

LAWS OF OHIO

AN ACT to provide for the repair of roads when abandoned by incorporated companies. Sec. 1. Be it enacted by the General Assembly of the State of Ohio, That if any turnpike or plank road company, shall fail to keep any portion of its road within the limits of any municipal corporation of this state, in repair for five days successively, it shall be lawful for the proper authority of any such municipal corporation to pass a resolution requiring such company to repair the same in ten days after the service of a copy of said resolution on the gate-keeper nearest such municipal corporation, and it shall be the duty of the company to declare their intention to abandon or repair the same; and in case of a failure or refusal to do within thirty days, or in case of a failure or refusal to repair in ninety days, such municipal corporation may file a complaint in writing, with a copy of said resolution, in the court of common pleas of the county, describing the portion of the road required to be repaired; and it shall be the duty of the court, or any judge thereof, to appoint two disinterested persons who shall view the portion of the road complained of, and return their finding thereon, under oath, to said court, within ten days; and if they shall find the complaint to be true, such portion of the road shall be declared abandoned by the company, and it shall be lawful for the municipal corporation to improve or repair the same and to assess and collect a charge on the owners of any lots or land on the lots or lands bounding abutting on such portion of such road, in the same way as is provided by law in relation to the improvement of streets.

The instructions for the signal management are as follows: When the bridge is open, and trains are not to come along, the signal is lowered at night. When all is right, the signal (a large red ball) is raised on a tall pole, and may be seen at the distance of half a mile, but cannot be seen from the depot. At night the signal is lighted inside. The bridge is situated behind a sharp curve, and cannot be seen from the depot. The distance of the depot from the bridge is about 250 yards. From the evidence at the inquest, and from the statements of all who knew anything of the matter, we learn that the signal ball had been lowered full 15 minutes previous to the accident. We could not learn from any passenger or citizen of the place, nor from the evidence adduced at the inquest, that the whistle for backing had been heard, or that any attempt had been made to break up the speed, as is usual in going through a town; and on the contrary, the speed was greater than usual.

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

SEARCH FOR THE DEAD.—The search for others supposed to be dead, under the water was continued with vigor until dark. During the day [Friday] the ruins of the three passenger cars were removed, and thrown up on the beach. The locomotive, tender, smoking car, and baggage car, are yet under the water, and are probably driven into the mud some distance as they could not be seen, even when the tide had ebbed. But few of the bodies taken out dead were bruised or disfigured. They present a ghastly appearance, and in some instances their clothing was literally torn to pieces. The remains were deposited in the Railroad Station-house as fast as they were taken from the water. Several men were placed on hand to watch them during the night. The property found on the persons was taken in charge by Mr. Warner, the Bank Cashier, to await identification by the relatives.

Justice John A. Weed, of South Norwalk, summoned a Jury of Inquest to examine into the circumstances of this deplorable calamity. The following is the list of the Jury. The Inquest sat in the afternoon at the depot:— Henry Sileck, foreman, Frederick Lockwood, E. W. Stuart, L. L. Bebee, Thomas Warner, L. W. Hubbell, Charles Maltby, Frederick Bradley, Dr. J. G. Barber, Frederick Beiden, S. E. Olmstead. The investigation was commenced at about 4 o'clock. The following comprises the most important testimony:— Capt. Ira Ford, sworn.—Saw the train at a little after 10 o'clock; live near the road; stepped on to the fence; saw that the ball was down, draw open, and speed of the train not stopped; tried to make an alarm, and thought that either the fireman or engineer saw him; the whistle sounded about five seconds before the train went in; thick the speed was not greater than usual for the train; think the engineer did not notice that the draw was open until within 150 feet of the draw; one short, loud whistle was blown at that distance from the draw; did not hear the whistle previously; did not hear the bell ring, and if it rang, did not notice it; estimated their speed at 20 miles per hour; would not say it was neglect on the part of the engineer; did not know the engineer; the bridge was completely open at the time of the accident; thinks the train could be stopped between the depot and the bridge; it takes about two minutes to unkey an open draw, and from three to four minutes to lower the ball and open the draw; it is about a half a mile from the depot to where the signal can be seen; two sounds of the whistle are the signal for breaking; there was but one sound of the whistle, sharp and short. Mr. Hartford, sworn.—Is in charge of the draw-bridge; the signal had been down fifteen minutes, and the draw was wide open; had started to shut the draw; Capt. Bixby, of the steamer, called out to me to open the draw; I lowered the ball and laid it on the bridge; did not hear the train coming, and was just closing the draw; the ball continued down; after the steambot was through I wanted to get a sail boat with two persons through before the train passed; the train was due, and two or three minutes behind when the boat passed, but he did not hear the train; his orders from the Company were to give the boats the preference; did not hear the whistle sound an alarm, but the whistle to break up was given just before the train went on to the bridge; was looking at the train when it reached the tower; the whistle to break up was just before the train reached the tower; I was so much excited that I cannot tell whether the train was running faster than usual or not; I was a little alarmed about myself to lower the signal and get ready to start the bridge, takes a minute and a half; if I hear the train coming I do not open the bridge for the boat; the boats do not ask it to be done; think the depth of the water from 8 to 10 feet; the depth of mud, he has been informed, is 25 feet; did not hear the train at all; saw the train before I heard it; Mr. Sanborn, Road Master, gives me my instructions; witness has been on the road a year; has no printed instructions relative to the opening of the draw for boats; he has a time table; he sometimes has detained vessels a little for the train; the ball was down yesterday before the train came to the point where the ball could be seen; the ball was down, he should judge, 14 to 15 minutes; did not look at his watch, but as near as he can judge it was that length of time; saw a man jump off the train on the north side; thinks he was the fireman; he jumped off just before the train went on the bridge.

George Elmer, fireman.—Resides in New York, at No. 433 Fourth av.; have been on the road 18 months; I was attending to my duties; when we got to the button-factory the engineer whistled; I think it was 100 yards from the draw; the engineer blows the signal of coming into the station; the train was going at rate of 15 or 20 miles per hour; it had been known at the depot the train might have been stopped; the train is generally 1 1/2 minutes in going from the first sight of the signal to the bridge; have seen engineers read newspapers while the train was moving; such is not often the case; the conductor did not speak to the engineer between Stamford and South Norwalk; this engineer was not reading a paper; I never fired for him before yesterday; I saw him put his head out of the window just before reaching the signal.

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THE JOURNAL: FREMONT, OHIO. I. W. BOOTH Editor. SATURDAY, MAY 21, 1853. WHIG STATE NOMINATIONS. FOR GOVERNOR, NELSON BARRERE, of Highland. FOR LIEUTENANT GOVERNOR, ISAAC J. ALLEN, of Richland. FOR TREASURER OF STATE, HENRY BRACHMAN, of Hamilton. FOR SECRETARY OF STATE, NELSON H. VAN VORHIES, of Athens. FOR ATTORNEY GENERAL, WILLIAM H. GIBSON, of Seneca. FOR SUPREME JUDGE, FRANKLIN T. BACKUS, of Cuyahoga. FOR BOARD OF PUBLIC WORKS, JOHN WADDLE, of Coshocton.

"Is the Editor of the Journal a Live Wire?" In answer to the inquiry we would just say, that if we were conscious of one drop of blood coursing our veins untrue to the Cardinal Principles advocated by the Whig Party, we would have it arrested as a rebel and condemned to immediate extraction. We think this will define our position. We will give our reasons at some length, anon.

The following paragraph in relation to Mr. Minister Soule is translated from the "Memoirs" of Alexandre Dumas: "In the intimacy of Mary and Barthélemy lived at this time one of the principal editors of a journal called the 'Yellow Dwarf.' The editor was named Soule. He had been two months in prison for an article on San Domingo. He did not relish his experience of prison life. He happened to bear a strong resemblance to Barthélemy, which permitted of his using his passport. Barthélemy lent it to him. Soule fled to London, and thence to the United States, where he is now the first lawyer of New Orleans, and makes by his practice one hundred thousand francs a year."

A Washington correspondent of The Courier says: "The following appointments of Consuls not before announced, have been made:—Robert A. Frazer, Halifax; John F. Bacon, Nassau; Amos S. York, Zante, Ionian Islands; J. A. Pleassant, Minatitlan, Mexico, at the terminus proposed for the Tehuantepec Railroad; G. W. Fletcher, Chagres; Isaac Giddings, Lagaira; Alexander Thompson, Maranham Islands; H. B. Dewey, Para. Frederick J. Skinner, Editor of the Plough, Loom and Anvil, has resigned his place in the Land Office. MAGNIFICENT ENTERPRISE.—The hydraulic canal at Niagara Falls is about to be commenced and vigorously prosecuted to completion. A company with a capital of \$500,000 has been formed, embracing men of wealth and enterprise in New York and Boston. The canal will be three-fourths of a mile long, seventy feet wide, and ten feet depth of water, and is to be cut with perpendicular sides through a solid limestone ledge. The four o'clock train of yesterday from this city for New Bedford, was thrown from the track near Taunton, by breaking the axle of the baggage car, and thrown down an embankment 30 feet. A number of the passengers were hurt—two seriously. None were killed. The cars were shattered. The religious anniversary takes place the coming week in New York, and hence that city is represented to be overrun with strangers. A movement is on foot in Westchester county, for the erection of a monument to the captives of Major Andre, on the spot where the event took place. The Inspectors of the State Prison have volunteered to furnish the marble from the quarry at Sing Sing, and to provide for the cutting of the inscription. They ask the citizens of the county to secure the ground necessary for the purpose in Tarrytown.—Ath. Reg. A bill was reported on Friday in the Massachusetts Senate to prohibit passenger trains passing over drawbridges at a greater speed than six miles an hour, and in approaching such bridges the trains shall be stopped at from one to three hundred feet from the draw; violations of the act to be subject to a fine of \$500, or imprisonment for three years. Persons are to be stationed at the end of the bridge before opening the draw. Corporations failing to give clear instructions are to be liable in \$5,000.—San. Com. Reg. The clipper ship Comet, Capt. Gardner, arrived at New York on Saturday last, from San Francisco, having made the passage in 83 days and 18 hours, which is the shortest trip by a sailing vessel that has yet been made.—San. Com. Reg. We learn that a German Anti-Slavery paper is to be established at Washington. The money given in England to Mrs. Stowe was not for herself, but for abolition purposes, to be applied under her direction. A large part of it was collected in penny contributions. TICKLED TO DEATH.—Boys when they arrive at age; and girls the first time they lay their head against a vest pattern. A lady renowned for repartee, and a gentleman noted for tenacity in his opinion, were overheard in deep and earnest conversation. Says Mr. M. (waxing rather warm): "Mrs. C. facts are stubborn things." Says Mrs. C. to Mr. M., then what a fact you must be. He stopped for parts unknown. Note Found! A NOTE payable to George Kemp, or bearer, for twenty-two dollars and twenty-five cents each, is hereby advertised, by identifying, and paying for this advertisement. Inquire at the HARDWARE STORE. May 7, 1853.—1w Scrofula.—Testimony. The following case is interesting, says Dr. Tyler, as evincing the efficacy of the Rock Rose, and also that it bears the first known case in this region. The individual is now living in New Haven, of undoubted veracity and intelligence. The facts are here noted, as they fell from his lips. Mr. A. C. C., who about 8 years ago, had the scrofula, and the swelling of the glands of the neck commenced and increased in size, without pain, till about the age of fourteen, when they increased rapidly, and became extremely painful. He consulted Dr. E. Mearns, an apothecary of New Haven, and many times were used, but the disease progressed, so that at the age of sixteen, he had eight abscesses on the neck, discharging, and three others on the shoulders, and three on the hips. Mr. C. finding medicine useless, discontinued it, and all other remedies for many years, when, in 1817, he fell in with a Mr. Smith, a farmer from Long Island, who had been cured of scrofula by Dr. C.'s medicine, which he wanted to try his medicine, he would furnish him some. At the time he commenced the medicine, he was emaciated, weak and languid. He had been unable to labor at all for six months. Two tumors were discharged from his neck; the unopened tumors lessened in size, and in four weeks from the time he commenced the use of this medicine, he resumed his health, and was able to work. He was cured in six months, and he used Long Island, that he might if possible, get more of the medicine; and for months continued to take it. He was informed that the plant was Rock Rose. Mr. C. returned to New Haven, and relieved of his troublesome disease, gave up all medicine, and continued well for two years, when, from over exertion, a Spitting of Blood was produced. Prof. Ives was consulted, and aware of the benefit received from the Rock Rose medicine, again advised its use.—Mr. C., now 1846, sixty-six years old, enjoys tolerable health, his neck evincing the severity of the disease, and the success of the remedy. The above case is published in a work by Dr. A. Tyler, M. D., of New Haven, Conn. Agents, S. BUCKLAND & CO., Fremont; Wadsworth & Rhodes, Sandusky City; D. E. Harkness, Cuyahoga; and Druggists generally where pamphlets &c., may be had gratis. Kohl & Throen, north-east corner of Fourth and Vine streets, Cincinnati; O. Western Agency.

TO THE LADIES. Liver Complaint and General Debility cured, by using the Oxygenated Bitters. La Paro: Indiana, Dec. 30, 1850. Mrs. Reed, Bates & Austin—Gentlemen:—I am greatly indebted to the request of your agent, I send you a statement of my case, and the effect of Dr. Green's Oxygenated Bitters upon me. I had been suffering upwards of two years from indigestion, attended with pain in the stomach, severe headache, and constipation, followed by nervousness, and many other symptoms, difficult for me to describe. I had to abandon the use of coffee, and live upon the most simple kinds of food, and even this would often cause me severe pain for some hours after eating, and a drink of cold water simply would seem to fill me with wind. I tried several remedies, very highly recommended by my friends, without any favorable effect, but continued to grow worse, week by week. My wife was also ill, and had been for about five years affected in a similar way, together with an almost constant pain, through her left side, her shoulder, and lower neck, which would often increase this so as to cause faintness. She lost all appetite, everything she ate or drank causing her great distress, and often depriving her of sleep; and her strength failed, so rapidly that in a few weeks without stopping. She consulted several physicians, some of whom pronounced her disease Liver complaint, and others called it General Debility, but under their treatment grew no better. She spirilla and several other remedies were recommended to her, which she tried, but still continued to grow worse; her extremities were often so cold, that we were obliged to have the drink agree. Having heard Dr. Green's Oxygenated Bitters very highly spoken of, as a cure for dyspepsia and general debility, we commenced taking them about a year ago, and began very soon to get better. It recovered us so rapidly that in a few weeks I was quite well, but my wife did not gain so fast, though she has since entirely regained her former health and upright carriage. We took the Oxygenated Bitters according to the directions, and attribute our recovery entirely to the use of this excellent medicine, and most cheerfully recommend it to all persons similarly afflicted. I am, gentlemen, ever respectfully yours, &c. S. B. REED. REED, BATES & AUSTIN, Wholesale Druggists, No. 25 Merchants' Row, Boston, General Agents. Price, \$1 per bottle; six bottles for \$5. For sale by S. BUCKLAND & Co., No. 3, Backland's New Block.

"DIGEST!" Such is the true meaning of the word "Digest," as of the two Greek words from which it is derived. This is the significant and appropriate title of the True Digestive Fluid, or Gastric Juice, prepared by Dr. J. S. Houghton, of Philadelphia, from the fourth Stomach of the Ox, for the cure of indigestion and Dyspepsia. It is Nature's own remedy for an unhealthy stomach. No other medicine can equal its curative powers. It restores Food to Digestion perfectly consistent with Health. See the figure of the Ox, in another part of this paper. FREMONT PRICE CURRENT. CORRECTED WEEKLY. Wheat per bushel..... \$3.50 Flour per barrel..... \$5.50 Corn per bushel..... \$1.50 Oats per bushel..... \$1.31 Butter per pound..... \$12 Eggs per dozen..... \$8 Chicken per pound..... \$10 Lard per pound..... \$8 Salt per barrel..... \$1.50 Hides per pound..... \$4.8 Flux per pound..... \$1.25 Timothy per bushel..... \$1.75 Clover seed per bu..... \$4.25 Pork per barrel..... \$17.00 Hams smoked per pound..... \$10.15 Beans per bushel..... \$1.50 Potatoes per bushel..... \$2.25 Onions per bushel..... \$1.25 Apples green..... \$1.50 Apples red..... \$1.00 Peas per bushel..... \$1.25 Yellow per pound..... \$9.25 Staves per M..... \$20.25 Hhd per M..... \$1.15 Blk per M..... \$9.12 Blackwalnut Lumber per M..... \$8.12 Advertisements. GREAT NOVELTY! GRAND HINDOO Entertainment AND SPIRIT MUSICALS LUXIMON ROY, The Celebrated Rajah of Hindoostan, an East Indian Prince of High Rank, The Great Hindoo Physician and Traveller, the First and Only Hindoo Brahmin who has ever come to this western Hemisphere, who has come to America on a visit to the N.Y. World's Fair, a genuine Native Chief or Rajah of Hindoostan, and Nephew of the celebrated PRINCE RAM MOHUN ROY. A Royal Brahmin Prince of the highest caste and rank, will hold Grand Levees, in Full Oriental Costume, at BUCKEYE HALL, on Friday, Saturday, Monday, Tuesday, Wednesday and Thursday Evenings, May 20th, 21st, 23rd, 24th, 25th, 26th and 27th. PART I. Salutation to America and the Americans, and Grand Invocation to the genius of American Liberty, in Hindoostan; He will give a description of his country; Hindoostan; Hindoo Snake Charming; a sweet, wild and plaintive air on the Hindoo Bamboo Reed, or Snake Charming's Flageolet; Hindoo Poetry; Invocation to Brahma; the vale of Cashmere; sublime scene at the Himalal Mountains; the Thunder Storm; a Mother's Love, or a Child rescued from an Eagle's nest; Courtship Dance, or Hindoo Shepherd's Fairy Waltz. The Rajah will dance this sacred dance and perform on two instruments at the same time; the Car of Juggernaut; burning of Widows on the Funeral Pile. Funeral Dirge; Nosophy; The Rajah will play on two wind Instruments at once with his most Hindoo Mythology and Theory of Idols; Hindoo Trinity, Brahma, Vishnu, and Siva; Song to Ganesh, the Elephant headed God; Double-headed God of War, Rama; Hindoo War Dance and Swori Exercise; Costume of the Hindoo Ladies; Midst of India—Hindoo Marriage—Betrothal Ceremony—Hindoo Marriage Song and Sacred Wedding Dance, accompanied with music on the Hindoo Reed and graceful Sword Exercise; Song and Air both in Hindoo and English, by the Rajah. PART II. Hindoo Love Song; GRAND HINDOO MARRIAGE CEREMONY. On this sublime, poetic, musical and highly interesting occasion, a young lady and gentleman from the audience will represent the Bride and Bridegroom, and be duly married according to Hindoo Style; this beautiful ceremony has never failed to secure the approbation of overwhelming houses of nobility, beauty and fashion in Europe, and the very top of Washington, New York, Boston, Baltimore and Philadelphia, and is alone worth the price of the whole course.—Marriage Song and Sacred Wedding Dance, with graceful sword Exercise; Hindoo astronomy and mathematics; the first record of an eclipse and soul-shrilling Brahminical prophecy; Song of the colosse; Bengal Tiger Hunters' Chorus in two languages; Snake song, in two languages and on the bamboo reed, or snake charmer; Scanning Sanscrit.

HOORIBLE CATASTROPHE ON THE N. York and N. Haven R. R. TRAIN RUN THRO' A DRAWBRIDGE. FACTS, INCIDENTS, &c. Full Particulars.—Personal Observation

The City was started at 11 o'clock on Friday morning by the vague rumor of a terrible accident on the New Haven Railroad. In a few minutes it was ascertained that the 8 o'clock Express train for Boston had run through the drawbridge east of South Norwalk, Connecticut, and that many lives were sacrificed. The excitement spread like wildfire. The train had taken a large number of passengers who were residents of this City, and the anxiety of their friends was most painful and intense. The newspaper and telegraph offices, and hotels, were at once besieged with seekers for information, and all business seemed to be suspended. The first reports were thought to be exaggerated, and modified statements afterward came which seemed to prove the gratifying conclusion; but late and authentic accounts only confirmed and increased the most of the earlier rumors. FROM OUR SPECIAL REPORTERS. The drawbridge, where this awful occurrence took place, is about 250 yards from the Depot, and the signal cannot be seen therefrom. The accident occurred at about 10 o'clock in the morning; and from all the testimony the Engineer seems to have been guilty of the grossest negligence. The drawbridge had been opened to admit the passage of the steambot Pacific, and the signal was accordingly lowered. The engineer neglected to take notice of the signal, and the train of two baggage and five passenger cars came on at a tremendous pace—without slackening speed in the least—to the bridge, which is 55 feet across; and so great was the momentum that the engine leaped across the gulf and struck its fore part against the abutment on the other side. The engine, two baggage cars, and two passenger cars, were hurled into the river, which was at high tide. The distance from the level of the road to the water is about 12 feet; the depth of water about the same.—The forward end of the third passenger car was smashed up, and the ladder part prevented the remainder of the train from sharing the same fate. The scene beggars description. Men, women and children, who a few moments before were anticipating the fortunate termination of their journey and meeting with anxiously expectant friends, were in the twinkling of an eye launched into eternity; and 46 souls were hurried before their Maker without a moment's warning. The engineer jumped from the engine just before reaching the gap; the fireman leaped off just as the engine was going into the river. Both are somewhat injured. All the citizens of Norwalk were early on the spot, and were most active in their endeavors to rescue the unfortunate sufferers.—The sides of the cars were broken in with axes, and many lives were saved, that had not assistance been so promptly rendered, must have shared the same terrible fate. The unfortunate sufferers who were not drowned or killed, were taken to the houses of the citizens and most kindly cared for.—The ladies of Norwalk were most indefatigable in rendering assistance to the wounded.

Narrow Escape. Dr. Russell, of Hartford, narrowly escaped with his life. He was in the car which broke in two, and was among those who did not fall into the life. He owes the preservation of his life undoubtedly, to an act of hindooism on his part, in relinquishing his seat in the forward car to accommodate a sick man. He took his seat in the third car, and when the accident occurred, a man whom he had considered served was among the killed, with nearly all the rest in the ill-fated car. Mr. John H. Milder, of Gardiner, Me., who was in the first passenger car, states that he saved himself by breaking through the top of the car, and though drenched through and much chilled, he succeeded in drawing out of the car, Peater Hadly, of Gardiner, Me. James Colburn, and James King and wife, of Richmond, Me. The distance from the level of the track to the level of the water is stated to be some 15 feet. Dr. Levi Ives, of New Haven, was sitting in the saloon or smoking car, asleep, at the time of the accident, and being awakened by the plunge of the car into the water, made a rush out of the cars, and providentially succeeded in reaching the shore in safety. There were a number of others whose escape was equally wonderful. Mr. Edwin Bolles, of Hartford, was aboard. He would have taken the forward car at New York, but found it full, and in consequence his life was probably saved. He says that one man in the forward car escaped while under water—how, he himself know not—and swam to the surface. Subsequently he succeeded in saving a woman from the wreck. He went to Berlin or Middletown. Two sisters of Wm. H. Gilbert—Mrs. Charles R. Sackett and child, and Miss Jane Gilbert—were in the car which broke before it fell. The forward part of the car fell, leaving them on the very edge, the child being caught just as about to fall overboard. The wife and son (aged 10 years) of Mr. G. Taylor, residing at No. 311 Eighth st., New York City, left the City for Norwich, Conn., to place the lad at boarding school. Mr. Taylor accompanied them to the depot, corner of Canal st., and Broadway, just before the train left. Mrs. Taylor and child desired to take seats in the second passenger car, but were prevented in consequence of the being densely crowded. They then made an effort to get in the first car, but could not for the same reason as above stated. An extra car was then placed on, and Mrs. Taylor and child then took seats in that car, which proved fortunate for them, for had they been in either of the cars they first attempted to enter, undoubtedly their lives would have been lost.

Scraping Acquaintance.—A friend at West Point tells us a comical anecdote of a very diffident young clergyman, who had been invited to dine with a professional brother, who also kept a young ladies boarding school. He was introduced to a bevy of the fair pupils in the drawing room, and among them to a Miss M.—to whom he said, stammeringly, "A—a—a—Miss M.—a—a—I—I am not entirely unacquainted with you. I—I had the honor of sleeping with your father a short time ago." If this isn't a rich specimen of the art of "scraping acquaintance," we have never heard of one. It bests "Poor Power," in the "Man of Nerve," all to nothing.—Knickerbocker.

New Translation of the Bible. The religious press has a good deal to say about a new translation of the Bible, and a portion of the Baptist in union with the Campbellites are already engaged in the work of accomplishing it. The desirableness of a more perfect translation, admirable as the present one confessedly is, is acknowledged by scholars.—The danger, however, of the present isolated movement is, that the new rendering will be denominational and sectarian. Could the different denominations of Christians select two or three of their most accomplished scholars, with the understanding that nothing should be received which was not satisfactory to all, the result would be creditable to the Christian scholarship of Protestantism.—The valuable light which archeology and hermeneutics have thrown upon the meaning of the writer of the old testament, the vast increase of knowledge on such matters of natural science, as are referred to in the scriptures, together with the increased geographical and ethnological information obtained within the last two centuries, would give an increased advantage to those who now are competent to the performance of the task. But it is vain to hope that the present version will be superseded to any considerable extent by a sectarian rendering.

Loss of the Ship William & Mary. The William & Mary left Liverpool for New Orleans with a cargo of railroad iron and 287 passengers, nearly all of whom, together with the steward and ten of the crew went down in the ship. She struck a sunken rock near the great Islands on the eve of the 3d of May, after thumping heavily for fifteen minutes she fell off and struck another rock within a few rods of the first; here she thumped a few times, fell into deep water and then sunk.

The New Haven Railroad. We learn from the Boston Transcript, that the recent disaster at Norwalk has turned the current of travel to the steamboats running on the sound between New York and Stonington, New London and Fall River. The number of passengers has fallen off from an average of 200 a train down to twenty! But one lady went through on the train on Tuesday. An engine has been thrown from the track since the late calamity, by the gross negligence of a switch tender, who left his post to light a cigar!

During a hail storm which passed over Norfolk Va., on Tuesday last week, large quantities of cod fish, some measuring over a foot in length, fell in different sections of the city, and some fields in the vicinity were literally strewn with them.—O. S. Journal.

Every school-boy knows that a kite would not fly without it had a string tying it down. It is just so with life. The man who is tied by half a dozen blooming responsibilities and their mother will make a higher and stronger flight than the bucheur who having nothing to keep him steady, is always dithering in the mud. If you want to ascend in the world, tie yourself to somebody.

A good Quaker lady, after listening to the extravagant yarn of a storekeeper as long as her patience would allow, said to him, "Friend H., what a pity it is that it is a sin to lie, when it seems so necessary in thy business."

KEEP OFF THE FROST.—A Western exchange says that fruit may be effectually protected from the ravages of frost by taking up the trees early in the spring and putting them in the cellar, and keeping them there until about the middle of June. The recipe is backed up by the writer, who says that his neighbor once put his whole orchard in his cellar, and there wasn't a single apple injured by the frost. We don't doubt it. No, not at all.

Mr. Elmer, fireman.—Resides in New York, at No. 433 Fourth av.; have been on the road 18 months; I was attending to my duties; when we got to the button-factory the engineer whistled; I think it was 100 yards from the draw; the engineer blows the signal of coming into the station; the train was going at rate of 15 or 20 miles per hour; it had been known at the depot the train might have been stopped; the train is generally 1 1/2 minutes in going from the first sight of the signal to the bridge; have seen engineers read newspapers while the train was moving; such is not often the case; the conductor did not speak to the engineer between Stamford and South Norwalk; this engineer was not reading a paper; I never fired for him before yesterday; I saw him put his head out of the window just before reaching the signal.

Justice John A. Weed, of South Norwalk, summoned a Jury of Inquest to examine into the circumstances of this deplorable calamity. The following is the list of the Jury. The Inquest sat in the afternoon at the depot:— Henry Sileck, foreman, Frederick Lockwood, E. W. Stuart, L. L. Bebee, Thomas Warner, L. W. Hubbell, Charles Maltby, Frederick Bradley, Dr. J. G. Barber, Frederick Beiden, S. E. Olmstead. The investigation was commenced at about 4 o'clock. The following comprises the most important testimony:— Capt. Ira Ford, sworn.—Saw the train at a little after 10 o'clock; live near the road; stepped on to the fence; saw that the ball was down, draw open, and speed of the train not stopped; tried to make an alarm, and thought that either the fireman or engineer saw him; the whistle sounded about five seconds before the train went in; thick the speed was not greater than usual for the train; think the engineer did not notice that the draw was open until within 150 feet of the draw; one short, loud whistle was blown at that distance from the draw; did not hear the whistle previously; did not hear the bell ring, and if it rang, did not notice it; estimated their speed at 20 miles per hour; would not say it was neglect on the part of the engineer; did not know the engineer; the bridge was completely open at the time of the accident; thinks the train could be stopped between the depot and the bridge; it takes about two minutes to unkey an open draw, and from three to four minutes to lower the ball and open the draw; it is about a half a mile from the depot to where the signal can be seen; two sounds of the whistle are the signal for breaking; there was but one sound of the whistle, sharp and short. Mr. Hartford, sworn.—Is in charge of the draw-bridge; the signal had been down fifteen minutes, and the draw was wide open; had started to shut the draw; Capt. Bixby, of the steamer, called out to me to open the draw; I lowered the ball and laid it on the bridge; did not hear the train coming, and was just closing the draw; the ball continued down; after the steambot was through I wanted to get a sail boat with two persons through before the train passed; the train was due, and two or three minutes behind when the boat passed, but he did not hear the train; his orders from the Company were to give the boats the preference; did not hear the whistle sound an alarm, but the whistle to break up was given just before the train went on to the bridge; was looking at the train when it reached the tower; the whistle to break up was just before the train reached the tower; I was so much excited that I cannot tell whether the train was running faster than usual or not; I was a little alarmed about myself to lower the signal and get ready to start the bridge, takes a minute and a half; if I hear the train coming I do not open the bridge for the boat; the boats do not ask it to be done; think the depth of the water from 8 to 10 feet; the depth of mud, he has been informed, is 25 feet; did not hear the train at all; saw the train before I heard it; Mr. Sanborn, Road Master, gives me my instructions; witness has been on the road a year; has no printed instructions relative to the opening of the draw for boats; he has a time table; he sometimes has detained vessels a little for the train; the ball was down yesterday before the train came to the point where the ball could be seen; the ball was down, he should judge, 14 to 15 minutes; did not look at his watch, but as near as he can judge it was that length of time; saw a man jump off the train on the north side; thinks he was the fireman; he jumped off just before the train went on the bridge.

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