about twenty-five minutes to twelve o'clock),
a strange noise was heard above, like a
slight crash of timber. It sounded like
a beam which some carpenters had
let drop, and as builders' workmen were still in the theatre, no one paid any attention to it. Another similar sound came, and was also disregarded. The third seemed to shake the chan delier, and was accompanied by a discordant rumbling noise that lasted several seconds. The next moment Mr. Farren, looking up to see where the noise came from, saw the chandeller in the act of falling. Obeying the momentary in-stinct, he threw himself under shelter, and clung to a pillar of the proscentum. Mr. Maurice rushed to the centre of the stage. The root came down; an avalanche of iron instantly tore walls and gallery down with it, and awept before it scenes, stage, orchestra, boxes, and actors. It was a formado of girders, bricks, and timbers.

A cloud of dust hid the scene of death for a

When perception returned, Mr. Farren found that the pillar opposite to that part of the box to which he clung alone remained; the rest was a mountain of confused rain. On a sudden he saw something move in the rubbish near him, and Miss Yates, a girl of about twelve years of age, daughter of Mrs. Vaughan, the leader of "the tragic business," made her way towards him, her head streaming with blood. She cried, "O Mr. Farren, save me!" Farren dragged the poor girl over the box, though by no means certain of his own safety, and orged her to thank the Almighty for their preserva-tion. They remained in that place blocked up for half an hour. After this awful interval of continued tear, he saw three or four of the carpenters, their faces bloody, wading and clamberamong the ruins to gain the street; for the front wall had fallen, and there was a passage left, though a dangerous one. Farren called to them, rejoicing also that others had escaped, congratulated them, and inquired if the danger had quite passed, and if his present retreat was safe. They answered, he was tolerably safe; but another wall might soon fall, and if the beam which had defended him then gave way, he must be instantly killed. He then felt he had no time to lose. He broke quickly out of his extraordinary prison, struggled with diffi culty through the rains with the little girl (whom, we believe, he eventually married), and escaped without injury. Once, to his horror, on looking down, he found he had set his foot the face of a dead man, a Mr. Gilbert, a fellow-actor, whom he recognised.

Mr. Maurice had almost escaped, when he wakilled in the street, close to his own house. He had darted to the extreme line of the falling fragments, when a torrent of bricks struck him obliquely on the head, bent him to the pavement, and buried him, all but one foot, which Mr. Campbell, one of the performers, recognized. His body was instantly dug out. It was lying with the head towards the theatre, and was its stomach. The watch in the pocket was still going. The corpse was first identified handkerchief in the cost. While the crowd was gathering, Mr. Maurice's wife came crying, "Where is he? Take me to him. Let me see his dead body!" But some friends, passing by in a coach, prevailed upon her to leave the

The escapes were all remarkable and varied in their character. Mr. Goldsmith, one of the company, was speaking to Mr. Wyman, another actor, at the time, when, by an indescribabl prescutiment, he removed to the right-hand stage-book, exactly opposite where Mr. Farren was sitting. At that instant the lustre tremand the crash followed. His first feeling was to rush into the street, but nevertheles he stood paralyzed till the rains fall. He then leaped into the stage-box, where a large beam, forced down by the weight of the galleries, formed a defense against death. He saw the roof sink, with dreadful noise and confusion, and bury his friends. While struggling through the rains, he shouled for help, and two sallors rushed in and assisted him to escape. Outside the rain he met Mr. P. Farren, Miss Yates and r. Wyman. Mr. Farren cried out to him-

We are the only persons who are left to tell the on our knees and thank God for his protection.

Another escape was scarcely less miraculous, Shaw and his wife were employed in the count-ing-house, forty feet above the stage, and in an instant found themselves below the stage, with a large plank across their bodies. Releasing himself and wife from this plank, the man carried his wife up a staircase still standing, and, having gained a window, lowered her into the street by means of a rope, and then followed. both much bruised, and were at

once carried to the London Hospital.

Mr. Carruthers, at the time of the accident, was sitting on a chair on the O. P. side of the stage. His legs were crushed by the ruins, but he was extracted in about an hour and a half, with the loss of his shoes, stocking, and small clothes. One of the actors, hearing the walls erack, and seeing the chandelier loosen and drop, by an instinctive effort reached the door, and rushed into the street about a second before the roof fell in. A moment afterwards he heard the shricks and groups of the wounded and dying. He was too terrified to give the alarm when he fled, and was so panic stricken that he ran onward without thinking of what he was about, till he reached Covent Garden Theatre, he had a relative performing. mained there for a short time in a state of great agitation, then returned to the dismal scene. Mr. Dillon, an actor, threw himself out of a

window at the first alarm, and, as he alighted, was all but overwhelmed by the falling rubbish. He called loudly for assistance, but the persons near were atraid to venture, till one or two of the more daring ran in and rescued him. Lynch, the pantaloon, seeing the wall crumbling under the roof, and the latter sinking fast, took a flying leap through a window into an adjoining yard, and fell upon his legs and escaped. Joseph Roberts, a smith, was at the time, with a man named Purdy, fixing a hand-rall to a geometric staircase leading to the dress-boxes. They heard a noise, when Mr. Purdy caught him by the hand, and said, "Come, Joe, it's all over." They ran to the door, but could not open it; but Roberts forced it with a chisel. When they reached the street, the two men were separated by the falling of the portico, which killed Mr. Purdy and buried Roberts. When the latter was dragged out, his shees and stockings had to be left behind. Another man, named George Hoare, observed the wall giving on Tuesday, and thought the house would fall. Just before the accident he saw the wall "go out" about a foot. As he was preparing to collect his tools, he was carried away to the bottom of the house, and remembered nothing more until he awoke in the London Hospital.

The indirect escapes were numerous. Mrs. Vaughau, the mother of the little girl whom Mr. Farren rescued, had been sent for by the msnager, but did not attend, as she had been at all the previous rehearsals. Mr. Campbell, one of the actors, had been to the rehearsal, when he remembered Mr. Maurice had asked him to deliver a note in the neighborhood. He had not got ten yards from the door before a terrible crash made him look round, and he saw the beautiful building he had just quitted a shapeless heap of rains. Mr. Finley, the scene-painter, who was in his room over the stage, fell with tremendous violence; but in his descent he stuck in the balustrade of a staircase that led from the stage to his room, and was miraculously saved. Mr. Baker, a low comedian, his wife and child, were half an bour late at rehearsal, and were within a few hundred yards of the theatre when it fell. Mr. Adcock, the prompter, had just arrived at the end of Grace's Alley, in Wells street, directly opposite the theatre, when he saw the immense building sink under the heavy roof. He ran back up the passage, but was for some time

The front wall fell on the house of Mr. Blatz, a baker, in Wells street. Mr. Blatz heard the erash of the roof, and had time to escape before the wall fell and partially destroyed his shop.

The dead were dreadfully mutilated. Mr.
Evans, the editor of the Bristol Mercury and
Observer, a triend of Mr. Maurice, and who was

conversing with him a few minutes before the accident, was struck by a ponderous beam on the forehead. His body was for some time taken for that of Evans, one of the doorkeepers. Leader, a carpenter, was struck by a beam from I crty.

the circular boxes, as he was in the act of escaping from the work hop, and was found dead, jammed against the staircase, a nammer

dead, jammed against the statecase, a hammer still clenched in his right hand.

Mary Anne Fearon, a little girl, one of the leaders of the ballet, who was on the Thursday night to have performed in "The Fatal Prophecy," was dreadfully crushed, and her head almost severed in two. Penfoid, the door-keeper (a superannuated clerk in the London Docks), made a desperate attempt to escape. His body was found on the steps, with the head towards. was found on the steps, with the head towards the street, and the legs up ward.

The wail that fell in Wells street destroyed two houses opposite, a public house, and a baker's; and it also crushed a passing dray and two horses from Elliott's brewery. A gentleman passing had a mass of ruins fall on one of his legs; but, by a tremendous muscular effort, drew out his foot, and left his boot behind. A poor old clothes man, named Levi, from Pettl-coat Lane, was reading a play-bill on an opposite wall, and was crushed by the falling ruins. His friends could only identify his body by the Table of Laws (a sort of Jewish taliaman) which was found attached to his breast next his skin. The unhappy wife of this poor man became insane

In all, thirteen persons perished by this acci dent, and about twenty more were hurt and wounded. The street rumor at first was that one hundred performers had perished, besides one hundred spectators in the pit. Had the house fallen on the opening night, some three thousand persons must have been slain.

Soon alter this terrible affair happened, a

party of laborers were sent by Mr. Hardwick, the architect then constructing the St. Cathe-rine Docks, and he himself superintended their zealous labors. They gradually cleared away the immense mountain of bricks and broken timber, beneath which the sufferers' cries could still be heard at intervals. Towards night the men became so exhausted that they had to discontinue their search, in spite of the tears and entreaties of persons in the crowd whose relations were still missing.

At last, a brave sailor, thinking be heard some one mouning in a specially dangerous part, pro-cured a torch, forced an opening, and let himself down into the chasm. There was a deep and soleton silence enforced during his chival rous search; but he found nothing. more bodies were dug out; on Saturday the dig-ging was rellaquished; Mr. Hardwick himself having searched the vaults beneath the orches tra, pit, and stage. The rula was singular in

appearance.

The boards of the stage, pit, and stage boxes, were cracked into pieces, and formed a sort of rude arch. The iron roof lay like a network over the centre of the mass, and had entangled itself with the timber. It was especially noticed by the crowd that the walls were tall and slight, and that the mortar, not yet dry, had scarcely left a mark upon the bricks. The place was visited on Friday by vast crowds, including the Duke of Argyle and many persons of distinction, on whom the pickpockets made great havor, One Jew boy was heard to boast that he had made forty handkerchiefs that day.

The inquest on the bodies was held at the Court-house, in Wellclose Square, before Mr. Maurice Thomas, the Coroner.

The evidence all went to prove the strange infatuation with which the proprietors, blindly eager for reimbursement, had hurried forward to their ruin. The clerk of the works, the surveyor, the architect, all knew that the roof was settling down. The property man was so sure of it that he had determined to quit the A gentleman who came to on the Tuesday, and found that the box-door would not shut, suspected danger, and left the theatre. Another person, on seeing the front wall bulge on the Tuesday, would not enter, but returned home. Only on the Monday, the princital carpenter of Drury Lane Theatre had pronounced that the walls were not strong enough,

or the cement dry enough, to support an iron roof weighing, with its adjuncts, sixty tons. The inquest continued till the first week in April. The evidence of all the witnesses was characterized by recriminations, pitiful eva-sions, and some falschood. The architect was anxious to show that he had warned the proprietors; the surviving proprietor was desirous to prove that he had never been properly warned; the builders tried to convince the jury that they had built the place firmly and well.

The contradictions were sometimes palpable, as when Mr. Whitwell declared he had never self actually gave in evidence that he had been up in the flies on the Monday night to examine the cause of their sinking. Mr. Carruthers, too, was so nervously anxious about the flies, that he had ordered them to be propped, and yet had ha surveyor to advise him as to the safety of the

The eventual verdict was, "Accidental death by the fall of the roof of the Brauswick Theatre, which was occasioned in consequence of hang ing heavy weights there is; and the jary are of opinion that the proprietors are highly repre-hensible in allowing such weight to be so a tached. And we line, in each of the two cases,

a deedand of forty shillings."
A scientific writer of the day, reviewing the causes of this accident, says it was a very hazardous experiment to construct walls eighty eight feet high, and one hundred and seventeen feet in length, unsupported by transverse ties, and only two and a half bricks in thickness.

During the building of these walls, their vibration, and that of the scaffolding, had been so great, that tie beams had to be thrown across building from wall to wall to keep steady. These ties, when the roof was laid on, were sawn away, leaving a clear parallelogram one hundred and seventeen feet by sixty-two feet. It must be remembered, too, in extenuation of the architect's remissness, that iron roofs were little used in 1828. Mr. Carrathers had never seen one at all till Mr. Whitwell had taken him down to the Depiford Gas Works, and showed him of the second sec showed him one, and there told him that, if the building were ever burnt down, the roof would be worth two thirds of its original price. Some years before an iron roof at Messrs. Maudsley's, in the Westminster road, had broken down the building, and this should have been a warning well known to Mr. Whitwell as an architect.

This terrible accident occupied the public mind so entirely, that for some time it effaced even the controversy as to the justice or injustice of the then recent battle of Navarino. The survivors published pamphlets, and a poem was written on the subject. Learned editors also discovered a passage in Tacitus which described a similar accident at an amphitheatre at Fidena, and in which fifty thousand persons were either killed or maimed.

Steel Rails for Railroads. now generally believed that at no distant

day the use of iron rails in the construction of railroads will be abandoned, and steel ones adopted as a substitute. Their superiority over iron rails in durability will be readily admitted; while the additional security to life and property which they afford, commends their general use to the consideration of our railroad managers. The intense severity of the past winter demenstrated most clearly that iron, even of the best manufacture, cannot withstand exposure to the elements, while the test given steel proves that it can. The original cost of iron, it is well known, is not so great as steel; but when used for railroad purposes, is, in the end, far more expensive, when it is remembered that a of steel, costing but little more double that of iron, will last more than ten times as long as an iron rail. We have been led to these remarks on hearing that the Eric Railway Company had contracted for immediate use the enormous quantity of 8000 tons of steel rails, a portion of which have arrived, the remainder to be delivered during this summer. It is proposed by the Company to relay at once such portions of its line as are subjected to the greatest service, but ultimately to dispense with iron rails altogether. The work of substituting steel rails has already been vigorously commenced, and the indica-tions are that by the return of winter the work will be completed, and the whole line placed in the most thorough condition, insuring safety, despatch, and the utmost regularity in the run ning of trains. Indeed, at this time, the Eric Bailway is, and has over been, in as good condision as the average of roads in the country; but when the work now in progress is finished, but few lines of railway will compare with it-none excel it. We are glad to record the spirit of improvement manifested by this Company. befitting as it does alike the community and the managers and owners of this great prop-

The Pacific Railroad. Correspondence of the Baltimore American.

As the great idea of a railroad from the Atlantic to the Pacific came to truition during the threes of Rebellion, so, also, to the men who conquered the rebellion is its rapid realization to be ascribed. Without the men who fought in the ranks of our army, it is to be doubted in the ranks of our army, it is to be doubted whether this great enterprise could have been a success. Nine out of every ten of the men who are now working on the line of this railroad have been in the army, and from there have brought the habits of discipline, the temper of hardy reliance, and the love of an adventurous open-sir life which has made them the best railroad builders in the world. One can see all along the line of the now completed road the evidences of ingenious self-protection and defense which car men learned during the way. The same coulous buts and upderground war. The same curious buts and underground dwellings which were a common sight along our army lines then, may now be seen burrowed into the sides of the hills or built up with ready adaptability in sheltered spots. The whole adaptability in sheltered spots. The whole organization of the force engaged in the construction of the road is, in fact, semi-military. The men who go ahead, locating the road, are the advanced guard. Following these is the second line, cutting through the gorges, grading the road, and building bridges. Then comes the road, and building bridges. Then comes the main line of the army, placing the sleepers, laying the track, spiking down the rails, per-fecting the alignment, ballasting the rail, and dressing up and completing the road for immediate use. This army of workers has its base, to continue the figure, at Omaha, Chicago, and still further eastward, from whose markets are collected the material for constructing the road. Along the line of the completed road are construction trains constantly pushing forward "to the iront" with supplies. LAYING THE BAILS.

We have read at the East of this railroad advancing at the rate of three miles a day, and have given it a doubting credence, believing that it was only under exceptional circum stances, and to meet special emergencies that such rapid progress could be made. It needed an actual inspection to show how regular and constant is this progress, and to rightly understand the magnitude of the work that is daily secomplished in pushing the road towards the

At the risk of being prolix, if not tedious, I must endeavor to place before the readers of the American some idea of the scene that aroused alike the wonder and admiration of our company when the "end of the track" was reached. some miles back we had encountered the rear guard of the army of workers, and as we nesred the scene of their labors the line and sides of the road were black with their busy-moving forms. Here were long construc-tion trains the nged with men throwing off rails and cross-ties. At their sides were scores of teams, constantly going and coming and carrying forward these materials to the hands of the workers. The cross-ties are carried for-ward about a mile beyond the end of the track, distributed along the line of the graded road, to which they are quickly transferred, leveled, and prepared for the advancing iron. The rails, after being taken from the construction train are placed upon tracks, each drawn by two horses, which ply between the track layers and the supplies. The process of laying the rail is thus: One of these trucks, carrying a certain number of rails, with a proper proportion of spikes and fish joints to connect the rails, is run out to the extremity of the last rad laid, but not yet spiked down. On each side and in front of the truck are two gangs of men. Every man is in the right place, and does the right thing at the right time. Hardly has the truck halted when a rall is seized on each side, run out, and with a swing which requires muscle as well as dex-terity, thrown into its place. We stord for over an hour, timing this wonderful progress. the regularity of a pendulum beat, every thirty seconds there resounded the "down," "down," from the chief of the squad on each side, and in each minute four rails were added to the length of the iron road. As the supply of material on end off the rails, and the next truck came forward with a new supply. The loaded trucks having passed, the empty ones are thrown again upon the rail and started back at full gallop to the construction trains to be again laden and in turn carried forward. Thus, upon the main track, and advancing each mile as it progresses so as to be always close to the workers, are the boarding cars or homes of the men, the construction trains daily coming and going with supplies, and the active little trucks plying backwards and forwards. On the slopes adjoining the line of the road herds of beeves and sheep are ted, and, in their turn, help to feed the workers. While we stood watching the scene, and taking in its wonderful organization and results, a mile of road was built, and the whole caravansarie-the army of workers, with their homes, construction trains, herds of cattle, etc., advanced over the rail laid where a few hours before there had been but a wild and vacant plain.

Rapid as is the progress now making in the construction of the road, it is contemplated to increase the speed of its advance. At Laramie we met Dr. Dorant, the Vice President and general manager of the Company, who is the great generator of the energy and determination with which the enterprise is pushed. He has summoned General Dodge, who is the Chief Engineer of the Company, the contractors, and other "head centres," to a general council, at which is to be discussed the ways and means of securing a constant advance of track at the rate of four miles per day for the remainder of the working season. This is to be done by placing on extra gangs of workmen, and thus increasing the number of hours of work each day.

When it was announced that the road from the Missourifriver to the Pacific would be com pleted in 1870, the prediction was greeted with more ridicule than credence. There is now an almost absolute certainty that the last rail will be laid and the cars running from ocean to ocean in the fall of 1869. Less than eight hundred miles are now intervening between the present end of the Central Pacific Railroad, which has penetrated and triumphed over the Sierra Nevada Mountains, and the end of the track of the Union Pacific Railroad. track of the Union Pacific Railroad. By the close of the working season the Union Pacific will have reached Sait Lake, while a less but still considerable advance will have been made by the Central Pacific Road from the Pacific side. During the winter much work will be done in rock cutting, tunnelling, etc., so that in the spring both Companies will be prepared for the for the most active and vigorous progress which has yet been achieved.

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"Tropical" Heat.

A correspondent of a London paper, who has spent twenty-two years in India, while admit-ting that the weather in England just now is "rather disagreeably warm," writes to contra-dict the statement that has been made that we are enduring Indian or "tropical" heat. "Tropical?" he says, "nonsense! In the northwest
of India—at Jacobabad, Shickarpoor, Sukker,
in the Province of Berar, in Bengal Proper, in
the Madras Presidency, and in the Deccan
during the hot season, the thermometer stands
at ninety degrees all night; and at most of the
above places and districts it stands at 110 deabove places and districts it stands at 110 de-grees all night! At Hydrabad, a cool place, the thermometer in the sun on the 8th of June, 1864,

at ave o'clock in the evening, stood at 155 degrees. At Jacobabad, at Schwan, and numerous other places above mentioned, the thermometer will frequently stand for weeks, day and night at 110 degrees in the coolest house. With a month of real tropical heat, there would be 300,000 cases of sunstroke, cholers, and apoplexy in London alone,"

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