ANOTHER RAILROAD SLAUGHTER.

Frightful Accident on the Erie Railroad.

A Portion of a Train Thrown Down an Embankment Fifty Feet.

FOUR SLEEPING COACHES DEMOLISHED.

Fifteen Killed and Fifty-four Wounded.

SEVEN PASSENGERS BURNED TO DEATH.

NAMES OF THE DEAD AND DYING.

STATEMENTS OF PASSENGERS.

The Erie Railroad disaster, a portion of the details of which were whipped over the telegraph wires in a few laconic syllables yesterday—syllables about as many as there were of dead and wounded—proves to have been one of the most fearful railroad slaughters on record. A foggy night, punctuated at intervals with the lonesome drizzle of rain; a human holocaust of three score and ten, all asleep; a jolt and then a roll of one hundred feet or thereabouts down a craggy and almost perpendicular embankment, during which two and a half scores of the holocaust wake up and wonder what is the matter, and, perhaps, shriek a little, while a score or so are shuffled into eternity so suddenly that it seems only the shifting of a dream; a heavy thud upon tolerably level ground and a cessation of all rolling; two and a half scores waking up with bruised heads, broken arms, broken legs, broken bones generally, or injuries which physicians term internal; a score never waking up at all, but somewhat more fast asleep than when the tumble began; a bonfire of the *debris* of cars and mutilated humanity all coiled together in one inextricable quid; a shrieking of many, a groaning of many more; a limping away of some few, like spectres, into the fog and mist of the night; a writhing of some amid flames, and a lying very still of some few more under the same circumstances—these constitute the picture of the calamity which happened away amid the crags that overhang the wooded Delaware just beyond the little town of Port Jervis, while New York was sound asleep, having been to the theatre, as usual, discussed for the thousandth time the merits of every actor who is paid to amuse her, and gotten to bed properly muffled and nightcapped. It is useless to say or write that New York was excited yesterday upon being told what had happened the night before, though it is the usual habit of the sensation dallies. New York was not excited, not even ruffled of nerve; did not pause even to ask how the thing happened; made no fuss about the matter; read the account as an item of news—commented upon it as a matter of news—went to the theatre, having so commented, as usual—slept just as soundly as though nobody had been hurt—and that was the end of the affair so far as New York is concerned, with the exception that some few took to the business, with inky fingers, of penning graphic descriptions to amuse New York in the morning. New York is accustomed to sensations; wherefore, the nerves of New York are not easily shocked; and she will get up this morning, with the exception of some few who have gotten up for the last time, and attend to her business and breakfast as usual and with as excellent a digestion, having breakfasted on horrible details so often that they have ceased, though most graphically cooked, to induce the slightest symptom of indigestion.

Last night, too, train No. 12—railroad companies now designate their holocausts simply by numbers—crept along the cliff just as it did the night before; hung with another load of sleeping passengers like a shadowy line along the face of the grim old mountain, and everything went on as though nothing had happened. True Port Jervis, true Ross and Midwell, true the foresters about Carr's Rock, were a trifle excited; but these are all provincial towns or villages, liable to be excited easily, not having been fed on sensations until sensations have ceased to stimulate, and having, in fact, a few grains of healthy feeling about them.

Carr's Rock is sixteen miles from Port Jervis and overhangs a tributary of the Delaware, the scenery of which in this neighborhood is almost Alps like in abruptness of outline. The cliff itself is from two to three hundred feet in height, belted about midway with a narrow ledge or lengthened table, upon which the track is laid—the table being quite too narrow for any sort of possible safety in case of accident. The rock is of the craggy order which trap ridges usually assumes, being, moreover, exceedingly steep and precipitous, an idiosyncracy so peculiar to the valley of the Delaware in this region that it has developed into a sort of proverb that one may live in the valley of the Delaware and only see the sun at noon. The bluff in question overhangs the river so juttingly that only a very narrow bottom intervenes at its base, the railroad track winding around the mountain about one hundred feet from its base, or possibly a little less.

The train in connection with which the accident occurred (train No. 12), had left Buffalo at twenty minutes past two on the afternoon of Tuesday, and consisted of three sleeping cars, two first class cars, one second class car, a postal car of the pattern used on the road for the distribution of mails, a baggage castor, and the tender and engine in the reverse of the order in which they are mentioned. Conductor Judd, and Charles Douglass, superintendent of the division, accompanied the train; Mr. Ames and Mr. Horton, of the Post Office Department in this city, being on board the postal car. The train had proceeded on time, making the usual stoppages—so runs the official bulletin, though it is alleged in some quarters that it was behind time, and was running at a rapid rate to make up—and the passengers had all or nearly all retired for the night. It was now ten minutes of three o'clock (in the night), and conductor Judd and the two Post Office officials were quietly conversing in the postal car, when one of the officials observed the bell rope straighten suddenly as if with a strong pull at the further end, and then fall loose again as if it had been broken by the suddenness of the jerk. Conductor Judd immediately remarked that he had probably lost the rear cars; and the three ran to the platform together, just in time to get sight of the four rear cars plunging headlong down the side of the bluff. A tipping, a topple for an infinitesimal second on the edge of the ledge, and then, over, over, over, with overs enough for a paragraph, and made so rapidly that not even a phonographer could have reported them—rolled the four together, striking the bottom land with a dull, heavy crash. Out of sight!—and from creatures out of sight, up from the inky darkness came shrieks and intermitting groans. Over, over, over, and over for the distance of one hundred feet, the four vehicles, freighted with seventy-five human beings, plunged and tumbled and jolted, until, in the interval of about half a minute they landed upon the low bottom land by the river. The whole was a work of possibly ten seconds—not more—and as speedily as possible the engine was brought to a stand and an examination of the extent of the accident was made. Down the bluff, having given the alarm, rushed conductor and assistants, while, in the meantime, the rear car of the four had taken fire from the embers scattered from the stove and was blazing like a great will-o'-the-wisp in the fogs below. In the meantime, also, a messenger was sent to the nearest telegraph station, and word was sent to Port Jervis and assistance requested. The demand was responded to as soon as convenient, in an extra train, which proceeded with all necessary implements, armed and equipped, to the scene of the disaster. With the feeble help on hand the conductor and assistants did what they could before further assistance came to the rescue, their first attention being given to those who exhibited signs of life. With a groan one dragged himself out from beneath the mass of rubbish, part of which was human and part of which was human workmanship; another begged piteously for help; another shrieked with the pain of contusions just beginning to be realized, the poor bruised individual having been half stunned with half a hundred concussions, each more violent than the preceding. It is stated, however, more hopelessly sad than all the rest, that the greater part of the injured, so utterly bewildered were they, seemed thoroughly and for a few minutes to have lost all sense of identity, and were seconds in comprehending the situation even after they had been rescued, though gradually they recovered their wits and had strange tales to tell of how they were first waked up with a jolt, and how all lights went out in the car, and how they found themselves whirling dizzily over and over, with now and then a crash as the car rolled over a boulder, which pricked a hole in its side only to let in a little damp and cold air and a darkness quite as dense as that which was whirling over and over with seventy-five human beings whirling over and over with it. The few who, fully awakened by a jolt of the car upon the "ties," had sufficient presence of mind to comprehend the situation and cling to whatever was next them for support, were the few who were least harmed. But unfortunately it was only the few who had the presence of mind to comprehend what was going on. Taken by surprise, only half awake, the majority were at the bottom of the bluff before they could sufficiently collect their senses from the succession of jolts and summersaults to comprehend that the jolts themselves were not some part or parcel of a disagreeable and unsightly dream. All dreamed the same dream, however, though with a score of them, or nearly, the dream was brief unless lengthened after death.

To say that the scene baffled description would be speaking paradoxically; for, as one of the facetious wounded remarks, there was plenty of sensation but no scene. It was altogether too dark for the latter. Seven of the dead were burned to death amid the debris of the wrecked cars, and the remainder, known to have been six, were killed in the descent by the action of the rough boulders, which smashed in the ribs of the huge vehicles as they descended, leaving nothing but rubbish and skeletons to find the bottom. Yesterday morning the marks of the catastrophe were visible on many a jutting boulder between the ledge and the bottom of the narrow ravine where the cars lay—a few fragments, blistered bodies and a few handfuls of ashes. Five mortal hours without surgeon or opiate—five mortal hours, each of which had an age of pain in it to the poor, stunned, bruised and bewildered sufferers; and the wounded had all been gathered up and were on their way to Port Jervis. A ghastly regiment they were—ghastlier was never conceived or pencilled even by the fantastic Doré. Fifty-four mutilations of something human, with three hundred wounds and bruises and broken bones rather unequally distributed among them. At nine o'clock, the relief train having made Port Jervis, a motley car full of broken bones and broken heads was landed—all the work of a simple defective rail, and all the fault of some contractor who had undertaken to make a defective rail answer the purpose just as well as one not defective. These were disposed upon arrival in the excited little town in the various hotels here and there, which, be it said to their honor, promptly responded to the mission of mercy; and their names were telegraphed to New York, where a corps of physicians and surgeons was made up and sent forward. A few of the less injured, belonging in this city and vicinity, and preferring to be cared for at home, were, however, permitted to beard death a second time by boarding the ten o'clock train for the East.

The dead, too, yesterday afternoon, had already been taken care of and removed, though left on the ground until later in the day. Thirteen dead bodies had up to yesterday afternoon been recovered, and it was supposed that several more had been absolutely reduced to embers in the smouldering *débris* of the car. This depends, however, upon the impression of the conductor; and as by rail passengers are not registered, it is not probable that this question can be settled until the removal of the rubbish of the burned cars. Yesterday evening or late in the afternoon, therefore, nothing could be gathered of the scenes of the night before. At the foot of the bluff on the one side of a small stream (cooped by a culvert) which empties into the Delaware lay the skeletons and broken bones of three sleeping cars, with bedding scattered here and there, and bits of frame and panelling occasionally blotted with something very red, the crimson daubing of which suggested that it had been laid on by that bungler and imp of things disjointed and *bizarre* whose name is "Accident," and who manages railroads mostly pretty nearly according to his own whim. Here and there were little quids of hair, with blood on the roots, sticking to any sort of a fragment which was on hand to stick to; and as to cast-off clothing, there were hats and caps and boots and coats and vests and mortal coils shuffled off very suddenly, which the passengers would never put on again, and which, therefore, naturally accrued to the Erie Railroad Company or to anybody in the neighborhood who should appropriate them. It was not likely that anybody would ever put in a claim for them, and therefore there was no legal impropriety in confiscating. All along up the bluff, too, there were suggestive marks upon the sharp projections of a dozen little boulders, every one of which had blood upon its hands and had obviously had a hand (or a point) in the murder. Seven little jags projecting from the general surface of the bluff had each killed his man, and were decorated with small trophies in the form of little clots of blood, little quids of hair obviously bruised off the head of the owner, and various little mementoes of the night which had preceded. No rain had washed them off their blots—blots never borne before—though the sun of yesterday and the natural process of atmospheric evaporation had shrivelled the bits of cuticle and the clots of blood into dry, clinging blisters upon the hard gray of the projecting stones.

Measures were in progress for the removal of the rubbish, which, however, was on the ground last night, though all the dead bodies, so far as could be ascertained from a cursory inspection, had been taken away, and conveyed to Port Jervis, where they were lodged in a sort of improvised dead house. Ghastly enough they were—even to the point of being unrecognizable some of them—though three faces might have been noticed which bore the photograph upon them in wild distortions of muscle and eyes that would not shut, but kept staring as if they would shoot from their sockets, of the deadly terror which had taken them by surprise, and in the throes of which they had died. Generally, however, the faces were peaceful enough, though all more or less contused—peaceful, in fact, as though their taking off was not to be investigated by a coroner and jury before they could be lawfully buried. Below will be found statements of passengers and lists of casualties.

The Killed and Wounded.

THE KILLED.

The following is a list of the dead as far as ascertained:—

Ephraim Hoyt, Chenango Fork.
Mrs. E. Hoyt, Chenango Fork.
Unknown man.
Mary E. Cobb, Homesville.
Eras Blossom, saloon keeper, Susquehanna depot.
Child of Mrs. Tisdell, Ithaca.
H. B. Corvin, supposed Vervena, N. Y.
Woman unknown, commonly dressed.
Boy unknown.
J. O. Dunham, Binghamton.
Mr. C. B. Loomis, Buffalo.
Elijah Knapp, Jamestown, N. Y.
Thomas R. Princeton, 102 Broadway, New York.
The wife and one child of Daniel P. Snow.

THE WOUNDED.

The names of the persons wounded are as follows:—
Henry Hainton, Dansville; badly, leg broken.
S. B. Fairman, Elmira; badly.
G. W. Howis, Cochran, Ind.; badly.
Lewis Baker, Bath, N. Y.; head.
J. W. Horton, Salem, Wis.; side and head.
T. P. Snow, Beaksburg, Iowa; head and breast.
Tobias Aldridge, Harrison; head.
G. W. Baker, Ithaca, N. Y.; shoulder badly broken.
T. G. Lapham, Syracuse, N. Y.; back and head.
Mrs. C. R. Beardsley, 453 Hudson street, New York; arm, shoulder and head.
O. Hartman, Hudson City, N. J.; head.
C. V. Tiffany, Darrsville; badly.
A. L. Oliver, 70 West Fourteenth street, New York; leg broken.
J. R. Heanan, Louisville, Ky.; badly.
Mr. P. Rey, Middletown, N. Y.; slightly.
J. Henderson, Rome, Ohio; breast, badly.
John Balsier (boy), Cincinnati; face and limbs.
E. R. Newton, Corning, Pa.; back and breast.
N. W. Gokey, Addison, N. Y.; slightly.
A. S. Gillet, wife and child, a boy two and a half years old, and Mary Steward, sister-in-law, all of Mercer county, Pa.; back and face, badly.
Camden C. Dike, wool merchant, No. 48 Barclay street, New York; severely crushed.
A. S. Bigelow, nephew to Mr. Dike, ten years old, Attica; face and limbs burned.
J. B. Floyd, Chemung, N. Y.; burned and badly hurt.
Edmund Gunther, train porter; head and limbs.
George Furnace, Metropolitan Hotel, New York; badly.
Misses Maggie B. and Emma Hoyt (father and mother both killed), Chenango Forks.
D. B. Stevens, Cayuga; back and arm.
Samuel Comstock, Cayuga Falls; seriously.
Mrs. H. Bailey, Londonville, Ohio; slightly.
A. L. Smith, Hornellsville; badly.
Mrs. C. Reynolds, Hornellsville; badly.
David Rogers, Corning; head and limbs.
W. Hagar, Corning; head and limbs.
Wm. P. Decker, Waverley, N. Y.; head and limbs.
A. Palmer, Ripley, N. Y.; back and internally.
L. J. Fitzgerald, Cortlandt; head and shoulder.
A. T. Kingsley, Scotland, Conn.; back.
Goodman, 64 Ellcott street, Buffalo.
J. T. Renney, St. John; neck, head and back.
A. Classon, New York; slightly.
Three children of S. P. Snow, hurt seriously.
C. R. Muncrief, of 453 Hudson street, New York; badly.
D. Lyons, Binghamton; head and internal.
T. Eslick, contusions on the skull. On this gentleman were found the papers of R. Strauss, of Hornellsville, who was reported killed, but is at his residence and uninjured.

A NARROW ESCAPE.

A gentleman named Albert E. Burbank, who was in the sleeping car, was thrown out, and as soon as he recovered from his consternation he snatched up some clothing which lay strewed around to shield himself from the piercing air. In a pocket of the light overcoat he took up was a card of admission to the Chicago Exchange, and inside the coat itself was the name, "W. B. Hancock, Cleveland, Ohio," a name which does not appear on the foregoing list. The gentleman also retained a pair of boots and a pair of gloves which, with the coat, can be seen by any person applying at the office of Jennison & Robe, No. 10 Bridge street, New York.

ARRIVAL OF THE WOUNDED AT JERSEY CITY.

The trains which arrived in Jersey City at noon and at seven minutes past one o'clock yesterday conveyed several of the injured passengers, many of whom, but slightly hurt, walked to the ferryboat and crossed to New York. The following, who were severely injured, were placed on a steam tug and conveyed to the piers of New York and Brooklyn nearest their residences:—A. S. Gillett, wife and child, and Miss Stewart, who were conveyed on mattresses from the pier foot of Charles street to the residence of a friend at 16 Vannest place; Camden C. Dike and Bigelow, his nephew, were afterwards taken to Brooklyn. Mr. Charles McIntosh, ferry superintendent, was unremitting in his exertions to alleviate the condition of the sufferers. When the boat was made fast to the pier at New York a large crowd collected and thronged the passage to West street as the melancholy procession wended its way. A compact bed borne on the shoulders of four men contained the writhing gasping form of Mrs. Gillet, who appeared to be on the point of sending forth the last vital spark. The spectators jostled and gaped, and in half whispers inquired who the victims were, whether there were any further casualties, and with a pitying glance at the processionists and their burden muttered an audible prayer for the relief of the sufferers. The first victim is borne along, unconscious of the staring throng, the excitement and the bustle, and unconscious even of the proximity of those she holds dearest on earth. The husband comes next, wrapped up on his little pallet and smarting under the scars and burns, which become irritated from the motion of the carriers, who tread cautiously through the slushy street. A third group follows close, and there is no motion perceptible in the form which lies stretched on the pallet, and a whisper is heard on every side—"She is dead." This is Miss Stewart, who has become quite prostrate. Then comes

A MELANCHOLY SPECTACLE.

The poor child of two years, who seems already an orphan, sits boldly upright in the arms of a stranger, and the procession ends. Everybody gazes at the little fellow and a murmur of pity breaks out from the crowd as he casts his eyes upward to meet the glance of father and mother, but in vain. No cry, no moan from the young sufferer, who, though he must have accompanied his parents in their fearful descent over the rocky precipice, presents few marks, beyond a swelling on one side of his head. And yet calm and quiet was the expression of the countenance, for his perception, fortunately, had not yet been matured to realize horror in the awful calamity. How the mother must have clung to that child in the moment of peril, and how Providence watched over it and rescued it from the jaws of the grave!

STATEMENT OF MR. BLAKESLEY, A PASSENGER.

Mr. M. A. Blakesley, of Olean, N. Y., furnished the following statement:—I left Olean at four o'clock P. M. yesterday, the 14th inst., and took passage at Salamanca in a train that I think is called the Cincinnati express, due in New York about eight o'clock this morning; the train consisted of about five passenger cars, besides the smoking car, the engine and tender and baggage cars; I went to bed last night in the forward sleeping car, there being altogether three sleeping coaches. About a quarter past three o'clock this morning, at a point about twelve miles west of Port Jervis, the three sleeping coaches and one passenger car were thrown from the track by the breaking of a rail, it is supposed. The forward portion of the train passed safely over the point where the other cars left the track. I was awakened from my sleep by the dragging of the car over the "ties," and as soon as the car had reached the edge of the embankment in which the track is laid, it began to roll over and over on its side, until it rolled all the way down the embankment, which I think is from eighty to one hundred feet high. From the place where the cars first left the track to where they lay wrecked was about two hundred feet. The car I was in crushed up as it rolled, like a long paper box, and when it had ceased rolling it was a complete wreck. The sides had folded open, as it were, and lay level with the floor of the coach, and the narrow section of the roof, in which the skylight and ventilators are placed, lay diagonally across the broken body of the car.

All four of the cars that went over the embankment were completely demolished, and I think about twenty-five to thirty persons were killed outright. I saw five or six ladies taken from the ruins of the train quite dead and a number wounded. The rear car took fire from the stove a short time after the living persons were removed from it, and I should judge there were about seven dead bodies burned up. There were in addition three dead bodies taken out before the fire reached them. The car ahead of the one in which I was sleeping also took fire, but the flames were speedily extinguished. The catastrophe of course took place in the darkness of the night, and the confusion and terror were appalling, and the horror was greatly increased by the agonizing shrieks and groans of the wounded and dying.

I was told by Mr. Porter, a friend of mine who was travelling with me, and who was awake at the time the train struck the tiers as it left the track, that the train was running at a rate of about forty or fifty miles an hour. They were running at that rate of speed to make up time, as I was told at Salamanca when I embarked that the train was then thirty minutes behind time in consequence of the train having been backed and delayed some time near Corry, Pa., in picking up the body of a man who had been killed by the train passing over him.

We left the wreck of the destroyed coaches at eight o'clock this morning, on a special train that had been sent from the East to our assistance, and arrived in this city before noon to-day.

STATEMENT OF MR. JAMES P. BIGLER, A PASSENGER.

Mr. James P. Bigler, of Binghamton, a passenger on the train, gives the following account of the accident:—

I got on to the down train from Buffalo and Dunkirk at Binghamton at ten o'clock, Tuesday evening, and at the depot I met two friends from my own town, both of whom were coming to New York. We rode in the third passenger coach from the front together for some distance, but I afterwards left them and went into the second car. There were three sleeping cars behind the coach in which my two friends were seated. I occupied the forward seat in the second coach alone, and had laid down on the seat and gone to sleep. Suddenly I felt a shock, violent enough to wake me up, and I saw the conductor, who was on that car, pulling the bell rope. He pulled violently and then rushed out of the rear door, passed through the next car, in which my friends were seated, and entered the first sleeping car. I remained in my seat, sensible that something was the matter. Several persons who had been awakened by the shock asked hurriedly what was the matter? to which I replied that I thought the train had broken apart so as to disconnect some of the cars. We heard no noise or sound of any sort behind; but after running about a quarter of a mile came to a stop. As soon as the motion of the train ceased I got up and went out of the rear door and saw there were no cars behind us. I ran back along the track, accompanied by two of the brakemen, and after going some distance we met the conductor, Mr. J. B. Judd, running along the track. His face was scratched and bloody. He told one of the brakemen to run rapidly back and get the red light so as to stop the other trains that were on the track, and the other to go and help the passengers who were over the embankment and striving to get up the rocks. He himself ran down to the train and ordered it to back up to the spot where the accident occurred. I proceeded on with the brakeman who went to the scene of the disaster to help the wounded. Their cries, shrieks and groans, which could be heard at the top of the embankment, were of the most appalling nature. We climbed down by aid of the telegraph wires that had been broken, and found the four cars that had gone over completely demolished. They had rolled over twice, descending about seventy feet. Prayers for relief came from every portion of the wreck, and without delay we commenced to extricate the passengers buried beneath the ruins. Men, women and children were taken out, some dead, others dying, and occasionally those that had escaped entirely. One man was pulled from the wreck with a large hole in his head. His death, from appearances, must have been instantaneous. The next dead person found was a woman from Hornellsville; my impression is that her name was Cobb. Almost immediately after we had descended, the conductor with the passengers of the forward cars joined the brakeman and I, and we labored together. In a few minutes I found one of my friends, Mr. D. Lyon, of Binghamton, and taking him from the wreck helped him to a mattress taken from the ruins everywhere piled about. His injuries are internal and of a serious nature. After relieving him I continued my search amid the wreck. In less than half an hour—the darkness being of the most intense nature—the rear sleeping coach, which was separated from the other three by a swift stream of water running through a culvert, took fire, illuminating the scene and adding a new horror to the fearful disaster. By this light the faces of the dying could be seen, and their sufferings shook the stoutest heart present. Efforts were made by a number of passengers and brakemen to put out the fire, and they eventually succeeded, but not before six or seven bodies were burned; but whether any of these were living when it commenced I cannot say. Soon after it was discovered that the wreck of the forward car was in flames, but by prompt action it was at once extinguished. There was no one in this car; but several passengers were under it, one of whom was my townsman, Mr. I. S. Dunham, who was shortly after taken out, but found dead. His death, I think, was immedate, the car having fallen upon him. More than three-fourths of those who went down the embankment were either killed or badly injured. When nearly all had been taken from the wreck and transferred to the train, I went through the cars and asked the injured what I could do for them. More than sixty messages were given me by men and women to telegraph to their respective friends, who were in Minnesota, Indiana, Wisconsin, New York and the East. These I subsequently left at the telegraph office in Port Jervis. While I was writing these messages, the cries of the wounded and their great sufferings, with the bodies of dead relatives near them, made a scene of the most heartrending character. One of the passengers killed was Mr. Blossom, keeper of the Erie restaurant at Susquehannah; I knew him by sight. There was a family of nine persons, father, mother and seven children in one of the rear cars; the mother and one child were instantly killed and the father mortally injured. I saw five of the children, and they were badly scratched, but not seriously hurt. I saw a young lady and her little sister from Chenango Forks, Broome county, this State, who pointed to the bodies of her dead father and mother. Her grief was indescribable. Physicians arrived from Port Jervis about six o'clock, who at once did all in their power so relieve the wounded and make less excruciating the agony of the few moments only that some had to live. The train left the scene of the disaster about half-past seven o'clock for Port Jervis, taking the dead and badly wounded, to the number of sixty or seventy-five. They were left at the Port Jervis Hotel. The greatest excitement prevailed throughout the town, the hotel being besieged by the curiously inclined, or those desirous of alleviating the suffering of the unfortunate. My friend, Mr. Lyon, was taken to the house of a friend in that town. I think that Conductor Judd deserves great praise for the kind words and humane treatment that were especially noted as characteristic of his every action. I arrived in New York yesterday about half-past one o'clock.

NEW YORK CITY.

THE COURTS.

SUPREME COURT—CHAMBERS.

Summary Dismissal of an Erie Squabble by the Court.

Before Judge Cardozo.

Yesterday afternoon a strong squad of the counsel engaged in the Erie litigation, including Messrs. David Dudley Field and ex-Judge Edwards Pierrepont, on behalf of the Drew faction, and William Fullerton, A. J. Vanderpoel, Charles A. Rapallo and Horace F. Clark, for the Vanderbilt wing, appeared in this court.

A case was on argument at the time before Judge Cardozo, when, after waiting a few moments,

Mr. Fullerton interrupted and asked the Court if it would hear those motions in the Erie case to-day.

Judge Cardozo seemed nonplussed as regarded "the motions in the Erie case," as there were no such cases on his calendar, and asked counsel what motions were referred to.

Mr. Vanderpoel said that a question had been raised as to the power of the referee, John B. Haskin, in compelling a witness to answer certain questions which he had declined to respond to, and they desired to place themselves under the instructions of the court.

The Judge replied that no such matters had been placed on his calendar, and that he could not hear them now, as it would interfere with the regular business of the court.

Mr. Pierrepont said the point had been raised on the preceding day at the examination, and counsel had consented to take the advice of the court, and had designated two o'clock as the hour at which they would appear to argue it.

Judge Cardozo expressed himself as of the opinion that the case was not regularly before him, and that he had not consented to its being set down for two o'clock, and did not feel disposed to hear it.

Judge Pierrepont stated that the referee was now in court, and merely wished to be instructed as to the course he should pursue.

The Court thought there was no propriety in the referee sending this case before him (Cardozo). It was a special proceeding before Judge Barnard, and should be taken before him if the counsel desired any instruction.

Various dodges were resorted to by the counsel on both sides to induce Judge Cardozo to take some action in the matter, one asking for advice, another for a "ruling," and the referee himself putting out a "feeler" in the same direction; but the Judge declined at least ten times to take any part whatever in it, saying that he would not interfere with it in any way until it came regularly and legitimately before him.

Mr. Clark thought it could be brought legitimately before his Honor at a special term. All the parties were willing to submit it to his Honor.

Judge Cardozo, still inflexible, said, "I prefer that they should not be willing."

The referee then rose and said, "Does your Honor decide?"

When the Judge immediately rejoined, "I decide nothing except that I decline to interfere in this case."

The persistent manner in which the counsel "bored" the Court, and the frequent and peremptory refusals of the Judge to "put his finger in a hot pie" excited considerable laughter among the audience in the court room.

UNITED STATES DISTRICT COURT.

Petitions in Bankruptcy Filed.

Henry Dater, New York city. Referred to Register Fitch.

Egbert S. Bedell, Clinton, Dutchess county. Referred to Register Beale.

Amos B. Corwine, New Rochelle, Westchester county. Referred to Register Close.

John C. C. Downing, Tarrytown, Westchester county. Referred to Register Close.

James Herman, New York city. Referred to Register Dayton.

Max Doctor, New York city. Referred to Register Allen.

Baltaser Jager, New York city. Referred to Register Dwight.

COURT CALENDAR—THIS DAY.

UNITED STATES DISTRICT COURT—IN ADMIRALTY.—Nos. 48, 50, 51, 57, 58, 59, 60.

SUPREME COURT—CIRCUIT.—Nos. 1079, 1171, 1175, 377, 929, 1189, 1191, 1139, 327, 907, 913, 793, 807, 305, 605, 655, 923, 1151, 371, 599.

SUPREME COURT—CHAMBERS.—Nos. 51, 74, 100, 101, 127, 131, 133, 135, 146, 149, 165, 168, 199, 207, 215, 227, 239, 242, 263, 279, 299.

SUPERIOR COURT—TRIAL TERM.—Part 1.—Nos. 3407, 3711, 3771, 3775, 3561, 3801, 3633, 3811, 2777, 3741, 3537, 3827, 3829, 3831, 3833. Part 2.—3354, 3896, 3714, 3848, 3642, 1774, 3688, 3942, 3944, 3946, 3948, 3950, 3952, 3956, 3742.

MARINE COURT—TRIAL TERM.—Nos. 826, 835, 605, 817, 819, 778, 831, 860, 712, 697, 684, 748, 811, 885, 886, 887, 865½, 799, 815, 888, 889, 890, 891, 892, 893, 894, 896.

CITY INTELLIGENCE.

BOARD OF AUDIT.—At the meeting of this Board yesterday the claim of P. V. Birdsall for $800 as arrears of salary was heard. Mr. Birdsall's name was inadvertently omitted from the pay roll of 1866, and he is now obliged to take this course to obtain his money. Additional testimony in the case of John F. Trow was taken, after which the Board adjourned till noon to-day.

TAMMANY SOCIETY.—A meeting of a special committee of the above Society was held last evening at Nos. 114 and 116 East Thirteenth street. There were only a few members of the committee present, and the only business transacted was the election of Judge Garvin as chairman. The meeting then adjourned subject to the call of the chair.

COLLISION AND LOSS OF LIFE.—At about five o'clock yesterday afternoon, as the ferryboat Nassau was leaving her slip at the foot of Whitehall street on her way to South Brooklyn, she collided with a tugboat, striking it on the bow, the guards running over the tug, and thus entangled the boats were held together for the space of three or four minutes. The ferryboat Hamilton was approaching the New York shore at the time of the accident, and the passengers on board saw a man who had been standing on the tug knocked overboard and instantly sink. He was not seen to rise again. It is supposed that he was struck by the guards of the Nassau, and when he fell into the water was insensible and in this condition drowned. The names of the tugboat and of the unfortunate man were not ascertained last night.

FIRE IN ELEVENTH AVENUE.—Between five and six o'clock yesterday morning a fire broke out on the top floor of the grist mill, corner of Eleventh avenue and Thirty-third street, owned by Goodkind & Co. It originated in the screw box, in all probability from friction of the journal. The fire was discovered by the night watchman, who gave the alarm. The firemen soon arrived and extinguished the fire before it spread to any great extent. The damage to the corn and meal will be by water to the extent of about $5,000. Insured as follows:—Firemen's Fund, $2,000; Commonwealth, $2,500; Security, $2,500; Albany City, 2,500; New Amsterdam, $2,000; Mechanics and Traders', $2,000; Greenwich, $2,500; Adriatic, $1,500; Beekman, $2,500; St. Mark's, $2,000; Queen, $2,750; Columbia, $1,000; Williamsburg City, $2,500; Grocers', $2,500; Stuyvesant, $2,500; Norwich, $2,500; Hope, $2,000; Sterling, $1,500, and Bowery, $2,500. The building belongs to the Browning estate; it is damaged about $500, and is insured.

THE MORGUE.—There were taken to the Morgue yesterday the bodies of two unknown men—one from the foot of Clarkson street, North river, aged about thirty-five years, five feet nine inches high, sandy hair and heavy whiskers; had on a heavy business coat, dark vest, blue flannel shirt, dark cloth pants, blue woollen socks and brogans; the other from 160 Chambers street, aged about thirty years, five feet seven inches high, black hair and sandy goatee; had on black sack coat, gray cloth vest, drab corded pants, canton flannel drawers, canton flannel undershirt, fancy woollen shirt, blue cotton socks and boots. Both bodies have been placed on the Morgue to await identification.

THE ALLEGED STABBING CASE IN JAMES STREET.—The man who is said to have stabbed a woman in James street on Tuesday night last does not reside at 45 Monroe street, as the police stated in their despatch.

AMUSEMENTS.

MRS. FANNY KEMBLE'S READINGS.—Next week Mrs. Fanny A. Kemble will resume her great Shakspearian readings at Steinway Hall, commencing on Tuesday evening with "King Henry the Fifth," and following with "Twelfth Night" at a matinée on Wednesday, "Much Ado About Nothing" on Friday evening, and "Romeo and Juliet" at the Saturday matinée. The sale of tickets will commence to-day at Steinway's rooms.

STEINWAY HALL.—George Colby, one of the best musical conductors in New York, gave his annual concert at this popular hall last night. No finer programme or no better artists have been presented to the public this season. Madame Parepa Rosa, Mrs. Jenny Kempton, Severini Pease, Carl Rosa, Ferranti, Randolfi, Hill, Morgan and the beneficiary appeared in a well selected programme. Several of those artists will appear in Jersey City to-night.

DODWORTH HALL.—Mr. George Vandenhoff recited Scott's "Lady of the Lake" and Dickens' "Nicholas Nickleby" and "Pickwick" last night before a small audience. Mr. Vandenhoff proved himself one of the most popular readers of the present day.

RISTORI'S FAREWELL IN AMERICA.—The steamer Columbia, which sails to-day for Havana, will bring back Madame Ristori to New York, when she will commence her farewell season in America at the French theatre, on the 2d of May, in the new drama, "Sor Teresa," the performance of which caused the trouble between the Bishop of Havana and the Captain General. Ristori's engagement will be limited to five nights and two matinées in this city and two nights in Brooklyn.

SOUTHERN ELECTIONS.

Louisiana.

ELECTION ON APRIL 17 AND 18.

The election in Louisiana commences to-morrow (Friday), and will continue through the following day. There are, ostensibly, three tickets in the field, as follows:—

	Conservative.	Democratic.	Radical.
GOVERNOR.	J. G. Taliaferro.	Joshua Baker.	H. C. Warmoth.
LIEUTENANT GOVERNOR.	F. E. Dumas.*	Albert Voorhees.	Oscar J. Dunn.*
SECRETARY OF STATE.	—	J. H. Hardy.	George E. Bovee.
CONGRESS.	1—A. W. Walker.	A. W. Walker.	J. Hale Sypher.
	2—A. P. Field.	James Mann.	Simon Jones.
	3—J. Q. A. Fellows.	B. C. Wickliffe.	Joseph P. Newsham.
	4— —	—	Michael Vidal.
	5—Ross Wilkinson.	Ross Wilkinson.	W. J. Blackburn.

* Colored.

Colonel Warmoth is a native of Illinois, and commanded a regiment of Missouri volunteers. He represents the early advocates of negro suffrage, who so far repudiated the Banks-Hahn constitution and government of 1864 as to send him a "delegate to Congress from the Territory of Louisiana." Taliaferro was President of the late Reconstruction Convention, and represents the Governor Wells dynasty under the Banks-Hahn constitution. Baker is the present Governor appointed by General Hancock. Both Dunn and Dumas, for Lieutenant Governor, are colored men; and Voorhees, the third candidate, was Lieutenant Governor under Wells. The democrats talk of uniting upon Taliaferro, which they probably would do heartily were it not for his colored lieutenant.

In the Third Congressional district the conservatives and democrats will probably unite upon Fellows, who was once a warm radical and Know Nothing politician in Massachusetts.

A full vote will be called out, and the registry, which in the last election stood 84,431 colored to 45,199 whites, has been so far revised as probably to reduce the colored majority to 15,000.

North Carolina.

The Union Republican Congressional Committee at Washington have transmitted a letter to Mr. Holden, radical candidate for Governor in North Carolina, relative to the statement that he will not be pardoned for his dereliction during the rebellion. The committee do not deny the statement, but attribute the non-removal of Mr. Holden's disability to "the interruption to legislation occasioned by the impeachment trial." According to this all the votes cast for Mr. Holden at the election, which begins on Monday next, will be null and void, thereby practically ensuring the election of the conservative candidate, Mr. Ashe.

FATAL BOILER EXPLOSION IN DANVILLE, PA.

One Man Killed and Four Mortally Wounded—Return of Strikers to Work.

SCRANTON, April 15, 1868.

At Danville, Montour county, this morning, a boiler explosion in the puddling mill of the Pennsylvania Iron Company killed one man and mortally wounded four and seriously wounded nine others.

The men in the Delaware, Lackawanna and Western Railroad Company's shop in this city, five hundred in number, have returned to work without any advance in wages, after having been on a strike for about two weeks.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, April 15—5 P. M. Consols close at 93⅜ a 93½ for money and the account. American securities close at the following quotations:—United States five-twenty bonds, 72⅝; Erie Railway shares, 46⅜; Illinois Central, 94½.

FRANKFORT BOURSE.—FRANKFORT, April 15—Evening.—United States five-twenty bonds close active at 75⅜ a 75½ for the issue of 1862.

LIVERPOOL COTTON MARKET—LIVERPOOL, April 15—5 P. M.—The cotton market closes easier. The following are the closing quotations:—Middling uplands, 12½d.; middling Orleans, 12½d. The sales of the day foot up 10,000 bales.

LIVERPOOL BREADSTUFFS MARKET—LIVERPOOL, April 15—5 P. M.—The market closed quiet and steady. Corn, 40s. 3d. per quarter for new mixed Western. Wheat, 16s. per cental for California white, and 14s. 3d. for No. 2 red mixed Western. Barley, 5s. 1d. per bushel. Oats, 4s. per bushel. Peas, 47s. per 504 lbs. Flour, 37s. per bbl. for Western canal.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, April 15—5 P. M.—The market closes quiet and dull. Beef, 125s. per bbl. for extra prime mess. Pork, 85s. per bbl. for Eastern prime mess. Lard, 6s. 3d. per cwt. Cheese, 53s. per cwt. for the best grades of American fine. Bacon, 47s. 6d. per cwt. for Cumberland cut.

LIVERPOOL P