Coahuila, Chihuahua, Zacatecas and Tamaulipas, for the defence of their nationality and the independence of the republic in case of invasion by forces organized in the territory of the United States, or by parties of adventurers.

The receipts of the Baltimore and Ohio Railroad for April were $232,747.

We have no mail to night south of Wilmington, N. C.

From the West.

THE MARTHA WASHINGTON CONSPIRATORS—THE CINCINNATI FORGERIES.

CINCINNATI, May 11, 1853.

The Martha Washington case has been continued over to the next term, a part of the defendants not being ready, and the Judge having decided that all should be tried together.

Wm. Kissam gave bail to-day in the sum of $10,000 to appear in October and was released. He was, however, immediately rearrested on the charge of forgery.

A man named Finlay has also been arrested on the same charge, and will have a preliminary trial to-morrow.

Departure of the Canada.

BOSTON, May 11, 1853.

The royal mail steamship Canada, Captain Stone, sailed at noon to day, with 99 passengers for Liverpool and 12 for Halifax. She took out $60,000 in American gold coin, and $107,292 in gold ingots.

The Solly Murder Case.

PHILADELPHIA, May 11, 1853.

The jury in the case of O'Niel, for the murder of Solly, retired this afternoon, but came into court this evening, and stated they would not be able to agree. The Court adjourned till morning.

Catholic Clergyman Accidentally Killed.

DETROIT, May 11, 1853.

The Rev. Mr. Shaw, of the Catholic Church, was thrown from his carriage yesterday, and has died from the injuries sustained.

Markets.

CHARLESTON, May 10, 1853.

The sales of cotton to-day were 660 bales, at prices ranging from 8¼c. a 10¾c. The market shows no change.

BUFFALO, May 11, 1853.

Receipts since our last:—Flour, 1,500 bbls.; wheat, 6,000 bushels; corn, none; oats, none. Flour is firm, with a moderate business; sales 3,000 bbls., at $4 12 a $4 31 for Ohio and Michigan. Wheat is quiet and easier, 104c. a 105c. for Ohio, and 103c. for Michigan. Corn is easier, with sales of 14,000 bushels, at 52½c. for Western mixed. Oats are in demand, but they are very scarce; sales at 40c. Ohio whiskey is at 19½c. Freights—Flour, 50c.; wheat, 14c.

ALBANY, May 11, 1853.

The receipts of the past two days have been as follows:—Flour, 13,000 bbls; wheat, 19,000 bushels; corn, 13,000 bushels; oats, 5,000 bushels; barley, 1,500 bushels. Flour is steady but not active; sales 2,500 bbls., $4 50 a $4 62 for State, and $4 62 a $4 75 for common and mixed Western. Wheat—There is a fair milling demand for prime; sales 700 bushels, at $1 26½ for Genesee. There is no supply of corn, but the demand is good. Oats—Sales 8 500 bushels, at 46c. and 47½c. for Canadian. Ohio whiskey sells at 22½c., and prison at 23c.

U. S. Commissioner's Court.

Before George W. Morton Esq.

CHARGE OF SMUGGLING.

MAY 11.—*The United States vs. George W. Gates.*—The investigation in this case has been protracted to considerable length. Mr. Ridgeway appearing for the United States, and Mr. George Betts for the defendant, and was brought to a close at noon this day by the discharge of the defendant on account of conflicting testimony.

Coroner's Inquest.

FATAL ACCIDENT.—Coroner Gamble yesterday held an inquest on the body of James Dunn, aged seventeen years, who came to his death by accidentally falling from the fourth story of premises 306 Pearl street to the cellar below. A verdict was recorded accordingly.

THE NORWALK BRIDGE DISASTER.

Death of Another Victim, &c.

OUR NORWALK CORRESPONDENCE.

NORWALK, Wednesday morning—7 o'clock.

Another has been added to the victims of the casualty of Friday. Mrs. Harvey, wife of Gen. Harvey, of Lexington avenue, New York, expired at 6 o'clock this morning. Yesterday noon she was thought out of danger, and her family physician (Dr. Chalmers) returned to the city. Last evening Dr. Alexander H. Stevens, who came up to visit Miss Griswold, incidentally heard of some symptoms which induced doubts of Mrs. Harvey's recovery, and with Drs. McLean, Lynes and Sammis, he passed most of the night in the most sedulous devotion to her case; but she died, as above stated, at an early hour this morning, surrounded by her family. The immediate cause of death was concussion of the chest, which bore no external marks of injury.

Although Miss Emily Griswold has also been thought pretty nearly out of danger, yet apprehensions of a fatal result are still entertained in her case, which will be watched with the utmost solicitude. She passed a comfortable night, but is still only partially in possession of her faculties. This morning she is very restless.

Professor Tenbroeck will probably be able to return to the city this afternoon. Dr. Bemis, in charge of his brother, who arrived last night from Boston, will go at least part way home to-morrow. Mr. Oncken was removed yesterday afternoon to the house of Mr. Woolsey, one of the resident clergymen. Mrs Griswold is not so well as when last mentioned in your despatches.

A large derrick came up the river to the bridge last night, for raising the engine and tender, so that we shall soon know whether there are any other bodies in the bed of the stream.

Bishop O'Reilly Safe.

It was feared that Father O'Reilly was among the victims of the late disaster; but he could not have been in the cars at the time, for he did not arrive in the Asia on Thursday, as was expected.

Insurance Policies.

[From the New Haven Courier. May 11.]

The late Dr. Beach, of Bridgeport, had a life insurance policy of $2,000 in the Connecticut Mutual Insurance Company, and one of $500 in a Philadelphia Company.

Mr. Parker, of Woodbury, also had a policy in the Connecticut Mutual.

It is said that these policies will be immediately paid, and that the insurance companies will look to the railroad for compensation.

TELEGRAPHIC.

PROPOSED RAILROAD LAW IN CONNECTICUT.

HARTFORD, May 11, 1853.

A bill has been introduced into the Senate requiring the presidents and a majority of the directors of railroads, where a major part of the road is located in this State, to be residents thereof.

To the Stockholders of the New York and New Haven Railroad Company.

It has become the painful duty of the directors to report the occurrence of a most appalling catastrophe on the New York and New Haven Railroad, on Friday last, the 8th inst., by which a loss of life almost beyond precedent has been occasioned. The overwhelming effect of this disaster, and the sympathy which it is impossible to subdue, have almost entirely absorbed the care and thoughts of the directors and officers, though every effort has been made to relieve the suffering and to provide for the observances due to the dead, and it is hoped that nothing has been omitted which could be done under the circumstances. The directors do not pretend to offer assurances of deep interest in the sorrows of the friends of the sufferers—not to feel most deeply, and with the most acute pain, would imply a want of the ordinary sympathies of our nature, which familiarity with calamity can possibly create.

The first intelligence of the disaster to the express train of Friday, leaving New York at 8 A. M., was promptly communicated by Mr. Swan, Superintendent of the Union Telegraph Company, in person, at the office in Hanover street, about thirty minutes past eleven o'clock. Mr. Burrall, the Vice President, being at that moment in the office, immediately proceeded by the train of half past eleven to Norwalk bridge, and found that the telegraphic communication had been only too true, and that the loss of life had not been overrated. Every arrangement which he deemed necessary and proper was made with energy and despatch, and in the course of a few hours Mr. Whistler was also at Norwalk, with a large force of men, to remove the broken cars, in order to rescue the bodies of those who had been drowned or otherwise killed. Among the passengers in the train were eminent physicians, of whom many lost their lives; but from those who escaped every possible care and attention which humanity and skill could suggest were extended to the sufferers.

The circumstances of this disaster, and many details connected with it, as well as the long list of the names of those who were so suddenly hurried from life, are so well and accurately set forth in the verdict of the coroner's inquest, held on the spot, that the directors deem it more proper to submit that document for your information than any statement which it has been possible for them to prepare under the excitement to which they have been subjected. The inquest has been held amid the natural influences against the company—testimony has been received as it existed at the moment, and yet the facts clearly appear to be already established and fairly stated, and the community, as well as this company, will look to the verdict of this inquest for the best and most reliable information as to the fatal catastrophe at the Norwalk drawbridge.

The directors nevertheless, deem it due to the administration of your road to submit to you such statements of the rules and regulations relating to the drawbridges as will enable you to judge of such as bear upon the case before you.

The transportation department, and all persons employed in it, are governed by "general rules and regulations," of a permanent character, and by special instructions communicated by each time table, and applicable only to that table. The general rules and regulations were adopted in 1849, under the superintendence of Mr. Mason, and they are now substantially in force. By these rules the signals for the drawbridges were safety signals—that is, the signal when in place denoted that the bridge was in order and might be crossed, but if not seen at masthead, all trains were bound to come to a full stop. This signal is a large red ball, which is illuminated at night. It is the duty of the engineer, by the general rules, to look out for this signal, and to approach a drawbridge with the greatest possible caution, and unless he can distinctly see the signal in its position at masthead over the draw, to come to a full stop and examine the draw before passing over it.

This rule is perfectly understood on the road by all the engineers, and is fully explained by the Superintendent in person to each engineer when entering the service of the company. At the same time he specially instructs each engineer of his duty to approach all drawbridges at a speed which enables him to command the train, so as to bring it to a full stop before reaching the draw should it be necessary. That the rule, and the signal, and the points of observation, were all perfectly known to Mr. Tucker, the engineer of the express train on Friday last, is not questioned. He admits the fact, and has done so in the most unqualified manner to a special committee of the Board, —Messrs. Boardman, Sturges, and Sandford—who were charged with the duty of investigation. That the engineer did not observe this well-known rule is also established, and though the impression on his mind appears to be that he did look out for the signal, and saw it at masthead, and accordingly kept on his course, yet the fact is beyond doubt that the signal had been lowered at the bridge by the draw-tender in pursuance of his duty.

The general rules make it the duty of the draw-tender to keep the signal at masthead when the bridge and the draw are in order for trains to pass, but if the bridge is not in order, or the draw is to be removed for the passage of vessels, or for any purpose whatever, the first duty of the tender, and one he must never omit, is to lower the signal down to the bridge, and to let it remain down until the draw is replaced and properly secured for trains to pass over it. The tender at the Norwalk draw perfectly understands this rule and his duty, and no evidence has ever been brought forward to show that he has been unmindful of either, and the testimony is beyond question that he did his duty on Friday last, and that the signal was then in its proper place.

The general regulations were, therefore, well understood on Friday last, and compliance with their requirements was alone necessary to prevent even the great calamity of that day. For greater security, and to call attention to these rules, a notice is posted in front of the engineer, and duplicates placed in a box at his hand, to "look well for the drawbridge signal," and at or near the point in the road where he should look for this signal, a large sign-board is erected, and the words "draw bridge," with a hand pointing towards the bridge, are painted in large letters.

In addition to these general regulations, upon the back of each time table are printed special instructions applicable only to that table. On Friday last the train was running under Time Table No. 31, which had been in effect since February 7, 1853; and by one of the instructions thereon, the engineers were directed to run all trains with care in approaching Norwalk river bridge, and when going east from Norwalk station to move round the curve with exceeding care, and conductors of trains out of time are cautioned about crossing the bridge—they will be held responsible for the safety of their trains. Unusual caution was deemed necessary at this bridge from the frequency with which the draw was removed, and from the curve in the road, which prevented a full view of the bridge. The last provision of this order, however, was not made so much in reference to the removal of the draw, for which abundant provision had been already made, as was believed, as to the meeting of trains out of time on the single track upon the bridge. If this order had been properly obeyed by the engineer he would probably have been able to stop the train after leaving the curve, in case he had not previously ascertained that the signal of safety on the bridge was not at masthead.

The directors might enlarge upon the security of the system of signals adopted upon this road, and assure you that it was the result of much experience and investigation, and that the contingencies under which any accident could occur were so few and of such unusual and unaccountable occurrence that they had no question as to its propriety. But this seems inappropriate at this time, when they feel as deeply as any can do how easily the best arrangements are reduced to idle rules by the thoughtlessness and inattention of a single man, perfectly acquainted with his duty and able to perform it.

The directors have thus stated facts which indicate their belief of the cause of the catastrophe of Friday last. They now submit the grounds upon which they do not question that Mr. Tucker, the engineer, was well qualified for his duties, and his appointment by the superintendent perfectly justifiable.

Mr. Tucker was employed as an engineer upon the road, at or about the time of its first opening, by R. B. Mason, Esq., then Chief Engineer and Superintendent. He had been previously employed upon the Western Railroad, in Massachusetts, and among other recommendations which he then had in his possession was one from the late Major George W. Whistler, who, previous to his departure for Russia, was Chief Engineer and Superintendent of that road. The following is a copy of the letter of Major Whistler:—

ENGINEER'S OFFICE, W. R. R.
SPRINGFIELD, May 10, 1842.

Mr. E W. Tucker has been employed on the Western Railroad for some time, as engineman, he is fully competent to perform any of the duties pertaining to that station, and in all respects a most worthy man.

I most cheerfully recommend him as such.

GEORGE W. WHISTLER, Engineer.

Mr. Tucker immediately commenced running as engineman upon the road, and continued to do so, with the entire satisfaction and with the approbation of the Superintendant, until the occasion of the collision between Portchester and Greenwich, in the winter of 1850-'51, the circumstances of which were as follows:—An accident had occurred at Mamaroneck by misplacement of a switch, which had much delayed and deranged the other trains upon the road—they were all out of time. The last train out of New York, run by Mr. Tucker, overtook the one next preceeding it at New Rochelle or Mamaroneck, so that the conductors had communication with each other. When Mr. Tucker's train had stopped at Portchester and discharged its passengers he was ordered by his conductor to proceed. He expressed his unwillingness to go, for the reason that he believed he would be running on the time of the downward train. The conductor then assured him that he had sent a message by the conductor of the preceding train to the conductor of the downward train, that he should follow immediately, and requesting the downward conductor to stop back at Greenwich, and again directed Mr. Tucker to go on. He did then go on, and a collision ensued, by which Mr. Tucker was very seriously injured. The conductor undoubtedly attempted to send a message, as he stated, and supposed he had, but the bearer did not understand it, and did not communicate it. The conductor was discharged as being the cause of the collision, as his apology was merely an attempt to use his own judgment in violation of the regulations of the superintendent.

The engineer, Tucker, was held free from fault, for the reason that the conductor is the responsible party for stopping and starting the train at stations, and Tucker's fears were quieted by the assurance that a message had been sent which made all safe.

He remained suffering from his injury, and being continued on the pay roll, as is the custom it is believed on most roads where men are injured in discharge of their duty and without fault, until October, 1851, when the attention of the company was particularly called to his case by a letter from his brother, a highly respectable gentleman in Massachusetts, who expressed the opinion that his lameness, the result of the injuries received by the collision, was in all probability permanent and would disable him from ever again running as engineer.

The subject was presented by the President to the Board, and the following extracts from their record will show what action was taken by them:—

At a meeting of the Board holden 23d October, 1851, "the President reported, that it is represented that Mr. Tucker, an engineer, who was running a locomotive engine on the road at the time of the collision near Greenwich, is still suffering from the consequence of injuries received by him at the time of said collision, for which he was not at all in fault.

"Whereupon, on motion, Resolved, That the subject be referred to Messrs. Sandford and Sturges, to inquire into the condition of Mr. Tucker, and the circumstances of his injuries, and recommend to this Board at their next meeting such action on the subject as they think proper."

At the next meeting of the Board, on the 13th Nov., 1851, Mr. Sandford reported that he had had an interview with Mr. Tucker, the engineer who was injured at the time of the collision near Greenwich last winter, and finds that he was very seriously injured, and that he is still suffering from that injury, and unable to do anything by way of supporting himself, and recommended that a gratuity be presented to Mr. Tucker as an aid in his support during his inability.

Whereupon, on motion,

Resolved, That Mr. Tucker be paid his wages as engineer, at the rate he was receiving at the time of his injuries, for one year from 1st December, 1851, and that if not at that time able to resume his duties as engineer, his connection with the company be discontinued, and that said year's wages be paid in advance if desired by Mr. Tucker.

He was paid the sum mentioned in the above resolution, and left the company's employment, for the purpose, as was supposed by the officers, of engaging in some employment for the duties of which his lameness would not incapacitate him; and nothing more was known of him by the officers of the company until some two or three months since he was accidentally met in the cars by the Superintendent, who observing to him that he appeared quite well, he replied that he had almost entirely recovered from his lameness, and was thinking of engaging again as running engineer. The Superintendent appreciated so highly his general character for intelligence, sobriety, carefulness and good judgment, that he volunteered at once to say, that if he wished to run an engine, he would be very glad to employ him, as he was about to increase the number of trains upon the road; and he was then again employed. And the Superintendent and Superintendent of Motive Power, who is brought most directly in contact with the enginemen, and enabled to judge of their capacity, sobriety, care and judgment, both say that if previous to this accident they had had occasion to select a man for any difficult and dangerous service as engineman, where peculiar care, discretion and watchfulness were required, this is one of the men whom they would have first selected for such a duty, and yet he has committed the fatal error which has produced such awful results.

A word in relation to the fact that he was not the regular engineman of the train. The enginemen on this road make a daily run of about 150 miles, which is more than is required on the railroad generally, and is too much for a man to do constantly. It is therefore arranged that about once a week each one of the regular enginemen lies off a day, and to meet this case three extra men, who are considered to be equal in all respects to the best, and are familiar with all the rules and all the trains, are employed, who take in turn the place of either of the regular men for a day.

Tucker was acting as one of these extra men, and on this particular day the regular engineman of the train had leave to be off for the day, for the purpose of moving his family, and Tucker, as a regular extra man, was assigned to his post for this trip.

He acknowledges now that he was perfectly familiar with all the rules and regulations of the road, and the bridges and draws; that there was no difficulty whatever in seeing the signal if it had been up, or in recognizing the fact of its absence; that he had time tables in his pocket, and others were in a box on the engine; that he was perfectly familiar with their contents, but by some strange fatality he believes, as much as he believed that he was alive, that he saw the signal, though he is now forced to the conclusion, by the contrary evidence of such a number of persons, that he must have been mistaken.

These are the simple facts in regard to Mr. Tucker and his connection with the company, and with the deplorable catastrophe of Friday last.

The officers of the company feel no disposition to screen themselves from any responsibility that may justly fall upon them by casting censure upon others. They feel too much humiliated by the fact that their system, which they so confidently believed to be more than ordinarily safe and safely administered, has proved insufficient to prevent such a most disastrous and awful result, to set themselves up as judges as to the individuals upon whom the responsibility should fall. They leave that duty to the public and those public authorities whose province it is to decide. By order of the Directors,

ROBERT SCHUYLER, President.

May 11, 1853.

New York and New Haven Railroad Company.

The annual election for directors of this company, takes place this day, in Canal street, at 11 o'clock. It is due to the public that a change be made in the direction, and that a President be chosen, who will give his whole time and attention to the road.

The public and the stockholders want a President who has not on his hands such vast undertakings as the New York and Harlem, and the Illinois Central Railroad Companies—the latter road employing seventeen million dollars capital, and is seven hundred and thirty miles long, is quite enough for one person's attention.

Let there be a full attendance and a full sweep of the board.

The Paterson Railroad Collision.

DEATH OF THE TWO BRAKEMEN.

The two brakemen, named Farrell O'Gara and James H. Van Cleet, who were injured at the collision of cars on the Paterson Railroad, on last Monday evening, died yesterday afternoon in the City Hospital. O'Gara had both his legs crushed; the left leg was severed from below the knee. Van Cleet had his thigh broken, together with severe bodily injuries. O'Gara was a single man, a native of Ireland, and twenty nine years of age. He has a brother residing at the corner of Ninth avenue and Thirty fourth street. The deceased was one of the brakemen on the Erie express train. Van Cleet was a brakeman on the Paterson cars. He has left a wife and two children, residing at Newark, New Jersey, to mourn his sudden demise. The Coroner has been notified to hold an inquest on the bodies.

To Prevent Railroad Accidents.

We have received several communications relative to railroad accidents and their prevention. We will find room for them in a day or two.

Speed of the Clippers.

SPLENDID AND UNPARALLELED ACHIEVEMENTS OF THE AMERICAN CLIPPER SHIPS.

NATIONAL OBSERVATORY, WASHINGTON, May 10, 1853.

SIR—The clipper ship Sovereign of the Seas, McKay, has made such an extraordinary run, that I beg to make it the subject matter of an official report. It is due to builders, owners, and masters, as well as to navigation, that such an achievement should be made known.

This ship is one of the glorious fleet of a "thousand sail" that is voluntarily engaged in making observations for the wind and current charts. She it is, it will be recollected, who, taking them for her guide, made the extraordinary run of one hundred and three days from New York to San Francisco, both crossing the equator in the Pacific, and arriving in port on the day predicted.

Returning from the Sandwich Islands to New York in the remarkably short run of eighty-two days, she passed through a part of the "Great South Sea," which has been seldom traversed by traders—at least I have the records of none such.

Little or nothing, except what conjecture suggested, was known as to the winds in this part of the ocean. The results of my investigations elsewhere, with regard to winds and the circulation of the atmosphere, had enabled me to announce as a theoretical deduction, that the winds in the "variables" of the South Pacific would probably be found to prevail from the westward with a tradewind like regularity.

Between the parallels of 45 and 55 degrees south from the meridian of the Cape of Good Hope eastward, around to that of Cape Horn, there is no land or other disturbing agent to intercept the wind in its regular circuits; here the winds would be found blowing from the west with greater force than from the east in the tradewind region, and giving rise to that long rolling swell peculiar to those regions of the Pacific, they would enable ships steering east to make the most remarkable runs that have ever been accomplished under canvass.

The Sovereign of the Seas has afforded the most beautiful illustration as to the correctness of these theoretical deductions.

Leaving Oahu for New York, via Cape Horn, 13th February last, she stood to the southward through the belts, both of the northeast and the southeast trades, making a course good on the average through them, a little to the west of south. She finally got clear of them March 6th, after crossing the parallel of 45 degrees south, upon the meridian of 164 degrees west.

The 8th and 9th she was in the horse latitude weather of the Southern hemisphere. So far, her run had been good, but there was nothing remarkable in it.

Having crossed the parallel of 48 degrees south, she found herself on the 10th, fairly within the trade-like west winds of the Southern ocean; and here commenced a succession of the most extraordinary days' runs that have ever been linked together across the ocean.

From March 9th to March 31st, from the parallel of 48 degrees south in the Pacific, to 35 degrees south in the Atlantic, during an interval of twenty-two days, that ship made 29 degrees of latitude, and 126 of longitude. Her shortest day's run during the interval, determined by calculation, (not by log) being 150 knots. The wind, all this time, is not recorded once with easting in it; it was steady and fresh from the westward.

In these twenty-two days, that ship made five thousand three hundred and ninety one nautical miles. But that you may the more conveniently contrast her performance with that of railroad cars and river steamers, I will quote her in statute miles.

Here, then, is a ship under canvass, and with the winds alone as a propelling power, and with a crew, too, so short, the captain informs me, that she was but half manned, accomplishing, in twenty-two days, the enormous run of six thousand two hundred and forty-five miles, (one-fourth the distance round the earth,) and making the daily average of two hundred and eighty three statute miles and nine-tenths (283.9). During eleven of these days consecutively, her daily average was three hundred and fifty-four statute miles; and during four days, also, consecutively, she averaged as high as three hundred and ninety-eight and three quarter statute miles.

From noon of one to the noon of the next day, the greatest distance made was three hundred and sixty-two knots, or four hundred and nineteen miles, and the greatest rate reported by the captain, is eighteen knots, or twenty one statute miles the hour. This is pretty fair railroad speed.

The greatest distance ever before performed from noon to noon on the ocean, was 374 knots, (433¾ statute miles,) by the clipper ship Flying Cloud, in her celebrated passage of eighty-nine days and twenty-one hours, to San Francisco, in 1851, and which yet stands unequalled. I say from noon to noon, because from noon to noon was not, with either of these ships the exact measure of twenty-four hours. The Flying Cloud was going to the northward and westward, and on the day of her great run she made four degrees forty-six of longitude—which in time, is nineteen minutes four seconds—that is, her noon to noon for that day was twenty four hours nineteen minutes four seconds. On the other hand, the Sovereign of the Seas was steering to the eastward, and on the day of her great run, she made eight degrees forty-four of longitude—which in time, is thirty-four minutes fifty-six seconds—that is, her noon to noon for that day, was only twenty-three hours twenty-five minutes four seconds long. Thus the Flying Cloud's run in twenty-four hours nineteen minutes four seconds, was 433¾ statute miles, and the other, 419 statute miles in twenty-three hours twenty five minutes four seconds.

Reducing these runs each to the performance pro rata, according to the log, for twenty four hours, we have for the former ship 427.5, against 437.6 by the latter—that is, the best twenty four consecutive hours run by the Sovereign of the Seas, exceeds the best consecutive twenty-four hours of the Flying Cloud, only by the one-tenth part of one mile.

These two ships are certainly *par nobile*—but the great day's performance of each does not prove the Sovereign of the Seas to be a faster ship than the Flying Cloud.

The Sovereign of the Seas had in her favor that long, rolling swell from the westward, that is peculiar to high southern latitudes, and which helped mightily to heave her along. All seamen who have doubled Cape Horn know what it is; I need not describe it.

It is true the Flying Cloud on her great day had, during the latter part, strong gales and high seas running, still those high seas were not like that long rolling Cape Horn swell that comes from the westward with such a heaving force, and which had been chasing the Sovereign of the Seas steadily for ten days.

On the other hand, it may be urged in favor of the latter, that she was short handed, with foretopmast disabled, and jury topgallant mast. Her abstract log, it should also be mentioned, says nothing as to the force of the wind, the heave of the sea, or the sails set, while that of the Flying Cloud is quite full upon these points.

Though I am unwilling, therefore, to decide against the Flying Cloud as to the greatest day's run ever made, it is clear that her competitor has borne off the palm as to the length of time for which she has kept up her great speed. Her log stops May 3d, latitude 33 deg. 16 min. N., 432 nautical miles in a straight line from Sandy Hook.

Taking it therefore for the seventy-nine days for which she gives it, and stating the distance by straight line from her place at noon of one day to the noon of the next, it appears that her daily average was 222 7 statute miles, making the whole distance sailed during the interval to be 17,597 statute miles, which gives for canvass the remarkable achievement of accomplishing a distance more than two-thirds of that which it requires to encircle the earth at the average rate of nine miles and upwards the hour for 1,896 consecutive hours.

As I write this, the abstract of another ship, the Comet, E. C. Gardner, from San Francisco to New York, is received. She too, has made an extraordinary run. She made the passage in 83½ days, sailing during the interval 17,496 statute miles, and averaging 210 miles a day. She, however, except merely by doubling Cape Horn, did not run through the region of the trade-like winds and heaving swells of the South Pacific, which favored the Sovereign of the Seas to such an extent; and therefore no fair comparison can be made as to the relative sailing qualities of these two ships.

There is another circumstance, however, connected with this voyage of the Sovereign of the Seas, which is worthy of attention, for it is significant, and a fact illustrative of the revolution in the ways of business which are being quietly wrought by the time saving devices of the age. This splendid ship, after unloading her cargo in California, was sent to glean after our whalemen, and she came home with oil gathered from them at the Sandwich Islands.

This adventurous class of our fellow-citizens resort there in such numbers that the fees annually paid by the government for the relief of the sick and disabled seamen there, amount to upwards of $50,000.

Now, if the Pacific Railway were built, the thousands of American seamen, and the fleets of American whale ships that annually resort to those islands for refreshment and repairs, would resort to California. There they would be in their own country; the oil would probably be sent home on railway, instead of by clipper ship, and all the advantage of refitting so many ships, of treating and recruiting so many men, would inure to the benefit of our own citizens. Respectfully,

(Signed) M. F. MAURY, Lieutenant, U. S. Navy.

Hon. JAMES C. DOBBIN, Secretary of the Navy, Washington.

Supreme Court—Circuit.

Before Hon. Judge Roosevelt.

MAY 11.—*Catharine W. Buckbee vs. The U. S. Insurance, Annuity and Trust Co.*—This was an action for the sum of $1,000, (with interest,) being the amount of policy of insurance effected with the defendants by the late husband of the plaintiff for her benefit. The claim was resisted on the alleged grounds that the policy was not renewed until some days after it expired, and that at the time of the renewal Mr. Buckbee was laboring under sickness, though he represented himself to be in good health. This was denied. Verdict for plaintiff $1,087 82.

SPECIAL TERM.

Before Hon. Judge Roosevelt.

THE CRYSTAL PALACE.

MAY 11.—*Thomas J. Stewart vs. The Association for the Exhibition of the Industry of All Nations.*—This was an ex parte application for a temporary injunction, and an order to show cause why a permanent injunction should not be issued. The Judge said the party should apply in the usual form, by notice of motion for an injunction. Application denied.

Naval Intelligence.

U. S. steamer Reindeer, Master Olmstead, commanding, arrived at Norfolk on Saturday from Washington, with guns and shot for the test battery at Old Point.

The U. S. lighthouse tender Look Out, Lieut. Pennock, commanding, sailed from Norfolk on Saturday for a cruise.

ANNIVERSARY WEEK.

The Proceedings of the American Tract and American Female Guardian Societies, Institution for the Blind, and the Five Points Mission.

The Abolition Fanatics at the Chinese Assembly Rooms, &c. &c. &c.

American Anti-Slavery Society—Fanaticism Run Mad.

SPEECHES OF GARRISON, PHILLIPS, LUCY STONE, ETC.

The twenty-second anniversary of the American Anti Slavery Society was held yesterday, in the Chinese Rooms, Broadway. The morning session commenced at ten o'clock, the congregation being at that time very numerous; composed principally of ladies, with a slight sprinkling of bloomers and niggers.

WM. LLOYD GARRISON opened the proceedings by calling the meeting to order, and addressing it as follows:—It is a common allegation on the part of the enemies of emancipation, that the abolitionists have put back their cause by rashness and violence. The allegation is an ancient one, and is worth now just as much as it was in ancient times; and in illustration of what it was then worth I will read to you the fifth chapter of Exodus. Mr. Garrison then read the whole of the chapter to the congregation, and announced that, according to the usages of the society, an opportunity would now be afforded to whomsoever in the assembly might feel moved by the spirit to offer up a prayer.

A reverend gentleman on the platform, Mr. JOSEPH A. DUGDALE, of the Society of Friends, not long waiting for the visitation of the spirit, knelt down and volunteered a prayer, in which he affirmed his faith that all religion in the world opposed to the royal law of freedom is infidelity.

Mr. GARRISON, the Chairman, again addressed the audience. He said—By the help of God we continue to this day. The anti-slavery cause, in spite of all the opposition that has been arrayed against it—in spite of governmental edicts—in spite of lawless mobocracy—still lives, and is destined to grow, and expand, and conquer, till every chain in the land is broken, and till the Lord gives us the jubilee. For the last two years we have been compelled, through the lawlessness of this corrupt city, to shake its dust from our feet as a testimony against it. The year before last we were received by the people of Syracuse, and the following year by the people of Rochester. We did not go there, however, voluntarily, but we could not get a single room in this city fitted to hold our anniversary. This is no discredit to the Anti-Slavery Society, but will redound to the eternal infamy of the city of New York. We are here now with the same designs, and with the same glorious ends in view. Where are those who said we should not speak? Where, now, is the Union Safety Committee? We find ourselves here, but where they are heaven only knows. We are here, not to browbeat or irritate, but to do our duty to the slave. Since we were here last the three great champions of slavery have gone to dust. Their bodies are entombed and their souls gone to God. Where is John C. Calhoun? Where is Henry Clay? Where is Daniel Webster? All gone to decay, and we are here with our songs of victory. (Applause and hisses.) We have had the Baltimore Convention, but what then?—

"The King of France, with thirty thousand men,
Marched up the hill and then marched down again."

We have had the Fugitive Slave law enacted since we last met here—but what of that? Are the slaves deterred by it from attempting to escape? It was but yesterday I read, in the *Voice of the Slave*, a paper published in Canada, that twenty nine slaves had arrived there in one batch. How has that law been received in the Northern States? How did we treat Shadrach in Boston? Sims, indeed, was taken away from the city of Boston, not in broad daylight, but smuggled away in the hour of darkness. It was the defeat of the government and the overthrow of the Fugitive Slave law forever. And see how they treated it in Syracuse, in the case of Jerry, and how the slaves themselves treated it in Christiana, where the slaveholder was compelled to bite the dust. You know one of the results of the passage of that law. It gave us Uncle Tom's Cabin (applause), and Uncle Tom's Cabin is making the tour of the world; and, as the first instalment of British sympathy on behalf of the slave, we lately received in Boston the petition of the ladies of England, signed by over half a million of women. Even in the Southern states the feeling against slavery is becoming strong; and, to show you how it is there, I will read you a paragraph from the Charleston *Mercury*. Mr. G read the extract referred to, commenting on the influence of slavery in the South and in the national government. These, he continued, are some of the cheering circumstances under which we are assembled here to day in New York, for the Lord God Omnipotent reigneth.

Mr. EDWARD QUINCY, of Massachusetts, was introduced by the chair to the meeting, and proceeded to address the audience:—You, sir, said he, addressing the chair, have been called an infidel, and the movement you originated is also branded as an infidel movement, but I should like to know by which of the ordinary motives of human action can your conduct or our conduct be explained if we have not faith in God? Do you delight in being held up to public reprobation and scorn? Do American abolitionists delight in being in a minority? If there is a peculiar characteristic of the American people it is a delight to swim with the stream—to go with the multitude, whether for evil or for good. We are no exception to this national trait. We have not unchurched the church and excommunicated the State merely because we like to be hunted and hooted, and because we delight in the tender mercies of Captain Rynders. No, sir, it is because we trust in God, that we believe there is a higher law than that of Congress, and that there is a magistrate more elevated than President Pierce. (Applause.) Here these pigmies—those Lilliputians of this remote corner of the universe—meet together—they say, to repeal the laws of the Great Architect of the universe. We meet together and repeal laws! Yes, and not only that, but the great mass of the Church, and those who stand at the head of the Church, have endorsed the doctrine, and have scouted and sneered at the idea that there can be any law higher than that which man can make. Suppose a law should be passed in Congress repealing the laws of gravitation, do you believe there is a priest in the land, who, relying on that law, would leap from the top of Bunker Hill Monument? Well, it is just as absurd to repeal physical as to repeal moral laws. We would not have stood up before the American people and defied them—trampled their laws under our feet merely because that we liked it; but we did it because we thought it was our duty so to do. Why, sir, why did our fathers come to this land? They were surely great fools to leave their comfortable parsonage and farm houses, and trades, to commit themselves to the stormy waves, and to plant themselves on inhospitable shores. Why, what fanatics they were! They had only to conform to and obey the laws of the land, and live very comfortably, just as we are told now by priests and politicians we might do. But that was not the spirit of the men of those days. They were Protestants—the flight to Plymouth was a protest—but they little thought what the results of their institutions were; they little thought that there was to be a Procrustean bed established by law to measure men's consciences. Now, sir, we took pattern by our fathers. It was from those old times that the American Revolution dates. It was the right of every man to judge whether the laws of man or those of God should be obeyed; and that was the principle from which the complement of revolution sprung—I mean the Anti slavery Society. If it fail, the American Revolution was a failure. We have the impudence to stand up before Russia and Austria, and Louis Napoleon, and to say to them, "Stand off—we are holier than ye!" (Applause.) I protest, that if the anti-slavery movement fail—if, I say, ourselves and our children are to be the thralls of this base and contemptible aristocracy of whips and chains—then, I say, the American Revolution was a failure, and we had better have remained as vassals of England. If we are to have an aristocracy I prefer an aristocracy of gentlemen. It is a species of vermin which I think ought to be exterminated, by bringing to bear on it such a force of public sentiment that it can exist no longer. (Applause.) Now, that is the object of the Anti-Slavery Society; and how do we propose to do it? It is by operating on public opinion. What are institutions but the projections of ideas? What is slavery? Why it is the shadow. Why does slavery exist in the country? It is because the American people like it. We wish to change their ideas. Do you think that slavery will exist a day after the American people have made up their mind against it? Oh, no; the moment the American mind is permeated with the leaven of anti-slavery principles the institution will be annihilated, and then, when this circle of fire shall be drawn closer and closer around the scorpion of slavery, then, by a glorious and illustrious suicide, it will drive its sting through its own brain and die. (Applause.)

Mr GARRISON remarked, that in the year 1840 the American Anti-Slavery Society was broken asunder on this single issue: because a female member of the Society was placed on one of our committees. This Society has always conceded to its members the right to open his or her lips on behalf of those in bonds.

"When woman's heart is bleeding,
Shall woman's voice be hushed?"

And if any lady wishes to speak we will listen with pleasure to what she has to say. I now introduce to you Miss Lucy Stone, of Boston.

Miss LUCY then came forward and addressed the meeting. So long, she said, as there are ten thousand curses scattered throughout the land, we cannot, if we would, be silent. The Anti Slavery Society, as it comes year by year, cheers us with accounts of its doings. During the last year we have had new voices speaking, and fresher beats throbbing, and Uncle Tom's Cabin going through the world, creating sympathy for the slave. The chairman said that since our last anniversary the Baltimore Convention has been brought out; yes, and it has been adopted, too; and when Franklin Pierce said the action of fugitive slave law was in harmony with his sentiments the people rose like a cloud to give their suffrages to that man and to that democratic party. And yet they did it with their eyes wide open. In that very month of June there was fleeing through this model republic a woman and her child, and