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THE POUGHKEEPSIE CATASTROPHE.

FURTHER PARTICULARS OF THE CALAMITY.

List of the Killed and Wounded.

Interesting Statement of One of the Passengers.

THE CORONER'S INQUEST.

Testimony--Thrilling Incidents, &c., &c., &c.

The accident on the Hudson River Railroad, near Poughkeepsie, although attended with the loss of three lives, has not been so disastrous as was at first supposed. All of the wounded, numbering twenty-two, it is expected, will recover, and not more than five or six have been seriously injured. From the statement of persons who were on the train when the catastrophe occurred, we learn the following additional particulars:—

The train which left Albany on Wednesday night, and which did not reach Poughkeepsie till half-past two the following morning, was detained about two miles south of that town, at a place called Montgomery Cove, by a slight defect which had been discovered on the track. The locomotive of the Poughkeepsie train, which was going at full speed, ran into the last car of the Albany train, completely demolishing it, and strewing the road with the fragments. There were about fifty passengers in it, three of whom were almost immediately killed, and twenty-two, as we have stated, wounded. The spectacle presented was most painful. Two of the dead bodies were mutilated in a horrible manner, and the snow for some distance along the track was stained with blood. The greatest excitement prevailed among the passengers, and the scene was rendered still more painful by the cries and moans of the wounded. The engine, after passing through the last car of the Albany train, ran partly into the next one, and then fell down an embankment, dragging with it in its descent part of the ruins. The engineer, when asked why he did not send a signal back, said that he had done so, and we have been informed that he took every precaution to prevent the collision. It appears, however, that the man whom he sent to warn the approaching train of the danger did not reach a curve in the road in time to make the signal, and that the locomotive was upon them before the engineer could stop it. The curve was about two hundred yards from the point where the defect had been discovered in the road. When it was known that the Poughkeepsie train was coming, the Albany train was started, and every effort made to escape, but nothing could avert the danger, and in a few moments after it was put in motion the collision took place. The engineer on the Poughkeepsie train reversed the engine, and when it fell down the bank he fell with it, but escaped with a few slight injuries.

It was about an hour before the wounded could be removed, as there were no means of conveyance near at hand. As soon, however, as news of the catastrophe reached Poughkeepsie, a train was despatched from that place; but a few minutes before it arrived at the scene of the accident the up train from New York had arrived and taken them on board. On the arrival of the wounded at Poughkeepsie, every attention was paid to them by the President of the road, Mr. Sloan, and the Superintendent. The depot was converted into a temporary hospital, and every provision made for their comfort. In the morning, those who were most seriously wounded and unable to consequence to return to their homes, were conveyed to hotels and medical attention procured for them from Poughkeepsie, New York and Albany. All who were able to do so left yesterday morning, leaving about seven or eight still remaining at Poughkeepsie.

The following is a statement of Mr. Isaac D. Gott, of this city, one of the passengers:—

Was one of the passengers on the train from Albany; nothing of interest took place on the way down, until we reached Poughkeepsie; the passengers all seemed in good spirits, and little thought of the sad catastrophe that awaited them; on the arrival of the train at Poughkeepsie they waited some fifteen minutes before they started. it was about two o'clock when the train started; we were not going at the usual speed, but seemed to go by jerks; two gentlemen who sat on the seat in front of me were conversing in regard to a train which was expected shortly after ours, and they seemed to fear that she might run into us; I asked them what train it was, and they informed me it was expected to be the two o'clock way train, from Poughkeepsie. While talking with them, and they had barely replied to my question, when we felt a sudden jerk, and a loud noise, and on looking behind me, I saw the last car which was next to ours, flying in every direction. Before I had time to turn my head round, our car seemed open, and the next moment I found myself tumbled down to the side embankment into the river. I had no more than reached the ice than I felt a tremendous blow upon my head, which I discovered was the stove. Fortunately I sustained no serious damage from it, with the exception of two or three hard bumps upon my head, and the destruction of my hat. One of the beams of the car fell across my legs, but I soon succeeded in extricating myself. As soon as I got upon my feet, a horrible sight presented itself. One of the engines which was attached to the rear train lay down the embankment, and directly in front of me lay the mangled bodies of a man and woman. I went towards them, but finding the engine puffing with steam, I was afraid that her boiler would burst. The bodies seemed to be literally torn into pieces; the left leg of the man lay about ten feet from the body, with a boot upon it, but no part of the pantaloons; his face was horribly mutilated, and his clothing was all in pieces. The lady, who seemed to be quite young, lay near the body of the man; she was also mutilated in a horrible manner; she was very well dressed; there was a gaiter upon one of her feet; her foot was quite small; a gold chain was hanging around her neck. The passengers seemed all excitement; some were hallooing and crying, and the wounded lay in every direction, mourning, as if in great agony. Just as I turned from the horrible scene in front of the engine, I saw the conductor of the train out on the ice some distance off, but immediately opposite the train. He was coming towards me. As he neared me I said to him that he ought to be hung, when he replied, in great excitement, "My God, I sent a signal back to stop the train." The engine that struck the rear car passed through, and then ran off the track down the embankment. I was in the third passenger car, and next to the last one. When I first got upon the track I saw the engine which was attached to our train about a quarter of a mile ahead of us, with only the tender attached to us. There is no doubt but that on seeing the train coming down behind them that they disengaged themselves from the train so as to be clear of the collision. Had they immediately started off in full force on discovering the train behind, there is no doubt but the collision could have been avoided; did not hear any signal before the collision took place; we had been started about a second when we first felt the shock; there were some fifteen or twenty who were in some way injured; they were all cut and bruised, and many could be seen with their faces covered with blood. There was about forty persons in the car that I was in, among whom was about fifteen ladies. One woman was so black in the face that her husband could not recognize her, and it was not until she had come to, and she had given her name, that he discovered her, notwitstanding he had passed her several times. About an hour after the accident a train came up, and the dying and wounded were conveyed to Poughkeepsie and medical attention immediately procured.

At nine o'clock some one hundred of the passengers took the night train and arrived in the city at eleven o'clock.

The particulars of the sad calamity, which are fully explained in the testimony adduced before the Coroner's jury, empannelled to examine into the circumstances, may be briefly summed up as follows:—The Albany express train, which started at eleven o'clock from that city, arrived at Poughkeepsie at 2.50 P. M., and started from the station at that place at 2.55. She proceeded on her trip until passing through a cutting in a rock at Mines' Point, and when at Montgomery Cove she was signalled to stop, and did so, because of a break of a rail near Milton Ferry.

Meantime the train (way-accommodation, which should start from Poughkeepsie at 2.45) had been detained, not starting till 3.1 P. M., or eight minutes after the leaving of the express. The conductor of the forward car remembered his danger at once, and on stopping his train he ran back with a red flag and dispatched flagmen to warn off the coming train; but to no purpose, for within a few moments she was upon her, and the collision took place.

MEASURES TO AVOID.

Not only did the conductor of the forward car endeavor to warn off the coming train, but, seeing the imminent danger in which he was placed, he ordered his train to be started, preferring the lesser of two evils, with a chance of escape. Unfortunately, the coupling of the tender and baggage car gave way, and the engine moved ahead, leaving the cars behind.

THE SCENE.

No further time was allowed for the prevention of a collision, and the conductor accordingly notified his passengers of the peril in which they stood, recommending a "leap for life." Many parties, at the peril of their limbs, did so jump; they are the most generally injured by bruises and cuts. The second pair of engines came rushing on, passing entirely through the hind car of the forward train, smashing it to the right and left, crushing the next, and gutting a third car. The first engine of the hindmost car was almost demolished, the second engine of the same train being also considerably injured. The dying, dead and wounded were scattered all round; one body, that of Mrs. Charles H. Greene, of Utica, was dreadfully mangled, lying on the boiler of the locomotive; the atomic remnants of the body of an unknown man were scattered in all directions; the bleeding were on the ice and in the water, on the track under the cars, everywhere where forcible and sudden blows could have distributed them.

Those who had escaped free from injuries, or whose wounds were of a lighter grade, at once set to work in the good deeds of rescue, and soon the sufferers were conveyed to the various cars and returned to the Poughkeepsie station, where they were distributed around amongst kind sympathizers, who forgot themselves—their rest and their feelings—in alleviating the sorrows of these so suddenly afflicted.

THE KILLED.

Two persons have died from the injuries resulting from this sad accident. They are Mrs. Charles H. Greene, of Utica, the lady who was found, as we have already stated, in a dreadfully mutilated condition on the boiler of the engine; she was found alive, but she died shortly after her arrival in the city.

Mrs. Hurlburt, of Albany, was found in front of one of the damaged engines, and near her were found the remnants of the body of an unknown man. So sadly mutilated was his body, that identification, other than by remnants of his attire, is rendered impossible.

THE WOUNDED

were, as we said, scattered throughout the city, which rendered it a difficult task to obtain a correct list of them. As near as we could learn, the following is complete and correct:—

At the house of Mr. Martin, the railroad agent, wore Miss Gardiner, of Schoharie, who suffers from a severe fracture of the left arm, an extensive scalp wound, contused back and left foot. She was picked from the river, where she had been thrown by the shock. The exposure in the freezing water also brought on congestion of the left lung. The relatives of this lady, mother and brothers, arrived in the city at two o'clock this day. She may probably recover, but her condition last evening did not warrant too sanguine hopes.

Mr. A. B. F. Pond, also of Schoharie, received a severe contusion of the right leg below the knee, the calf being much bruised. His neck was considerably wrenched, causing extensive bruises. He also suffers somewhat from having been immersed in the river, whence he was picked out with Miss Gardiner.

At the Exchange House were disposed:—

A Canadian lady, whose injuries had caused total aberration of mind. She suffers from congestion of the brain, and her recovery may be looked on as exceedingly doubtful.

Mrs. Hall, of New Haven, was badly bruised. She continues to do well.

At Rutgers' House were:—

A child of Mr. Roberts, of Albany, considerably scalded about the head, chest and limbs. This child has had the premonitory symptoms of convulsions, and great doubts are expressed of her recovery.

Mr. Roberts, the father of the child, who was himself considerably bruised about the head and face, is doing favorably.

George Keiss, a German, of Madison, Ohio, received a fracture of the skull, but will probably recover.

Besides these a number of others were more or less injured, as follows:—

J. D. Gott, of New York, was slightly bruised.

Abel Priest, of New York, received a cut on the head.

Catharine Howell, (colored.) of New York, head and one leg bruised and collar bone broken.

Mr. Bogert, of New York, head cut and his side and limbs bruised.

Mrs. Campbell, of Utica, slightly bruised.

H. Emmons, of Vernon, Oneida county, bruised.

Capt. Schuyler, of Albany, is badly cut and bruised, but not dangerously.

George Harrington, of Washington, D. C., face scalded.

James Ludlum, of N. Y., bruised.

James A. Disbrow, of Poughkeepsie, injured about the head.

*A. McFaters, of N. Y., was considerably bruised.

Mrs. W. Campbell, a lady 60 years of age, of Utica, was much bruised, and considerably scalded and burned.

*P. Dunn, of Saugerties, was much bruised.

*Mr. F. Williams, of Albany, considerably bruised about the arms and head.

*William Place, of Albany, slightly bruised.

*J. P. Leroy, of Southport, Oneida, had his head much bruised.

*Daniel Lord, of New York, head cut.

Sarah Maria Conrad, of Spuyten Duyvil, considerably bruised.

Those marked thus (*) have departed for their residences.

THE RUINS, INCIDENTS, ETC.

The ruins yesterday presented an appearance which showed the extent of the damage which had been miraculously escaped. The demolished cars—the wood—the ashes—the iron, all scattered in a circle extending for many rods, called for thankfulness that no greater injuries were done and no more lives lost. During the day there was considerable anxiety manifested to visit the scene of the wreck, and hundreds of citizens went out during the day.

Mrs. Webster, a lady of Peekskill, in a hind car, having in her arms a child six months of age, held it to her breast, and thus protecting it, jumped from the train, saving the child, but injuring herself considerably.

Mrs. Margaret Taft, a young woman from Troy, who was en route for Boston to meet her husband, was prematurely delivered of a child of eight months, weighing nine pounds, shortly after her escape from the ruins. No mark of injuries were discovered on her person, and it is presumed that the birth was caused by alarm. Mother and child are doing well.

A Mrs. Blanchard, a lady married a week since, was also much hurt in jumping.

THE UNKNOWN DEAD.

Personal examination revealed to our reporter strong evidences of the identity of the body of the unknown man who lies dead at the depot. In parts of the clothes worn by him were found several documents as follows:—

A letter dated Haxpurhay, 8th December, 1855, signed by L. Meyer, and addressed to J. Gordon, Esq., Clinton.

Copy of a warrant for the erection of a Court House for the united counties of Huron and Bruce, with the official seal, dated Oct. 26, 1855.

A letter addressed, "My dear George" and signed, "Your affectionate brother, James Gordon.." The envelope being addressed to "Mr. George Gordon, 754 Lombard street, Philadelphia."

A bill against James Gordon, dated at Hewlett, Oct. 8, 1855.

James Gordon—To Pat. McGoudon.—For quarrying nine cords stone, at 10s. sterling, £1 10.

A bill dated London, C. W., January 4, 1856—

Mr. Gordon—Bought of Adam Hope sundries, £3 4s. 9d.

ADAM HOPE & CO.,
Per Wm. Meehan.

A promissory note, dated at Goderich, C. W., January 20, 1855, at three months, payable at the agency of the Bank of Upper Canada, to the order of William Murray, for £75, signed James Gordon, and endorsed by William Murray, Alex. Dodge, William Webray, and Moore & Hunter.

These papers go conclusively to show that the deceased is a Mr. Gordon, of Clinton, in Canada.

PROPERTY NOT IDENTIFIED.

Besides the property referred to in the testimony of Mr. Hickock as being still awaiting identification, there is the following:—

A lady's small gold watch, which ran down at 3:6 o'clock, P. M.

A larger sized gold watch, stopped at 3:3 o'clock, P. M., M. L. Lawrence & Co., London, makers, No. 8,853. A lever watch capped and jewelled.

A wallet with four pockets, containing $100 in gold coin, and a memorandum book.

THE CORONER'S INQUESTS.

By a singular piece of hocus pocus, the two Coroners had each empannelled a jury of investigation, the one at the Exchange House, and the other at the Court House. The explanations given by each Coroner differed somewhat. Mr. Collins claimed the right because he had his jury in session first; while Mr. Taylor claimed because he had taken the bodies in charge at the place of the wreck.

Mr. Coroner R. P. Taylor accordingly held his inquest on the bodies of Mrs. Hurlbut, of Albany, and on the body of the unknown (Mr. Gordon.) He empannelled the following jury, who made examination of the bodies at the depot:—

Wm. A. Farring, (foreman,) O. H. Booth, C. Andrews, C. N. Andrews, R. L. Moore, Stephen C. Lake and C. B. Trowbridge.

The taking of testimony was commenced at 10 o'clock A. M. yesterday.

Daniel R. Suydam, sworn, says—I have seen the body in the next room; it is the wife of Henry Hurlbut, of Albany; her name is Eliza Hurlbut; she is a daughter of the late John D. Keene, of New York.

Dr. Hugborn, sworn—I have examined the body now lying in the adjoining room; the left leg and foot is fractured; there is a compound fracture of the arm; she was scalded from head to foot; I also examized the body at the depot; it was completely torn to pieces.

John C. Hitchcock sworn, says,—I am ticket agent at the Poughkeepsie station; I keep a record of the time of arrival and starting of trains; the express train, that should have left Albany at 6.30, arrived here at 2.50 and left at 2.55; Joseph Borrowson is conductor of the express train; Henry Camp is conductor of the 2.45 train from this place; his train left Wednesday at 3 o'clock; his train stops at all way station; the express train stops first at Fishkill; (witness here handed to the jury one gold watch, No. 2,670; one eyeglass with a gold key, one gold ring marked G. M., one baggage check No. 6,102, two cents in coppers, one flold watch broken into pieces, No. 4956, with a small piece of a gold chain attached, also a gold guard slide;) these were handed to me by the employes of the Hudson River Railroad Company; they were found at and about the place where the accident took place.

Walter Dawson, sworn, says—I am engineer of the locomotive] Missouri, and was taking the Poughkeepsie way-train down; we started at one minute past 3 o'clock; the train table instructs us not to start within ten minutes of the leaving of another train; cannot say how long the express train had been started when I left; I received my orders to leave from the conductor; have myself no discretion as to the time of starting; I am instructed to start on the conductor's order; when I saw the stop signal I was about two miles distant from the depot; I saw the signal and train at the same time; judge we were sixty rods apart; I then reversed the engine and gave signals to brakejup; I was running at about thirty miles an hour. Had the weather been different, the distance signalled would have been sufficient to have prevented the calamity; but the track was iced, and the grade was down. The express was fully sixty rods from the cut; was on my engine when the collision took place, and did not jump off. There is difficulty in running in front of an engine by the condensation of steam. The side window of the engine was open, and I looked out; saw the flagman and the train on the track. The flagman had signalled the express to stop, as a rail had been broken this side of Milton ferry. A space of one mile would be necessary to stop a train with such weather and track as we had last evening.

John Kinney, sworn, says—I am attached to the Poughkeepsie train as fireman; was on the first engine; it is my duty, when not otherwise engaged, to look out; saw the engineer take hold of the rope; looking out saw the flagman and train.

James Wheeler, sworn, says—I am a bridge builder on the Hudson River Railroad; was in the baggage car of the express train; heard the whistle; looked out to see what was going on; I jumped off before the train came to a full stop; went forward and asked the engineer what was the matter; he said he was stopped by a red flag; he gave orders to back up to see what was the matter; told him not to, as the way train was following us down; when I got to the rear of the train, the conductor and some of the brakemen had gone to the flagman; the way train was not in sight then; the conductor remarked that a rail was broken; I was ordered to go down and get on the engine, and go and see where the break was; five minutes elapsed from the time of the first signal to the time of the collision; ten minutes is short time enough for a train to stay after the preceding one starts; the coupling broke between the engine and car; when the way train struck us I don't think there was any carelessness on the part of the engineer of the way train; he is considered one of the best and safest men on the road.

Walter Dawson, recalled—Have been a practical engineer for about twelve years.

The jury then agreed upon a recess until a quarter to 3 o'clock, at which time they resumed their sitting.

AFTERNOON SESSION.

Joseph Spooner was first called and sworn, he said—I was a passenger in the express train of Wednesday; we had proceeded but a short distance when I heard the whistle blow and the train stopped; I stepped from the car as soon as the train stopped; as soon as I alighted I saw the conductor with a flag in his hand; he ran past me, and running back gave the flag to another man, who in turn ran to another man still further on; saw these two go on toward Poughkeepsie; the last I saw of the conductor was at the extreme end of the curve, holding the flag out so as to be seen; the conductor, as soon as he had given the flag to the man, returned to the train, passed me and went to the engineer; the express train then started by order of the conductor I turned to get on the train; as I turned I saw the pipe of the other engine coming at full speed; I jumped from where I was standing down the embankment on the ice; noticed two or three people following me; looked round and saw the way train locomotive smash into the rear car, splitting it into two pieces and running into the second car; it was about three minutes from the time of my jumping off the train to the collision; the whistle blew four or five minutes before the collision.

Joseph Bowerson sworn—I am conductor of the down express train: left Poughkeepsie at 2:56 P. M.; got about half way through the first car when I heard the whistle blow; I then immediately ran to the baggage car, seized the red flag and jumped off the car, the train being still in motion; gave the red flag to the rear brakeman; told him to run back and stop the other train; by that time two other red flags were exhibited; one of those holding a flag told me that a rail was broken; engineer gave signal to brake up; backed up about half the length of a car; motioned to the train to go on while I has running towards them; at that instant the way train came rushing into us; from the time that my train stopped to the time of the occurrence could not have been more than two minutes; there was not sufficient space for the train to brake up; considering the weather, we were not running our usual pace; I saw the Poughkeepsie train before I heard the whistle; my train was composed of four coaches, two baggage cars and two engines; it was about one and a half minute from the time the whistle blew to the stopping of the train; our regulations are that we shall keep a distance of two miles from each other, and proceed with caution; the conductor gives the engineer orders to start.

Wilson Sales swern—Am conductor for the company; was on the train that passed Poughkeepsie at 2:56; ran about two miles, when I heard the signal to stop; the engineer gave three signals to stop; ran about twenty-five rods after hearing the signal before we stopped; was in the baggage car; did not get out until the train stopped; when I got out I saw Mr. Bordston with two of his brakemen about half way between the bridge and curve; another flagman was with the above, running towards Poughkeepsie; the last I saw of him he was in the cut, holding his flag; it was between five and six minutes from the time of the giving of the signal to the time of the collision; the train had been stopped about two minutes when the other train came up; we were about twenty rods south of the cut when the signal for stopping was given; we were running on our regular time and it would take fully two minutes to stop the train, as the track is now; it is the duty of the station agent to give the conductor orders to start, and he orders the engineer; don't think it was possible to stop the train in the distance named.

Mr. Martin, the station agent at Poughkeepsie, stated on oath that the engineer on the train was considered to be about the best on the road.

Henry Camp, the conductor of the Poughkeepsie train, was next examined; his testimony was substantially the same as before the other jury.

Michael Doges, a flagman, was sworn; he said—I am a flagman on the Hudson Railroad; I was on the way to notify the foreman of the broken rail on my section, near Milton Ferry; I was on the north side of Mines' Point when I first saw the express train; I told the watchman above that there was a break in the road, and he should show his flag on his section; I cannot read the time table, but when a new one is sent me I take it to a friend who lives near by, and he reads it to me, and then the next day I watch the train, so I afterwards know when to expect it.

John McCoon, sworn—I am also a flagman on the road; I have been so for three years; my station is three quarters of a mile from the cut, and the accident happened on my section.

Witness continued for a long time, but his actual evidence was deferred, inasmuch as no one present could induce him to make himself understood. He is an old man near upon his dotage.

William R. Gough was next examined—He was a passenger on the express train; was formerly one of the employes of the company; rode in the baggage car; heard the signal to close the brakes and the train immediately stopped; Mr. Borrowson was conductor of the train; I was thrown from the car and fell on the track, and while I was so, the Poughkeepsie train run on to the express and lifted it almost on end; she split and the engine then took the second car of the express train, and I think the trucks rose as high as her boiler; the second car then broke to pieces, and the first engine on the Poughkeepsie train went off the track towards the river; I then jumped up and ran to the assistance of those who were hurt; I took hold first of the lady in this house without friends, and assisted to get her into a coach; I do not know her; I should say that three to five minutes passed from the stopping of the train to the collision; when I looked at my watch it was 3:3, my watch was two minutes faster than the station time; I do not believe that any of the officers on either train are to blame; both of the conductors I know to be steady and cautious men. It was not possible for the engineer to stop his train in time, unless he had seen the signal before he got out of the cut.

Bishop Shute, sworn—I am an employé of this road; am baggage master on the Poughkeepsie train; I was on the train which left here at 3 o'clock P. M.; I was in the first passenger car, about the middle; I heard the signal to brake, the whistle, when I got up to apply the brakes; I did not do it. I had got but about half way to the door when we struck. After I got out of the train, the collision having taken place, I saw the flags. When I got out I picked up a lady and gentleman, and helped them into a car. I saw no flagmen before the collision; do not know the time of leaving the station; the concussion was not great; it threw me backward as I was advancing; I have been with Mr. Camp about two years, and know him to be a faithful and steady man.

An attempt was here made to procure an adjournment to 9 o'clock this day, but it failed, many persons being anxious to give in their testimony.

J. M. Warner, sworn, says—I live in Poughkeepsie; I was a passenger in Mr. Camp's train; we left at 3:1; I set my watch by the clock, and looked at it when we set out; we went on after the start, and passed the abrupt curve; the first intimation I had of danger was the springing of the brakeman to the brakes; it might have seen the baggage master who sprang up; at that same moment the collision took place; did not hear the whistle which caused the alarm; I know Mr. Camp, have known him some time; he has had the reputation of being careful and sober.

George W. Sergeant sworn, says—I am freight agent at this depot; I was on the Poughkeepsie train; the first notice I had of fear was the hearing the whistle; I sprang to the brake, but a brakeman was already at this post; I put my hand on the brake, and the collision at once took place and I was thrown back into the car; I then got on to the platform, and the train stopped and I got out; we were through the cut when I first heard the whistle.

An agreement to adjourn to 9 o'clock Friday was here made, and it was so ordered.

THE OTHER INQUEST.

Coroner Collins held another inquest on the body of Mrs. Charles H. Greene, of Utica, at the Court House. His jury consisted of John R. Otis, (foreman,) Samuel O'Gay, clerk, James Blanchard, R. W. Palmerlee, A. E. Morgan, E. G. Sweet, James V. Harbottle and William R. Rogers.

Mr. George M. Munday, of Brooklyn, appeared and recognized the body as that of his sister-in-law, who left Utica on Wednesday, at 5 o'clock, to visit him.

Abraham W. Newmark, of Westboro', was first examined. He said—I was on the express train; we had been stopping all the way from Albany, and several rumors were afloat as to the reason; some said the tender was off the track, some said we were waiting for the up train; I stopped here to get refreshments; we went some two miles and stopped; then there was a sudden jerk, then a crash; heard no whistle, heard no bell; was in the last car but one of the Albany train; did not see the conductor from the time of leaving Poughkeepsie; we stopped two or three minutes before the jerk was felt; I fell through the car and all went to pieces and fell about me; I left Albany at 11 o'clock in the morning of the 9th; I was told that the reason of our being so slow was because of the snow being on the track; we stopped twice besides at the stations before we reached Poughkeepsie; after I fell down I attempted to get up, but I could not; there were two cars demolished around me; the windows were all covered with frost; the train was under good headway; I have ridden on the Erie Railroad, and I think that with proper care the collision could not have happened.

Samuel Carhart, of Troy, said—I was a passenger in the forward car of the first train; I felt the jerk; it was the first I knew of the collision; I think I went out to ask what was the matter, and saw this woman on the boiler of the engine of the rear train; I helped to take her off; there was one other man who helped me to raise her from her position; she wanted us to handle her gently, as she said all her bones were broken; that is the last I saw of her; I think I recognize this body as that of the same woman; the steam was blowing off of the engine, and she was on the top of it, on the boiler; I heard the whistle blow a number of times after we started from Poughkeepsie; from the time we started till we stopped was five or six minutes; the first I saw of the conductor, he came through the car and went forward; next I saw him outside, running to the rear of the train, with a red flag; I next saw the people running down the bank from the rear car; I saw a locket or watch attached on the neck of this lady, (not yet found); the whistle blew at the time the car stopped, and just before and just after; heard the reason of our stopping was a defect in the rail forward of us; I went to the forward end of the car and could not get out, then to the rear; when I went out first I saw this woman lying on the engine; I heard no bell ring from the time we left Poughkeepsie; I am not interested in the road either as employé, director or stockholder.

Henry Camp, sworn—I am conductor of the railroad train which started from here at 3 o'clock P. M. yesterday; I am sure as to the time; the other train had been gone eight minutes before I left; I had on two engines and no baggage car; one pair of driving wheels only were in use, instead of two, on the forward engine; this makes a material difference when stopping a train; the train would run as fast, but could not be stopped so readily; I cannot say why this incomplete engine was put on the road; Mr. Overton has charge of these matters, but frequently orders are sent on from New York relative to this thing; the distance from Poughkeepsie to the scene of the disaster is about 1¾ miles; we ran that at about thirty miles an hour; our usual speed on that cut, including stops, is from 60 to 75 miles an hour; I did not see any signal this side of the cut, nor did I hear the whistle blown; did not hear any bell, and could not while in the car; outside of the car I could probably hear the whistle all the way to Poughkeepsie; I raised up to check the speed by pulling the bell cord; I have no order in regard to speed; the engineer has his time to run by; it is my business to check them, however, if I apprehend danger; I had no special cause to expect danger on this occasion, but wished to be on the safe side; it is no part of the duty of the conductor to look for signals; that is the work of the engineer; we were from five to six minutes running to the place of collision. It was seven or eight minutes after three o'clock that I discovered the express train on the track; I did not know of the collision until I got from the train; the jerk in my train was only as of the bumpers on coming together when cars are coupling. I immediately after started one of my men to Poughkeepsie for physicians and aid, and then the train up from New York arrived, and took all the passengers back before the engine arrived with us. My head engine was off the track towards the river at an angle of 30° down the inclined plain, with its front to the track; the connection, I think, was broken, but I could not state positively, as I left to see to the wounded; my train was not injured except the forward engine and the forward part of the second engine; that engine was able to run to New York last night; after the collision the first signal that I saw was half way between the cut, about 125 rods from our meeting place; the men were walking towards my car.

Several other witnesses were examined, but nothing new or material was adduced other than was presented at the opposition inquest. The jury adjourned also to meet this morning, when it is probable verdicts will be rendered.

Affairs in Washington.

WASHINGTON, Jan. 9, 1856.

The British Enlistments—Important Despatches Sent to Mr. Buchanan—The Position of our Government, &c.

[Correspondence of the Philadelphia North American.]

A decisive step has at length been taken in regard to the officials who were implicated in the British enlistments in the United States. A long correspondence on this subject has been closed by an elaborate and conclusive despatch to Mr. Buchanan, forwarded by the steamer of last Saturday, in which he is instructed to require of the British government that they shall recall Mr. Crampton, and to inform them that in case they fail to do his passports will be furnished him here. The same document signifies distinctly that the exequaturs issued to the British Consuls, Barclay, Mathew and Rayeroft, who are charged with complicity in the violation of our neutrality laws, will be positively revoked. The English Cabinet has been indirectly prepared for this result by the course of the negotiations; but it is possible the present absolute demand may excite temporary ill-feeling, and lead to some difficulty in the recognition of Mr. Buchanan's successor. It may also embarrass Lord Palmerston's official tenure, as his remaining at the head of affairs would probably prevent an amicable adjustment of the controversy. From positive developements which have been made, the step now taken by our administration was rendered inevitable, and there can be no doubt that the country will sustain it. If England should make it a cause of exception in settling the Central American question, the responsibility will rest on herself.

Our Albany Correspondence.

ALBANY, Jan. 9, 1856.

Caucussing—Billing and Cooing—Voting—No Speaker—Probability of One on Thursday.

The three parties held private caucusses in different rooms of the Capitol last evening. At the whig Seward one a disposition was manifested to throw up their political designations, absolve the members from further allegiance to their candidate for Speaker, and allow each member to vote upon his individual preferences. It was finally decided to adhere to their candidate through another day, as there was no knowledge as to the result of the other caucusses. So they voted as usual, 34 for Pendergast to-day.

The Know Nothings having thus far obtained a plurality for their candidate upon every trial, evinced no desire to abandon their ground. Having the Canal Board and State officers, they argued that it would be humiliating to yield one inch either side. So the caucus, or council, thought best to let well enough alone. Mr. Odell ran three votes higher to-day than ever.

About twenty democrats met in private, about one third softs. There was much talk of harmony, and uniting their strength upon a single candidate. Neither the ultra hards, nor indomitable softs, attended the "Executive meeting," as the Hon. Mr. Rielly wished to designate it. The rejected resolution sent down by the softs on the night of the first caucus was offered. Several gentlemen made short speeches, but as a desire was expressed to have a fuller assemblage, no question was taken, and the chairman, Mr. Reeve, was requested to give public notice at the adjournment of the House to-day of another meeting to-night.

The voting to-day was about the same as yesterday, with the exception of the Hon. Mr. Matteson, of Chenango, hitherto voting for Bailey, who went over to the Hindoos. Party discipline will drive him out of the democratic party, on account of this desertion of the caucus candidate without asking leave.

The fifteen soft shells are only waiting for the slightest measure of excuse for coming in with the majority. The caucus to-night will adopt the rejected resolution, and they will all step on the platform, except, possibly, Mr. Floyd, Mr. Penfield, Mr. Baucus, Wm. S. Smith and White.

After two or three trials to-morrow, an effort will be made to either vote by ballot or adopt the plurality vote, when either Mr. Odell or the democratic candidate will be elected. There is considerable talk this afternoon of taking up Van Sanford in place of Bailey.

Senator Petty gave notice this morning that he intended to introduce a bill to amend the charter of the city of New York—another in relation to the New York Police Department. As he has not yet presented his programme, no knowledge of their contents are known.

The President announced the following committees of the Senate:—

Claims—Messrs. Lee, Bellinger, Brooks.
Finance—Messrs. Richardson, Madden, Spencer.
Judiciary—Messrs. Noxon, Sickles, Wadsworth.
Canals—Messrs. Upham, Briggs, C. P. Smith.
Railroads—Messrs. Ramsay, Bellinger, Spencer.
Charitable and Religious Societies—Messrs. Spencer, Cuyler, Noxon.
Literature—Messrs. Bradford, Wadsworth, C. P. Smith.
Militia—Messrs. Bellinger, A. M. Smith, Harcourt.
Roads and Bridges—Messrs. Richardson, Kelly, Towne.
Grievances—Messrs. Patterson, Hale, Hotchkiss.
Banks—Messrs. Kelly, Huntington, Petty.
Insurance—Messrs. Madden, Rider, Nichols.
Privileges and Elections—Messrs. Halstead, Ramsey, Hale.
Internal Affairs of Towns and Counties—Messrs. J. A. Smith, Z. Clark, White.
State Prisons—Messrs. Z. Clark, Cuyler, Ferdon.
Poor Laws—Messrs. Sweet, Patterson, Briggs.
Engrossed Bills—Messrs. Nichols, Towne, Halstead.
Agriculture—Messrs. Ferdon, Patterson, A. M. Smith.
Retrenchment—Messrs. Towne, A. M. Smith, Huntington.
Division of Towns and Counties—Messrs. Rider, Bradford, J. A. Smith.
Manufacture of Salt—Messrs. Cuyler, Towne, Noxon.
Expiring Laws—Messrs. Huntington, Petty, J. A. Smith.
Public Printing—Messrs. Upham, Sickles, Richardson.
Indian Affairs—Messrs. White, Nichols, Hotchkiss.
Commerce—Messrs. C. P. Smith, Madden, Brooks.
Manufactures—Messrs. Briggs, Z. Clark, Halstead.
Public Buildings—Messrs. Sickles, Harcourt, Towne.
Incorporation of Cities and Villages—Messrs. Brooks, Lee, Petty.
Public Expenditures—Messrs. Hale, White, Hotchkiss.
Medical Societies—Messrs. Bradford, Lee, Ferdon.
Joint Library—Messrs. Wadsworth, Rider, Kelly.
Select Committee on the Rules of the Senate—Messrs. Bradford, Spencer, Brooks.

Mr. Brooks asked to be excused from serving on the Committee on Claims, and his request was granted by a vote of the Senate.

THE SOFT SHELLS IN COUNCIL.

The Soft Shell Democratic State Convention at Syracuse.

LIST OF DELEGATES IN ATTENDANCE.

Debates Upon the Contested Seats.

Synopsis of the Platform Adopted, &c., &c., &c.

SYRACUSE, Jan. 10, 1855.

The soft shell Democratic State Convention, called for the purpose of selecting seventy-two delegates to the National Democratic Convention, which is to assemble at Cincinnati on the first Monday in June next, met at the City Hall, in this city, at noon to-day, under the following call:—

The democratic republican electors of the State of New York are requested to send one delegate from each Assembly district to represent them at a State convention, to be held at Syracuse, on Thursday, the 10th day of January next, to choose delegates to the Democratic National Convention, to be held at Cincinnati, and for such other purposes as they shall deem fit.

ALBANY, Dec. 17, 1855.

Robert Kelly,	Ward Hunt,
John Cochrane,	Seymour Greene,
Saml. H. Johnson,	Horatio Ballard,
Chas. H. Winfield,	S. T. Fairchild,
P. Cagger,	Ellmore P. Ross,
Wm. A Beach.	Thomas Carnes.
R. G. Stone,	Dean Richmond,
M. Todd,	A. P. Lanning.

Mr. BALLARD, of Cortland, called the Convention to order, and nominated John J. Taylor, of Tioga, temporary Chairman.

Mr. TAYLOR, on taking the chair, said:—

GENTLEMEN OF THE CONVENTION—Accept my thanks for the distinguished honor you have done me in selecting me as your temporary presiding officer. I do not feel that this is a proper occasion for me to deliver an address to you. We are each and all aware of the important duties which we have met to perform—the duty of expressing the opinion of the democracy of the State upon the political questions of the day, and the duty of selecting delegates to the National Convention to nominate candidates for President and Vice President of the United States. We should all feel the responsibilities of our position, and it is very proper that we should discharge them in such a manner as to win the approbation of our constituents and of the democracy throughout the country, (applause,) and that we shall be found standing upon that broad national platform which secures enforcement of equal rights for every part of the Union. (Continued applause.)

Levi H. Brown, of Jefferson, and H. P. Clinton, of Erie, were then appointed temporary secretaries for the convention.

The delegates then presented their credentials by counties, as follows:—

LIST OF DELEGATES.

ALBANY.	NEW YORK.
Dist.	*Dist.*
1—Jno. M. Kimball.	6—Albert Smith.
2—H. H. Vandyck.	7—Geo. W. Roome.
3—Nicholas Hill, Jr.,	8—Ashall Reed.
4—Francis Keames.	9—Hiram Eagle.
ALLEGHANY.	10—B. P. Fairchild.
L. P. Weatherby.	11—E. C. McConnell.
Jas. M. Mott.	12—Henry P. West.
BROOME.	13—Daniel W. Norris.
Oliver C. Crocker.	15—John Cochrane.
CATTARAUGUS.	16—L. B. Shepard.
1—George S. Hickok.	NIAGARA.
CAYUGA.	1—Wm. Vandervoort.
1—J. N. Knapp.	2—A. V. E. Hotchkiss.
2—D. S. Titus.	ONEIDA.
3—John L. Parker.	1—Geo. Graham.
CHAUTAUQUE.	2—J. T. Spriggins.
1—L. B. Smith.	ONONDAGA.
2—Samuel W. Bagnall.	1—C. B. Wheeler.
CHEMUNG.	2—John M. Strong.
W. R. Judson.	3—