THE NEW YORK HERALD.

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THE EXPLOSION ON THE NORTH RIVER.

Additional Particulars of the Disaster to the Steamer Empire.

SEVEN LIVES LOST, AND TWELVE PERSONS SERIOUSLY INJURED.

THE CORONER'S INQUEST,

INCIDENTS OF THE ACCIDENT,

&c., &c., &c.

One of those painful and heartrending accidents which it is our lot to chronicle occurred on Saturday morning on board of the steamboats Empire, of Troy, (one of the People's line,) while on her passage from that city to New York, nearly opposite New Hamburgh, being about midway between here and Albany. About half-past one o'clock, when opposite Van Rensselaer dock, the pilot, Mr. Hudson discovered the sloop General Livingston at the distance o about a mile, bearing towards them, the wind blowing very fresh from the southwest. The steamer held on he course until the sloop was within about three hundred yards of her, and tacking towards her. The pilot then changed his course and steered to the right. The sloop continued on her course until she came into collision with the boat, striking her boiler with the bowsprit, which immediately exploded, carrying away with it the smoke pipes and promenade, and hurricane decks, and entirely demolishing all the upper works between the wheelhouse and the bows of the boat. The scene that followed is beyond description. Men, women and children rushed on deck, regardless of the scalding steam, screaming and crying for help. The lights were all put out by the explosion, which rendered the scene at first truly awful. The officers and crew immediately went to work in order to rescue those whom they heard crying for assistance. The captain then saw the coal sloop First Effort, Captain Leroy, coming down, and hailed her. She then came alongside, into which some sixty or seventy passengers and their baggage were put, and the boat started for Poughkeepsie. A few moments after she had left the propeller Wyoming hove in sight, and bore down for the wreck. All the passengers, with their baggage that had remained behind, were then sent on board of this boat, the captain of the Empire giving orders to overhaul the First Effort, and to take all the passengers on board of her to Poughkeepsie, where they would receive medical attendance. The dead and dying were then attended on board of the Empire. A messenger having been sent for Dr. Proal, of Wappinger Falls, who is the Coroner of Dutchess county, he arrived at the scene of destruction without delay, and instantly attended to the dying, who lay about the deck stretched on blankets, and to the wounded, who were half frantic with pain, seeing that everything should be done to alleviate their distress. The following is a correct list of the dead and wounded, up to a late hour last evening, when our reporter left:—

KILLED AND WOUNDED.

George Safford, of New York, a young man about twenty-one years of age, who slept within twenty feet of the boiler, was taken out of the ruins insensible, and never spoke afterwards. He died in a few moments after he was rescued. His father is the proprietor of the Trojan Hotel, near the Crystal Palace. He came up for the body on Saturday evening, after the coroner had held an inquest, and had it conveyed to the city on board of the steamboat Mazeppa. He was a fine looking young man, and was formerly a barkeeper on board the boat, but at the time of the accident was returning as a passenger from Troy, where he had been visiting some of his friends.

No. 2. Edward C. Cushing, of Troy, second engineer was taken out of the wreck mortally injured, and conveyed to Poughkeepsie, where he died during the course of the day from the injuries received.

No 3 Christopher Caffay, fireman, lingered until Sunday morning, when he died in great agony.

No. 4. John Shannon, a deck hand, died on board of the propeller on his way to Poughkeepsie. His body was taken to Troy for interment.

No. 5 Mary Buder, an Indian woman from Canada, with goods on her way to the World's Fair, also died in great agony on board of the Wyoming. She leaves a husband and two children.

No. 6. Betsey Wooster, a sister of the last mentioned woman died on Saturday, shortly after the arrival of the boat. She was dreadfully scalded and kept continually screaming from the pain of her wounds.

No. 7. James Daniel Van Schaick, a boy about fourteen years of age, son of one of the waiters, died before he left the wreck. He was employed as a newsboy, and was a great favorite among the crew.

1. George Austin, chief engineer, was severely scalded about the head, neck and hands. He was conveyed to New York on the Hudson River Railroad.

2. John Walsh, a deck hand, was severely scalded about the neck. He was conveyed to Poughkeepsie, where he is receiving medical aid.

3. William Moulton, a fireman, badly scalded on the arms and breast. His situation is critical.

4. Charles Caniff, a deck hand, of Cattskill, hands and neck severely scalded. He will no doubt recover from the accident.

5. Jeremiah Scott, one of the hands on board of the sloop General Livingston, who was in the bow of the sloop when she struck the steamboat, was very badly injured. His arms, neck and breast are scalded in a shocking manner. He lies on board the sloop at Poughkeepsie, where he is attended by the doctors of the town.

6. George Anderson, a child of one of the passengers, was slightly scalded on his right arm. He was sent to New York along with his mother, his father stopping behind to collect his luggage.

7. James Van Voldenburgh, a fireman, had his head slightly cut. His wounds were dressed by Dr. Proal, who remained on the wreck all day in hopes of succoring some unfortunate persons who might be found under the rubbish.

8. Robert F. Cuttingham, of New Haven, Conn., had his leg broken, and his arms and face severely scalded. He is now in Poughkeepsie under medical treatment, and is likely to recover.

9. N. S. Bennett, a portrait painter, of Washington, lies in the Exchange House, Poughkeepsie, badly scalded about the breast and shoulders. He is in great pain, but bears his sufferings manfully.

10. Harriet Larkins, of Brooklyn, was coming from Madison county, where she was on a visit to some friends. This young lady was saved from the wreck by Mr. Bennett, who, at the risk of his own life, rushed through the smoke and steam and extricated her from her perilous situation. Too much praise cannot be attributed to him for his manly and heroic conduct on the occasion.

11. Peter Van Helan, a deck hand, was severely wounded, both by the falling timbers and the steam, which scalded his arms in a shocking manner. He is likely to recover.

12. James Johnston, of Williamsburg, L. I., who is an agent for some machine establishment in Jersey City, was much scalded about the hands and arms, but will soon recover.

13. B. L. Perrit, of Boonton, N. J., a passenger, was badly scalded; he now lies in a critical situation at the Exchange Hotel.

14. Peter Vandenburgh, second engineer, of Athens, Greene county, was severely injured, having been scalded about the hands, neck and breast. He is in a very critical condition, but may possibly recover. He was taken home by his friends on Saturday evening.

CORONER'S INQUEST ON THE BODIES.

Coroner Proal, after procuring a jury, held an inquest on the body of George Safford, who died on board the steamboat, shortly after the explosion. From the following evidence it will appear that the accident was caused, in a great measure, by the carelessness of the pilot on board of the Empire, while, at the same time, it will be shown that the captain of the sloop should have had an older person at the helm than a mere boy.

Captain Levi Smith being duly sworn, deposed that he was awakened about 1½ o'clock, by a loud noise; he immediately repaired on deck, and found that the steamboat had been struck by some vessel, and that the boiler had exploded; the hurricane and promenade decks were blown off, and the two smokepipes had also been knocked overboard; he endeavored to do all in his power to alleviate the distress of the passengers; he saw the deceased; he came on board at Albany, and was bound for New York; in his opinion there were about ninety passengers on board; it was a very light load, on account of it being Friday evening; he sent all the passengers to Poughkeepsie on board of the propeller Wyoming.

The pilot of the boat, Mr. Hudson, on being sworn, deposed that about half past one o'clock he descried the sloop about a mile ahead of them, the wind blowing fresh from the southwest; she was coming up before the wind, and the steamboat going towards the western shore; the sloop, at the time when witness saw her, was heading up towards the middle of the river, to the eastward of the Empire; seeing the sloop steering towards him, he headed his vessel more to the westward, but in a few moments the sloop was abreast of him; the pilot on board the sloop then put his helm hard up, steering the vessel right into the steamboat, striking her forward of the wheel; the boiler then burst, the steam scalding several of the passengers, among them the deceased.

G. W Miller, second mate of the steamboat Connecticut, being sworn, deposed that he was a passenger on board of the steamboat Empire, which left Troy on Friday evening for New York about 1½ or 2 o'clock he was startled by a loud noise and a crash; he immediately rushed on deck and found that the boiler had burst, destroying the upper-woodworks of the boat forward of the wheel—throwing the two smokepipes overboard and scattering fragments of the hurricane and promenade decks all round the boat; he saw several people taken out from the rubbage wounded; among them was the deceased, who lived but a few moments after he was taken out.

The pilot on board of the sloop was then examined, who stated that he steered his proper course, and thought as a matter of course the steamboat would give the right of way. The sloop struck her forward of the wheelhouse, bursting the boiler. The bowsprit and mast of the sloop were carried overboard by the collision. One of their hands, who was on the look out, was badly scalded by the steam which escaped from the boiler.

The jury, having deliberated for some length of time, returned the following verdict:—"We find that the deceased, George Safford came to his death from injuries received by the bursting of the boiler on board of the steamboat Empire, of Troy."

INQUEST ON THE BODIES AT POUGHKEEPSIE.

Immediately on receipt of the news of the accident at Poughkeepsie Coroner Van Kleeck hastened to the Exchange Hotel of Mr. Vincent, where the sufferers were lying; and, on arriving there, found that Edward Cushing, James D. Van Schaick, and Mary Burden, the Indian squaw, had ceased to breathe. He immediately empannelled a jury, before whom the same evidence was elicited as was testified at the inquest on board the boat at New Hamburg; therefore it is unnecessary for us to give a repetition of the evidence. The jury, after some minutes delay, adjourned until the next morning, (Sunday,) when they again met and reviewed the bodies of Christopher Caffry and Mary Wooster, and examined Mr. Vincent as to their identity, and adjourned until this morning, when they will make a strict inquiry into all the particulars of the melancholy transaction. The bodies were then delivered up to their friends for burial.

The following statements from passengers, and some of the officers of the boat, will be found highly interesting:—

STATEMENT OF EDWARD ANDERSON, A PASSENGER.

I left Troy about 7 o'clock on Friday evening, with my wife and five children on board the steamboat Empire, for New York. I retired to bed about nine o'clock, and slept until about half-past one o'clock, when I was awakened by a loud noise and crash, as if the boiler had burst; the boat shook as if she had struck a rock; I jumped out of my berth, put on some of my clothes, collected my family around me, and went on deck amidst the steam and smoke, which was suffocating; the boat all around me was a scene of total destruction, the fragments being scattered all over the deck; the passengers and crew were all crowded together in the after part of the boat for safety, where every heart was filled with terror and dismay; I found that the larboard boiler of the boat had exploded, carrying away the hurricane and promenade decks, the smokepipes, and all the upper works of the boat forward of the wheel; the officers of the boat then went to work with great zeal and succeeded in taking out the unfortunate beings who were caught in between the broken lumber and the main deck; the coal sloop First Effort soon hove in sight, and took off a portion of the passengers, who were all anxious to leave the wreck. In about half an hour afterwards the propeller Wyoming came alongside and took the remainder of them on board, and conveyed us to Poughkeepsie. Several persons were severely scalded, among them two Indian women, who were continually schreeching. My son George, a little boy, was scalded slightly on the right arm. Medical attendance was immediately procured on our arrival at Poughkepsie, where some of the wounded died in great agony. It was a shocking and melancholy sight to see the wounded and the dying, groaning with agony, and the female portion of the passengers crying with fear. My family and I remained at Mr. Van Rensselaer's house where we remained until morning, when I sent my family on to New York by the Hudson River Railroad, staying behind myself to collect the baggage which had been sent to Poughkeepsie along with the passengers in the Wyoming.

CAPTAIN SMITH'S STATEMENT.

About half-past one o'clock I was awoke by a terrific crash and explosion; as soon as I could dress myself I hurried on deck, where I found all the lights out and the boat all on one side; the passengers were all on deck, some in their night clothes and others half dressed, and were all screaming with terror; I went forward and found that we had been run into by a sloop, and that our starboard boiler had exploded; the deck was a scene of awful confusion, the two chimney pipes had been blown overboard, and the hurricane and promenade decks smashed to atoms; several of the passengers were among the ruins, crying and moaning most piteously; I immediately gave orders to have the bell rung to raise an alarm, as soon as I could quiet the passengers, who were in a great state of excitement; I sent off the pilot in a life boat to a sloop which was about casting anchor about half a mile ahead of us, in order to get the passengers put aboard of her; the pilot got the sloop under weigh, and arrived along side of our boat in about half an hour, on board which we put a portion of the passengers, with their baggage, and gave orders to the captain to make all sail for Poughkeepsie; about four o'clock the propeller Wyoming came alongside and took off the remainder of the passengers; I gave orders to the captain to steer direct for Poughkeepsie, and if he overhauled the sloop, to take off the passengers who were on board; after seeing that all the passengers were provided for, I then looked to the safety of my vessel, which had drifted over to the eastern shore, the wind blowing very fresh from the south-west, and careened over towards the shore, on account of the larboard boiler being lost overboard. The great weight being then all on one side, the boat gave a lurch and half filled with water, which ran in in torrents through the port holes, putting out the fires. She then sunk on the flat in about eight feet of water, the guard on one side being on a level with the water, while the other side was about fourteen feet from the surface. Several of the hands were sent ashore with lines to make her fast to some trees growing on the beach. All the freight, consisting chiefly of barrels of beer, was then thrown overboard from the starboard side, in order to right her if possible, which we succeeded in doing after several hours' hard labor. The water was then about four feet deep in the hold, and gangs of men were instantly set to work bailing and pumping her out. We had, at seven o'clock on Sunday morning, three feet of water in the hold, but the men will soon have her dry. I expect to be ready to be towed to New York on Monday. The goods on board are greatly damaged, the greater part of the chairs forward being broken. He concludes by stating that he is positive there are none of the passengers missing, and that all have been accounted for.

STATEMENT OF G. W. METLER, SECOND MATE OF THE STEAMBOAT CONNECTICUT.

On Friday evening I left Troy for New York, on board the ill fated boat Empire for New York, and not anticipating any accident I retired to my stateroom about 10 o'clock. I was awoke from my sleep about two o'clock by a loud noise and a terrible crash; I jumped out of bed, put on some of my clothes, and without delay proceeded on deck, where I witnessed a scene I shall never forget. I was met on the deck by a woman frightfully scalded and screaming loudly, whom I took to be an Indian. The entire upper works were either blown overboard or thrown in a heap on the main deck, which was strewed with people groaning and yelling, who had been so unfortunately scalded. Nothing of the boiler was to be seen, it having been, I suppose, blown overboard. We rescued several people from under the ruins, who were more or less severely injured, and two of whom, I learn, have since died of their wounds. The captain rang the alarm bell, and in about an hour the sloop First Effort, Captain Leroy, came along side and took about forty of the passengers on board. The remainder were conveyed to Poughkeepsie in the propeller Wyoming. The sight presented was a shocking one indeed. One man, on being pulled out from under a brace, had all the flesh torn off his arms and breast.

STATEMENT OF THE SECOND PILOT.

While on our way from Troy, on Saturday morning, about half past one o'clock, a sloop came into collison with us, striking the larboard boiler, which immediately exploded, killing one man instantly, and six more who lingered after they were taken to Poughkeepsie. The boat, after the explosion, drifted over towards the eastern shore, where she careened and filled. in about eight feet of water. There were about a dozen passengers and deck hands scalded, besides those who died, all of whom, I think, will be likely to recover. The captain sent the clerk of the boat down to the owners in New York, who took with him the passenger list and papers of the boat; therefore it is hard to tell how many passengers we had on board; but I think I heard the clerk say after we had left Albany, that there were about eighty five or ninety persons on board.

INCIDENTS.

Many incidents of great interest are connected with this sad catastrophe, which has cast a gloom all over that part of this State, and has sent sorrow to the heart of many a family in this and other cities.

James Van Voldenburgh, one of the firemen, was blown out of his berth into the river. He being a good swimmer, however, succeeded in reaching the shore in safety, from whence he swam back to the boat again. His head was cut, but not in a serious manner. This boat, if our readers will remember, was struck some four years ago, near Newburg, by the schooner Noah Brown, who sunk her in about ten minutes, by which unfortunate calamity some thirty persons lost their lives. She was raised out of the water by means of an elevator, and being refitted, was placed on the line, and continued successful until Saturday, when this heart rending disaster occurred, thus sinking her twice within the space of four years, and each time a number of lives were sacrificed.

Five valuable horses were on board and, strange to say, were landed uninjured.

Some fifty barrels of beer having been cast overboard and floated ashore, the boys of the surrounding neighborhood knocked in some of the heads and drank the beer to excess, out of common tin wash basins. The result was that about thirty of them had their "lodging on the cold ground" as they were too much intoxicated to go to their homes.

Three of the passengers were at one time in imminent danger. Having jumped overboard they were caught in between the guard of the boat and the surface of the water, thus they were for a few moments in a tomb. A life boat having been procured they were at length rescued from their perilous situation.

The coolness and self-possession exhibited by some of the injured passengers are commendable in the highest degree. Mr. Cottingham, when the doctor, Southwick, was dressing his wounds, begged of him to go away and attend to those who were more in need of his aid. The heroic Mr. Bennett also made the same remark to the medical gentleman who attended him.

The chambermaid says that she saw two men standing under the promenade deck when the explosion took place but never saw them afterwards. She thinks that they are among the mass of timber lying on the deck; but as this rubbage was carefully searched by the deck hands, and no person could be found there, we suppose that the men were fortunate enough to escape.

Mr. Metler, whose statement we have given, saved a young lady from drowning. She jumped overboard with the fright, but was gallantly rescued from a watery grave by Mr. Metler. The lady having been taken away by her friends we were unable to learn her name.

A small dog, belonging to a passenger who was a very heavy sleeper, awoke him by crying very loud. The water at this time was just beginning to flow into the state room. By the sagacity of this animal he was made aware of the danger he was exposed to.

Just before the accident took place, Mr. Cushing, the second engineer, and one of the injured persons, had stepped into the fire room to get a drink of water, and looked out to see how far down they were. As he looked out he saw the sloop but a few feet off, and he sang out to the others in the fire room to take care of themselves. Before he could get out of the room the collision took place. He, in some way, was thrown through a pile of wood, and landed in the skylight, near the captain's office.

George Safford, who died on board the boat from the injuries received, had made arrangements to go down the night before, but was prevailed upon by a friend to stay over another day.

Mr. Bennett was the means, no doubt, of saving Mr. Cuttingham's life, as that gentlemen attempted to jump overboard, but he was caught by Mr. Bennett, who held him fast until assistance arrived, when the sufferer was conveyed back to a state room.

THE CONDITION OF THE WRECK—HEAVY LOSS, ETC.

The boat is now a complete wreck, nothing of the upper works forward of the wheels being left standing. The freight is for the most part transferred to lighters and sloops, which have conveyed it to this city. About $1 000 worth of chairs have been destroyed, and several hundred wooden pails are broken or smashed. The boat now lies with her head towards the north, leaning very much towards the shore on the east side of the river. Men have been kept continually to work pumping the water out of her. The machinery is not injured in the least, nor is any part of her hull, the upper works alone having been destroyed. In the stateroom saloon where the passengers slept that were killed and scalded, was scattered about in confusion, bed clothes, beds, life preservers, washstands pieces of looking glasses and portions of the sky light through which Mr Cushington was blown. The greater portion of the promenade and hurricane decks have fallen on board of the boat, where they obstruct the passage except a person can get underneath, it is impossible to inspect the boat.

On Sunday the wreck was visited by the inhabitants of all the neighborhood around, who flocked thither to glean some correct news about the accident, as it had been greatly exaggerated at first.

Too much praise cannot be bestowed upon Mr. Vincent, the proprietor of the Exchange Hotel, Poughkeepsie, for the humane manner in which all the wounded were treated at his house. Every attention was paid to the unfortunate sufferers by his daughter and his mother, Mrs. Gilbert Vincent. Misses Harbottle, Thompson, Hunter and Hartwell, also labored incessantly the whole day, administering to the wants of the wounded. Such deeds of true philanthropy were indeed worthy example to all.

The captain, about seven o'clock last evening, computed his loss to be about $25,000, on which there is no insurance.

We have to offer our thanks to Dr. Proal, Coroner of New Hamburg, Mr. Vincent, of the Exchange Hotel, and Mr. Smith, the captain of the Empire, for the facilities extended to the reporter of the HERALD, while endeavoring to lay before the public the particulars of this melancholy and fatal occurrence.

NEWS BY TELEGRAPH.

Later and Highly Important from Europe.

THE RUSSIANS HAVE INVADED TURKEY.

The following intelligence was sent out in the Arabia by our correspondent in Liverpool, but unfortunately miscarried, and did not reach us until yesterday:—

LIVERPOOL, July 2, 1853.

Just as the Arabia is leaving the wharf I am telegraphed from London, on the authority of an extra of the London *Times*, that an army of twelve thousand Russians entered Jassy on the 25th of June. The despatch does not say whether they were opposed or not.

THE LIVERPOOL COTTON MARKET.

JULY 5.—The sales of cotton to-day have been 8,000 bales, of which 1,500 were taken for export, and 1,500 on speculation. The prices of American and all others are unchanged. Exporters are buying fair and good fair bowed in quantity.

Interesting from Mexico.

THE MESILLA VALLEY DIFFICULTY—THE SLOO CONTRACT—TEHUANTEPEC TERRITORY, ETC.

NEW ORLEANS, July 13, 1853.

By later advices from Mexico we learn that Senor Salazar maintains the incontestible right of Mexico to the Mesilla Valley, and threatens to resign if the least concession is made to Gen. Lane. The *Trait d'Union* doubts whether Mexico will entertain any proposition for the purchase of the Mesilla.

The dishonoring of the Sloo drafts has created great distrust in Mexico, and it is said that Senor Olarte despairs of carrying out the project.

The Isthmus of Tehuantepec has been declared a separate territory. Minititlan is to be the capital.

The steamer Prometheus arrived here to-day, in five days and a half from San Juan.

Steamer El Paraguay Condemned.

PROVIDENCE, July 17, 1853.

The *Journal* has advices from Maranham, brought to Salem by the brig Garland, from Para. El Paraguay sailed from Maranham 8th June, and when two days out sprang aleak and put back. On reaching port a survey was called upon her, when she was condemned, and ordered to be sold. All the passengers and crew were safe and well. Captain Baldwin would leave for home by the first conveyance. Captain Potter and William M. Hale arrived in the Garland, from Paraguay. The steamer was insured in New York.

Items from Boston.

ARRIVAL OF MINISTER CRAMPTON, COM. SHUBRICK AND OTHERS—DEATH OF A DISTINGUISHED MERCHANT.

BOSTON, July 17, 1853.

Mr. Crampton, the British Minister, arrived in this city to-day, in the British war steamer Medea. The Medea proceeded immediately to Halifax again. Mr. C. left this evening for New York in the New Haven train.

Commodore Shubrick, his Secretary, Mr. Cunningham, Col. Smith, U. S. A., and Chancellor Walworth, arrived at the Revere House to day.

Hon. Phineas Sprague, a well known merchant of this city, and formerly a State Senator, died suddenly this morning at his residence in Chestnut street.

From the South.

GEN. PIERCE GOING TO OLD POINT COMFORT—RE-ARREST OF A COUNTERFEITER, ETC.

BALTIMORE, July 17, 1853.

Commodore Breese will visit Old Point Comfort in a few days, to receive the President, who intends to make a visit there.

Thompson, the counterfeiter, who escaped from the Norfolk jail recently, has been arrested in this city.

The Hon. A. M. Clayton, our new consul to Cuba, sailed from Mobile, in the Black Warrior, for Havana.

We have received no papers to day south of Mobile.

Markets.

NEW ORLEANS, July 14, 1853.

The sales of cotton to day were barely 200 bales. The quotation for middling is 10⅛c. The stock in port is reduced to 42,000 bales. Tobacco is firm; sales to-day 400 hhds. Flour is active; St. Louis, $4 75. The Arabia's advices were received to-day at noon.

CHARLESTON, July 14, 1853.

The sales of cotton for the week were 1,600 bales, at prices ranging from 8⅝c. to 11¼c. The market is unchanged in every respect; middling fair is quoted at 11c. Stock in port, 19,000 bales.

PROVIDENCE, July 16, 1853.

The market for cotton continues dull, with light sales at unchanged prices. There is more activity in the wool market. The stock of pulled is much reduced, and prices are firm. The new clip which is now coming forward is taken at full prices. Sales of the week 98,400 lbs. Prices of printing cloths continue firm, with an advancing tendency. Sales of the week 48,000 pieces.

THE HERMIT OF CHICAGO.—If any trafficker in romance wishes a hero for a dish of fashionable literature we can supply him. In Lake Chicago there are a number of small and lovely islands, varying in size from ten to forty acres, lying high above the clear waters, and displaying a level surface, beautifully wooded with maples and lindens. Upon one of the smallest of these islands a young man has resided alone, so far as human companionship is concerned, for several years. He has a neat cabin, and cultivates a few acres of ground with his own hands—sufficient to supply him with the necessaries of life. He is a gentleman of education and fine literary taste, and has quite a library of well selected standard works. He seldom visits the settlements, but is always pleased to have people visit him, paying marked attention to his guests, and entertaining them in the best style his domicile affords. Why he has chosen this secluded way of life no one knows. He appears happy and contented, neither a misanthrope, blunted to the social enjoyments of the world by misfortune and disappointment, nor a bigoted anchorite, nor yet a romantic fool. We have no desire to invade his privacy, and only refer to him as affording an illustration of one of the strange freaks of human fancy which we meet occasionally on our journey through life.

THE CRYSTAL PALACE.

PROGRESS OF THE WORK.

ALL THE GOODS NOT ARRIVED.

Description of Articles on Exhibition.

The building is still in an unfinished state, and will not be completed for three or four weeks yet. Large piles of boxes and cases, containing articles for exhibition, encumber the south nave, and a considerable portion of the space is still unoccupied. It should be remembered, however, that the articles have to come a long distance, and that their arrival is delayed by circumstances over which the association can have no control. Every day will add increased interest to the exhibition, and as each new work of art or product of industry arrives the appearance of the building must be materially improved, and the general effect made still finer and more imposing than it is at present. Still, there is in the building more than enough to pay the visitor for his entrance fee. The Thorwaldsen Group alone, if exhibited in any place outside the Crystal Place, would be a cheap sight for fifty cents, and so, also, would that splendid work of art, Kiss's Amazon. So those who pay their fifty cents now need not grumble because they do not find everything as perfect as they desired; the press have informed them that the work is not finished, and it is not fair to pass judgment upon it in its present state. In the first place, the great machine arcade will not be ready for three or four weeks, and upon its completion depends the arrangement of the gallery of paintings, which will be situated in the second story. This will prove one of the most attractive features of the exhibition, and will far exceed anything of the kind ever seen in this city before. Let every one preserve his patience, and we have no doubt that the public will be gratified with our Crystal Palace and the display therein made.

As we desire to do full justice to the various articles deserving of notice, we hope the agents and exhibitors when they leave the building will depute some person to act in their place. We find it very difficult sometimes to obtain the necessary information, and if those gentlemen could adopt some such course it would relieve us of considerable trouble.

On Saturday the attendance of visiters, although not numerous, was still, considering the unfavorable state of the weather, very respectable. To-day we anticipate a great rush, and would not be surprised if fifteen or twenty thousand should visit the Palace. There is plenty of room for all who come, and enough to engage their attention for a week, even in the present unfinished state of the building. But we would advise the unwary to look out for their pockets, as the light-fingered gentry have already made their appearance in the vicinity of the building. One of these fellows was seen prowling about the neighborhood, and was most courteously conducted into the Palace by that terror of all thieves, Mr. Bowyer, the lieutenant commandant of the police, who politely introduced him to all the officers. This was a piece of courtesy for which the thief was entirely unprepared, and he politely declined the introduction. Mr. Bowyer, however, persisted, and the acquaintance was established in spite of him This is an excellent opening of the campaign, and while there are two such efficient men as Captain Leonard and Mr. Bowyer at the head of the force the pickpockets had better keep at a respectful distance.

We commence to-day with a description of some of the articles in the Italian and other departments.

THE ITALIAN DEPARTMENT.

The display of articles in this department is very creditable, although we understand that there is a great deal more yet to arrive. As might be expected, Italy sends a large supply of statuary, some of which is very good, and some of which is hardly deserving of notice. Many of the statues we have seen are utterly without expression, and are as dull and as spiritless as an unhewn block of marble. But, as we have said, the department presents a creditable appearance, and when the expected articles arrive it will be among the first in the Crystal Palace.

SCULPTURE.

Among the various articles displayed in the Italian department is a statuette of Columbus. This is certainly a work of great merit, and as beautiful as it is novel. The statuette is silver filligree, and enclosed with a glass case. It represents Columbus standing upon a half column, a helm being fully displayed behind him, and with one hand he raises a veil from the terrestrial globe, and with the other points to that portion of it upon which is mapped the New World. The column which supports the whole is filligred, with a Doric base, and the height of the entire statuette is about thirty inches. The fineness of the threads of which the statuette is composed, the remarkable beauty of its construction, and, above all, the originality of the design, cannot fail to elicit from all spectators, the admission that this is a work well worthy of admiration. Notwithstanding its diminutive size, and the small quantity of silver of which it is composed, yet it is valued at one thousand dollars. It was made by Joseph Benneti, of Genoa, the most celebrated city in Italy, or perhaps the world, for work of this kind.

While we look upon and contemplate this statuette, and revolve in our mind the career of Christopher Columbus—follow him seeking aid through Genoa, Portugal, and England, without success, for the realization of his heaven-born conception—after a life of trouble his equipment from Ferdinand and Isabella—his midnight vigils upon the unknown deep—his arrival at San Salvador—and finally his planting his standard upon a new world—how true and beautiful appears the thought of the artist, that a veil of ignorance lay upon the globe which the hand of this immortal navigator lifted up, and in teaching man the lesson of the earth he pointed to an unknown hemisphere.

Another article which is well worthy of notice among the other treasures of the Italians is a crucifix, the whole of which, excepting the arms, is made from a single piece of ivory. It is about two feet long, and a work deserving a prominent position among the fine arts. It was made by a monk, and purchased at a cost of twenty-five hundred dollars. This is apparently an enormous sum for such a treasure; but it is a reasonable valuation of it, considering its artistic merits. The countenance, expressing the agony of death, the calm repose of the muscles of the body after the spirit had passed away, and the nail-pierced hands and feet, all vividly remind one of the trials of our Saviour when he bore the blows and buffets of his persecutors, and, in obedience to the cry of the multitude, "Crucify him, crucify him," died upon the cross. Those who visit the Crystal Palace will not regret the time given to the contemplation of this admirable work.

Near the crucifix above alluded to is another piece of sculpture in ivory, which is also illustrative of sacred history. It consists of five figures, the Blessed Virgin, the Saviour, Mary Magdalen, St. John and St. Elizabeth, who are represented as mourning over the body of Jesus after his descent from the cross. The Virgin holds the dead body of Christ in her arms, and Mary Magdalen is in the act of kissing his feet. The other two stand by the side of these three, and the entire group is most admirably executed. Two of the figures, the Virgin and the Saviour, are carved from one piece of ivory, and the author of this work is said to be the monk whose hands wrought the crucifix already alluded to. The grief displayed upon the face of the Virgin, and in fact upon the faces of all the group, is equal to any expression ever caught by the sculptor's chisel. The drapery falls over the figures in graceful, easy folds, and nothing harsh or forced mars the beauty of the artist's work. This small and unassuming piece bears upon it the evidence of far greater skill and merit than some of the larger and more pretending statuary which meet the eye along the naves and aisles of the Crystal Palace. The Italians excel in statuary of this kind, and time given to the study and observation of this class of their contributions will be profitably devoted to the improvement of the taste and the refinement of the intellect.

Still another piece sculpture in the Italian display, to which we would call the attention of the visitors, is an allegorical statuette, called "Italy Crowning the Tomb of her Martyrs." The genius of Italy, made from ivory, stands before a tomb, formed of ebony, surmounted by an ivory vase. An inlaid inscription upon the tomb reads—*Ai miei martiri*, 1848; the translation of which is—"To my martyrs." This is a beautiful design, and interesting to all those who sympathized with the heroes who fell in the struggle of 1848. Although not successful in their efforts to free their country, yet their claim is therefore none the less upon Italy for the wreath of immortality which she is bestowing upon their tomb in the statuette described. For her they offered up their lives, and if the God of Battles gave victory to their enemies, the pæans of the victors never fell upon their ears, but arose above their graves. Let those who applaud the efforts of struggling democracy in Europe pause to notice this statuette.

MOSAIC CENTRE TABLES.

The works in Mosaic are among the finest specimens of art in the Italian department, and attract, as they justly merit, the attention of the visiters. The designs are all worked on black marble, and the whole forms the top of a circular table, or what is commonly known as a Mosaic centre table. Working in Mosaic is one of the oldest arts, and was known in the days of ancient Greece and Rome. History tells us that the walls and pavements of their temples were ornamented with Mosaic, and that the effect was beautiful beyond conception. At present we believe Rome and Florence furnish the best description of this beautiful work, and their artists are superior to those of any other part of Europe. Working in Mosaic is exceedingly tedious, and, besides skill and artistic taste in combination, requires no ordinary degree of patience in the workman. Some idea may be formed of the value of these tables, when we state that there is one among those on exhibition which is worth over three thousand dollars.

As our readers may have some desire to know the process by which this exquisite work is performed, we have taken the trouble to inform ourselves upon the subject. The figures, flowers, or general design represented on the table, are formed of stones of different colors, with which Italy appears to have been provided with an abundant supply. These are cut into "slices," if we may use the term, of different sizes, and afterwards fashioned into the required shape. Each slice is about the sixteenth of an inch in thickness, and some of them become so transparent when cut that objects are nearly as visible through them as glass. We noticed this quality particularly in a stone of a light purple color, which was used to represent grapes, and which was remarkably clear, and yet so like the natural fruit that it would easily deceive the uninitiated. The black marble, which forms the design on which the ground is worked, is also not more than the sixteenth of an inch thick, but it is cemented on a thicker piece after the inlaying is perfected. The process of inlaying, as we have intimated, is the most tedious, and at the same time the most skilful part of the work. The design, which may consist of flowers, animals, or landscapes, is first sketched out on the thin circular piece of marble, and afterwards cut completely through it. Then the parti-colored stones are selected for the leaves, flowers, &c., and cut after a pattern which is placed before the artist. In one table there are often more than a thousand different pieces of stone required, and all of these must be inlaid with the utmost precision and accuracy. Mosaic is the perfection of patchwork, but it is different from all other kinds of patchwork, because it requires more neatness, judgment and skill. On one of these tables is the representation of a parrot, and on the centre of another a magnificent bunch of flowers of various kinds. The plumage of the bird is admirably executed, and is only inferior to painting, while the various colors of the flowers are so closely imitated that they might, at a short distance, be mistaken for the real thing.

There are seven pieces of Mosaic work from Florence, and five from Rome, in the Italian department, besides specimens of the various stones employed in the work. All these are placed in the west gallery, and may be found in class 27. The tables from Florence are from the manufactory of G. Bianchini, who, we understand, is a member of the Society of Fine Arts in several of the principal cities of Europe, and who took the gold prize medals at the late industrial exhibition in London. We recommend these beautiful specimens of Italian art to the attention and study of our own artists, in the hope that they will be the means of improving their taste and exciting their emulation.

VELVETS.

In the manufacture of velvet, Italy is inferior to no other nation in the world. Genoa is particularly celebrated for the superior quality of her velvets, and, we believe, has more extensive manufactories than any other Italian city. The purple velvets which formed the imperial robes of the Italian sovereigns for many centuries were manufactured here, and at one time they were worn all over Europe. The specimens which we have seen on exhibition are unsurpassed by anything of the kind yet displayed in the other departments. The pile is very close and thick, but exceedingly fine and smooth to the touch. One piece of maroon velvet which was shown to us could not be excelled either in texture or quality. It was embellished with broad stripes, consisting of imitations of lace, which gave it a peculiar but pleasing appearance. The specimens of figured or flowered velvet were also exceedingly beautiful and rich. This is what they call furniture velvet, and in our judgment it is preferable to the most costly damask. Some pieces of this are worth over sixty francs a yard.

The velvet manufactories of Genoa, Chiavari and Turin are the largest in Italy, and employ several thousand workmen. They import large quantities of their products into this country and South America.

The silk damasks display the same perfection which we have noticed in the velvet. The flowering and figures are well executed, and the texture and quality of the silk are very fine.

PAINTINGS.

There are a large number of paintings on exhibition from Italy, but with the exception of a very few there are none above mediocrity. We certainly expected a much better display in this department of the fine arts, and supposed that a fair selection would be made from the works of the old masters in Rome and some of the other chief cities. The artistic genius of Italy, we regret to say, is not, so far as we have yet been able to discover, as well represented as it should be at our fair. The only really old, original painting is Guido's St. Cecilia, the authenticity of which is placed beyond doubt by a certificate signed by the Academy of Fine Arts of Bologna. This work of art, we were informed, is valued at five thousand dollars. We hope that the vessel which is expected daily with the remainder of the articles from Italy will supply the great want to which we have alluded. We will take occasion at another time to speak of those paintings with which we have been favored.

THE UNITED STATES.

As we have before stated, our country looms up before every other in the works of invention, and in the display of machinery; but it must not be supposed that we are deficient in other respects. There is a great variety of articles, some of which would be worthy of a place in any exhibition, and some of which, it pains us to say, should never have been allowed the most limited space, even in the most retired corner, of the Crystal Palace. In the course of our observations we have seen specimens of art which would disgrace the meanest store in Broadway, and excite the laughter of the veriest schoolboy who ever whittled a stick. What, in the name of common sense and common taste, could have induced the association to accept, for instance, that caricature on statuary purporting to be an allegorical group representing the Independence of the United States. This "work of art" stands in a most conspicuous position in the eastern naive, as if it were really entitled to the place of merit. The association, or that part of it which was entrusted with the distribution of space, surely must have intended it for a standing joke, or as a butt for the wit of the spectators. The following description, or explanation, we found upon the pedestal, and copy it just as it was written:—

"Washington unrolls the Independence with his sword, and protects Liberty with the national flag. Liberty crowns Washington, and indicates the names of her first protectors. The United States supports the Independence, and engraves on the symbol of Liberty the names of Washington, Lafayette and Franklin."

In addition the sculptor informs us that this is the original model. We agree with him; it is certainly an original model—a most original model—and for its originality the sculptor is entitled to all credit. As this, however, is a serious matter, we would be acting unjustly to the public if we dismissed it without speaking of it as we think it deserves. Was this thing actually entered to compete with the works of art on exhibition, or was its admission simply an act of extreme friendship?] We hope, for the sake of the judgment of the gentleman or gentlemen by whom it was admitted, that it was presented by a friend, and that their hearts and not their heads are to blame.

We did intend, at the outset of these remarks, to criticise this "Allegorical Group," but we find on further consideration that it would be labor lost. We would, however, advise all who visit the Crystal Palace not to leave it without seeing the group.

ENGLAND.

In commencing our notices of contributions displayed in this department, we are enabled to say that there are here numerous articles which will attract much of our attention. A great amount of the space appropriated to this nation, is yet unoccupied, which remark is equally true of every country represented in the Crystal Palace. But already England has unpacked many treasures, upon which we will commence the work of description and history, taking up the most important of those that are yet to come as soon as possible after they are revealed to the public eye. In silver ware, England makes a grand display, and some of the pieces exhibited in her cases are very beautiful. Also a fine display is made of her statuary, consisting of groups, statuettes, vases &c., executed in porcelain, from models by celebrated artists—among which are copies from the works of Cellini, Fiamingo, Marochetti, Pradier and others. In carpeting, cutlery, invention, and various other departments of manufacturing and trade, England is well represented, and in due season will be noticed in our columns.

LILLIPUT STEAM ENGINES.

Two of the most interesting curiosities in the English department, and probably in any department of the Crystal Palace, are two small steam engines, both of which are complete in all their parts, and yet so small that the aid of the microscope is needed for their inspection. One of these, a high pressure engine, stands upon an English fourpenny piece, and excepting the fly wheel it might be covered with a thimble—both of these engines were made by Mr. Warner, a watchmaker, England; and some conception may be formed of the minuteness of the instruments, with which this work was manufactured, when we are told that the scissors which Mr. Warner used in its construction were so small that it would require some hundreds of them to weigh one ounce. It works, it is stated, with precision and great rapidity by atmospheric pressure (in lieu of steam), and when it is in motion it must be truly wonderful. The screws, valves, pistons, &c., which compose it, are innumerable, and it would require, we should think, the patience of Job to place them together, each in its proper place, and so as to discharge its proper functions. Mr. Warner is reported to be a practical hand at such work, and from this we should judge he is fully competent to invent and arrange machinery for the use of the inhabitants of the invisible world. It must be wonderful to see this puffing, and blowing, and laboring, upon your hand, and in so small a thing to see demonstrated a power which has revolutionized the social condition of the whole human family. In the same case with this engine is another, which may truly be called a fairy work, although twenty times larger than the one already alluded to. This one being large enough to measure, we are enabled to inform the curious as to its dimensions, which are as follows:—Length of beam, 2¼ inches; height of supporters, 1¾; diameter, ⅜; and length of stroke ⅜ of an inch. It is composed of upwards of two hundred pieces, has governors, parallel motion, air pump, and every other appliance of the most perfect engine. It is put in motion by blowing through a tube, and is reported to work in every particular correctly. These machines attract much attention; they are most ingenious specimens of workmanship, and well repay a visit to them.

THE WASHINGTON MONUMENT.

The glass boxes attached to the model of the Washington monument received on Saturday last $32 33, while on the day before the subscriptions amounted to $41 02.

TO THE EDITOR OF THE HERALD.

SIR—In to-day's HERALD I see myself mentioned as the architect of the Crystal Palace; but, not wishing to appropriate an honor which is not due to me, I beg to state that Messrs. Carstensen & Gildemeister alone are the architects of this splendid structure. Myself, with Messrs. Dietz, Bauer, Kay, and no one else, have been assisting them in the construction of the same. As soon as I had finished my part of the drawings I was again engaged as engineer of the Crystal Palace, in the beginning of February, by the Board of Directors, and Mr. Detmold, the superintending engineer. which duty I had previously performed, in the month of November of last year.

The dome, the most conspicuous part of the building, and which has been finished without an accident, has been entirely under my control and sole charge.

Requesting you to take notice of this, I remain, dear sir, yours, very respectfully,

JULIUS H. KROEHL, Engineer.

Crystal Palace, July 16, 1853.

IMPORTANT TO DEALERS IN BREADSTUFFS.—The Treasury Department received letters from the American Consul at Marseilles, per steamer Arabia, in which that officer writes:—

"The French steamer is in from Constantinople. News unfavorable. Wheat is rising, and will be very high if war takes place, as the Binca Sea (the great granary) will be closed. The American flag will be in great demand if it remains neutral."