THE EVENING TELEGRAPH.

III. DAD-Y RVESTSKE TELEGRAFEN PERKENTEL STEDSTESDAYF, PERKENTEL ERTE

VOL. XV.-NO. 33.

PHILADELPHIA, WEDNESDAY, FEBRUARY 8, 1871.

DOUBLE SHEET-THREE CENTS.

FIRST EDITION aroused by the pain of the injuries I had re-

THE GREAT HORROR.

Hudson R. R. Accident.

Scenes of Death and Destruction

Crushed, Frozen, Burned, and Drowned.

Bed of Ice and Curtains of Fire.

Statements of Eye. witnesses.

Is Any One Responsible?

The Carriage of Explosive Oils.

Etc., Etc., Etc., Etc.

Later Particulars of the Terrible Disaster at New Hamburg.

The N. Y. Post of last evening says: -The following particulars in regard to the terrible accident on the Hudson River Railroad have been obtained in this city to-day from eye-

The freight train which caused the accident consisted of about twenty-five cars, most of which carried tanks filled with oil. Before leaving Albany every car was carefully in-spected by the workmen, and no defect was dis-

When the train reached the wooden bridge over Wappinger's creek, at New Hamburg, about eight miles below Poughkeepsie, a sudden shock passed through the entire train, almost throwing it from the track.

Upon examination it was found that the axle of the tenth car had broken. The car had then broken loose from its couplings, careened on one side, struck against the framework of the bridge, and lay a total wreck upon the up track. Almost at the same moment, and before a sig-nal or note of warning could be raised the express train which had left this city at 8 o'clock

came rushing along at the rate of thirty miles The engine struck the wrecked car with terrible force, setting fire to the oil, scattering the inflammable materials and burning fragments of the car in all directions.

engine over the bridge into the creek. The ice was very thick at the time, but was unable to bear the weight of the locomotive, which broke through and sank.

The force of the collision instantly threw the

The engineer, E. H. Simmons, perished. His body has not been found. The tender of the engine also fell into the reck. Immediately behind the engine were

two baggage cars, which were followed by a leeping car, full of passengers. The flames from the oil tank soon set fire to these cars, which, after striking the wreck, fell

over into the creek, a burning mass. Some of the passengers in the sleeping-cars succeeded in leaping from the car in time to save themselves from death, but the rest, numbering, it is said, from twenty to twenty-five persons, were carried with the car over the bridge, and were either drowned or burned to death.

P. H. Vosburgh, the conductor of the sleeping car, was on board at the time, and a body, suppossed to have been his, was afterwards found, with the lower extremities burned away.

As soon as the particulars of the disaster

reached this city, the superintendent, J. M. Toucey, started for the scene, and has since been engaged, with a large body of men, in searching for the bodies of the unfortunate pas-

This morning the wreck was cleared away from the sleeping-car, as it lay upon the ice, and a vigorous search was made for the bodies of those passengers who might be crushed in the wreck or of those burned to death.

In one corner of the car a heap of charred and blackened bodies were found, but so disfigured that identification was impossible. From the appearance of the bodies it was evident that the passengers at the time of the accident had rushed in despair to the rear door of the car, and had there miserably

Behind this car, which was the "Buffalo car," were two other sleeping cars, which were also totally destroyed by fire. The passengers,

however, many of whom were but partly dressed, succeeded in saving their lives. Many of the cars of the freight train, together with the baggage they contained, were also

E. Laurence Mooney, the brakeman who was on the sleeping car when it fell into the creek, is missing, and is probably among the killed. He was discharged from the road a month ago, and was reinstated in his position about two weeks ago, at the urgent request of his mother. As near as could be ascertained at the hour of

writing, the number of victims was twenty to twenty-five. The noise occasioned by the explosion of the oil tank was heard for a great distance, and the flames of the wrecked cars and the burning

bridge could be seen for many miles. The bridge over Wappinger's creek was a wooden structure of about two hundred feet in length, and is totally destroyed.

Many of the oldest conductors and engineer on the Hudson river road unite in saying tha the scene presented at the place of the disaster this morning was the most terrible they had

From the New York papers of this morning we take the following additional particulars of the disaster:-

STATEMENTS OF SURVIVORS. The fireman of the passenger train, who saved his life by jumping from the engine before it struck the oil-car, was severely injured about the head, having been struck by some sharp substance when he fell. His story is substantially as follows:-I was on the Constitution (Engine No. 54), which was attached to the second Pacific express train, that left New York

at 8 o'clock on Monday evening. We reached New Humburg at about 10 20, somewhat behind time. When approaching the drawbridge of that place an engine was observed upon the track, but it excited no surprise, nor did it lessen the speed of our train, as it was usual for locomotives to stop at this danger signals flashing through the darkness. Our train shot by the locomotive and a portion of an oil train that was behind it near the bridge, and went crashing through the rear

Simultaneously with the collision arose a blaze from the scattered oil that had ignited, and soon everything was enveloped in flames. Prior to the collision I saw that the accident was inevitable, and before the train reached the bridge I jumped from it and landed on some ice. For a half minute or so I was conscious and heard the shattering of the timbers, the descent of the locomotive and other cars over the uraw into the water, the blaze hashed upon me, and then came a stupor, from which I was

Upon recovering my senses I discovered that of the cars composing the train, the locomotive, baggage, and two sleeping-cars had been pre-cipitated into the water, and with few exceptions all on board with them. I am almost certain that none escaped from the "Buffalo sleeper," not even the brakemen. The three other sleep-ing-cars were not injured, as the coupling broke and left them on the ground with very frightened but uninjured passengers.

I don't know how far we were from the oil train when we perceived it; but when we observed the danger signals we tried to stop. I did not hear that any one was killed on the oil train. After the accident, the uninjured cars were moved from the scene of danger, and the passengers clustered in them for shelter, and remained all night. The bridge was built about a year ago. The telegraph wire was under the bridge, and when the bridge was burning could not be used, so that communication was kept open to Fishkill by means of an

ANOTHER ACCOUNT -TOUCHING INCIDENTS. As soon as the intelligence of the desaster reached New Hamburg two fire engines were hastened to the scene, and by their aid the flames were soon subdued, and search was begun for the bodies of the inmates of the Buffalo car. Horrible indeed was the spectacle as one after another the charred and mangled bodies was

By 12 o'clock all the bodies had been found except that of Simmons, the engineer. They were placed in a baggage car, and a fire was built to thaw the trozen clothing. It was almost impossible to identify them, as in many cases the faces were so burned that scarcely a feature remained. The conductor of the sleeping-car could only be identified by the diagram contain-ing the names of his passengers. When, among the rest, the body of a woman with a child grasped closely in each arm was drawn out, a gentleman who had been walking frantically to and fro since the disaster at once recognized them as his wife and children.

He said that just before the collision he left his family to go to the smoking-car, and had hardly stepped into the adjoining car when the shock came and separated them from him forever. One of the children was wrapped closely in a shawl and was not burned at all, though it had been drowned. The other, as well as the mother, was very badly burned about the face

and breast.

At 12 o'clock the bodies which had been found, nineteen in number, were conveyed to Pough-keepsie, and there placed in coffins to await identification. Throughout the afternoon there was a large throng of persons congregated about the wrecks, and search was continued for the body of Engineer Simmons. At one time it was rumored that a car containing forty passengers had been noticed in front of the last sleeping car as it passed New Hamburg, and that this, with its living freight, was under the ice. This for a time created a new panic in the already excited village, but it was soon dis-covered to be unfounded.

Many and sad were the stories related by those who had escaped. One gentleman said that he had started for the West with his wife, and all of his property, consisting of \$10,000, intending to settle there. Wishing to speak with a friend in a regress he left he wife to a with a friend in a rear car, he left his wife for a moment, but before he could return the collision came, and he did not see her again till her mangled and disfigured body was taken from the ruins. A lady said she was on her way to Buffalo with two sisters, and wishing to make some arrangements with friends in the rear car, went back, and had barely escaped from the car when the explosion took place.

STATEMENT OF MR. HUNT, OF ALBANY, John G. Hunt, who was a passenger on board of the train, says:—"It appears that one of the cars attached to the oil train, the second one from the engine, had a wheel broken, and the engineer was endeavoring to stop on approaching the bridge, but was unable to do so, and in consequence, on arriving at the bridge the engine and first car ran off into the creek, leaving the second car stretched across the track on which the Pacific express passenger train, bound north, was running.

No signal or anything was shown to warn the express, which, in a few moments, came along at full speed, running into the oil car, the force of the collision exploding and setting on fire the oil, and precipitating the engine and baggage car from the bridge through the ice into the creek below. The sleeping car, following the baggage car, was dragged about half way off the bridge. The fire from the burning oil, which was strewed around on the ice in every direction, speedily communicated to and totally consumed the baggage and sleeping-car, with every soul on hoard, spreading from thence to the second sleeping-car, which still remained on the track, the passengers fortunately escaping in time, some losing their clothes in the hasty departure.

The passengers and employes, in the remainder of the train, immediately on feeling the shock, ran out, and the scene which met their eyes was of the most terrible description. The ice was completely covered with a sheet of flame, and in its midst, almost entirely enveloped, lay the baggage and sleeping cars. blazing oil, too, had floated along the ice, and where the ice was broken on the surface of the water, to where several sloops and fishing boats lay frozen in, and set fire to them, but the inhabitants of the vicinity extinguished the

The excitement usually attendant upon such scenes was not witnessed on this occasion, for every one reemed cool and collected. One body, supposed to be that of Vosburgh, the conductor. was pured from the sleeping-car, and presented a sickening appearance, one leg being cousumed, and the rest of the body so blackened and charred as to be unrecognizable. The fireman of the express train, on seeing the impossibility of avoiding a collision, jumped off, having previously advised the engineer to do the same; out the latter refused, saying he would go on through with his engine. He must have burned to death, as he was precipitated in the

midst of the burning oil. The bridge is a draw, and the distance from it to the ice below was scarcely six feet. As soon as possible the remaining sleeping cars and passenger-coaches were detached and taken out of danger. One instance of remarkable coolness is related. A gentleman occupying a berth in the centre of the second sleeping-car, on being aroused, waited until he had completely dressed himself, in every particular, even hunting up his overshoes and putting them on, before leaving, by which time the forward end of the car was in flames.

Recognizing the Dend-Brutality of the By-POUGHKEEPSIE-Midnight .- All the bodies ecovered up to this time bave been brought to this place, and all but two identified. The city is full of the friends of the victims, and the cenes at the undertaker's when the bodies are brought in are truly heartrending as the mourn-ers answer and identify the loved ones by the articles found on them, for in most cases other recognition is impossible, so much are they mutilated. Rough pine boxes have been made, into each of which a corpse is placed, and the undertaker and his assistants are busily engaged in washing and preparing the corpses for

THE IDENTIFIED BODIES. The names of those who have been identified

Mr. and Mrs. Rease, of Buffalo, Mr. Poot. Mr. Thompson.

Mr. George Benedict, editor of the Cleveland The Reverend Morrell Fowler, wife, and three children. A. A. Gillett. br. S. J. G. Nancrede, No. 153 Sixty-first at 94c.

James Safford.

David Simmons, the engineer of the train. Lawrence Moore, brakeman.

Mr. Vosburgh, the conductor, and a negro,
the porter of the sleeping car.

There is also another body not yt ideentified,
but supposed to be a man named Curry.

HORHIBLY MUTILATED. Of all the bodies in the undertaker's office that of Mr. Nancrede is the most horribly mu-tilated, his head and one arm being entire'y burned off. The others were all more or less mutilated, and presented a sickening sight. Mr. Naperede's watch was found on his person, and had stopped at 10 26 o'clock, showing the exact time at which the accident took place.

The unfortunate gentleman was on his way to St. Catharines for his health; he was formerly of Philadelphia. The family of the Rev. Mr. Fowler were taken to Mr. Nelson's, another undertaker, where they are being prepared for transmission to their friends. Their bodies are in a better state of preservation than most of the others, they being only injured about the face. Their they being only injured about the face. Their bodies having probably been covered by the bedclothes escaped mutilation, and their deaths had evidently been caused by suffocation. Mr. Fowler was formerly in charge of the Episcopal church at Batavia, which he was obliged to leave on account of ill health, and where he was much beloved and respected by all.

There were some very remarkable escapes from the train. Mr. Farwell and wife were in the second car, and sprang out, saving their lives, but leaving a valuable watch and \$900

Many who were saved complain bitterly of the brutality of the railroad employes and of the people who were employed in getting out the bodies. There did not appear to be any one in authority, and the

and piliaged by wholesale. Nor was this all. One of the unfeeling got a book of written sermons, probably belonging to the unfortunate Mr. Fowler, which he read aloud amid the jeers and laughter of the unfeeling crowd. Articles of female apparel would be pulled out of the tranks, and held up to view in sport, and the bodies themselves were roughly fished out as if they were so much carrion, and then a rope was passed round them and

THEY WERE DRAGGED OVER THE ROUGH ICE account in part for the mutilated condition of the bodies. From all accounts the railroad people did nothing except commence the work of repairing their bridge, and the surviving passengers were left to care for themselves as best

State, and also over the Western States, and wherever he went, without exaggeration, he was liked and beloved. The men were as fond of him as a brother, God knows. It is supposed he s in the cab, with the engine atop; he undoubt edly reversed the engine, and gave her steam to hold fast, as he always did in similar cases. He was a man of great courage. Once a fireman thought a collision inevitable at Yonkers, so said Good by, doctor, I'm a-going to jump."

abundant and accessible on easy terms to good borrowers. The demand for call loans from the brokers is quite active, owing to the temporary stir in speculative circles. There is an unsettled feeling in the specie market owing to the disturbed condition of Europe, tending to demoralize some departments of trade, but no serious inconvenience is anticipated from this cause. We quote on call at 5 to 6 per cent., and on choice commercial paper at 7 to 8 per cent. on the street. The banks are supplying their regular depositors with all they want at 6 per cent.
Gold ranged from 110%@110%, and Government bonds continue steady at last night's

Stocks were active but not quite settled. Sal es of State 6s, second series, at 105½; old City 6s sold at 101½, and new do. at 101¼. The autewar issues brought 102. Sales of Lehigh gold lean at 8814, b. o. Reading Railroad was in demand, with small

sales at 4914; Pennsylvania was weak, with sales at 611466144; Little Schuylkill sold at 4314; Elmira preferred at 40; Camden and Amboy at 11734; and Oil Creek Valley at 4634@4694. preferred at 17%, and Lehigh was weak at 34%

for Thirteenth and Fifteenth Streets Railway and 16 for Hestonville.

Reported by De Haven & Bro., No. 40 8. Third street, FIRST BOARD. \$1000 Ph & E 7s., b5. \$7% | 20 sh Elmira Pf.... 40 \$6000 O C & A R 7s., \$136 | 300 sh Leh Na., b30, 34% 100 sh Read R., b30, 49% | 20 sh C & A R..... 117%

BETWEEN BOARDS.
\$6000 City 68, New.101\(\frac{1}{2}\) 1000 sh Read R...b60, 49\(\frac{1}{2}\) 500 sh Reading R... 49\(\frac{1}{2}\) 100 sh Penna ...b30, 61\(\frac{1}{2}\) 1400 do....b50, 49\(\frac{1}{2}\) 100 sh Penna R.... 61\(\frac{1}{2}\)

Philadelphia Trade Report. WEDNESDAY, Peb. S .- Bark -In the absence of sa'es we quote No. 1 Quercitron at \$30 \$9 ton.

The Flour market is steady, but there is not much activity. The demand is mostly from the home trade, whose purchases foot up 500@500 barrels, including superfine at \$5.500@5.62%; extras at \$5.75@6; Wisconsin and Minnesota extra family at \$6.75@7.75; Pennsylvania do do. at \$6.25@6.50; Indiana and Ohio do. do. at \$6.75@7.75, and fancy brands at \$8.09.50. Hye Flour may be quoted at \$5.75.

The Wheat market is quiet and prices are not so firm. Sales of 5000 oushels at \$1.60 for Indiana red; \$1.55 for Ohio do: and \$1.62@1.62% for Ohio and Indiana number. Rye may be quoted at \$7.2. \$1 for Western. Corn is dull. Sales of yellow at 75@50c., and Western mixed at 71@78c. Oats are unchanged, 1400 bushels Pennsylvania sold at 60c. In Barley and Mait no sales were reported.

Provisions are held with considerable confidence,

Provisions are held with considerable confidence, Whinky is duli; as parreis Western grou-bound sold

George F. Thompson, No. 47 Wall street, | SECOND EDITION

TO-DAY'S CABLE NEWS

The German War Loan.

Solution of the Eastern Question.

The English Parliament

behind them.

TRUNKS WERE BROKEN OPEN

to the car, which was some distance off the rough edges of the ice cutting into their flesh, and marking their track with blood, which will

THE BRAVE ENGINEER WHO DIED AT HIS POST. The following history of the engineer who so The following history of the engineer who so nobly and courageously met his death at his post was given to a reporter by a fireman named Dewey, who lately served under him. 'Dector' E. H. Simmons, he said, was born in lark in 1832, and has been railroading for twenty live years. He commenced as fireman on the Harlem Road. He was witty and kind, and was the life of the road. Before he took to the road he worked on the four-pipe steamboat Francis Skiddy. His father was physician in the Tombs for twenty years. He was known over the whole State, and also over the Western States, and

right, my boy, go it; but I don't leave my post, come what will"—and fortunately no accident took place. There was not another such a who'e-souled chap on the road. None of dare go near his house; we are afraid to face his poor wife. She is heart-broken, and loved him intensely. Lord have mercy on the poor soul

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Wednesday, Feb. 8, 1871. The money supply in this market continues

In canal shares there were sales of Schuvlkill

Miscellaneous shares were quiet. 23 was bld PHILADELPHIA STOCK EXCHANGE SALES.

lialliac & pound. Timothy is nominal at \$6.36-25. Flaxseed, if here, would command \$2.1%.

The Flour market is steady, but there is not much

A Successor to Gambetta London Gifts to Paris.

Insurrection in Algeria.

The Situation in France.

Speech of the Queen.

Friendly Tone Towards the U.S.

Etc., Etc., Etc., Ste.

FROM EUROPE.

Victoria's Speech to the Parliament. LONDON, Feb. 7.—I have obtained a skeleton of the Queen's speech to be delivered before Parliament to-morrow. Her Majesty congratulates Parliament on the peaceful relations existing with all countries, and the prospect of a satisfactory settlement of pending questions with America. She believes the London Conference will result satisfactorily to the signatary powers. She laments the continuance of the war between Prussia and France, and trusts that the armistice will result in peace. She is anxious to render her friendly offices to the belligerents, and will take every opportunity to do all in her power as a neutral for the restoration of peace and the re-establishment of interrupted trade. She announces the contemplated marriage of the Princess Louise, recommends the Ballot, University, and Scotch Education bills, and the reorganization of the army on the basis of a large increase in the reserves, the improved organization of the regulars, especially of the artillery and engineers, a strong militia, and an improved volunteer army.

The London Press on the Situation in France. LONDON, Feb. 8 .- The Times of to-day, in an editorial upon the situation, says: -"All information received from Paris ludicates a longing

for peace at any price."

The Daily News says "the Parisians will vote to-day in entire dependence upon the good faith of the Germans. It is impossible to comcomplete negotiations for peace between the meeting of the National Assembly and the 19th, when the armistice expires, and when the fighting may be resumed." "It is said," continues the News, "that the German preparations to overrun the whole of France, in that event, are

of the most formidable character." New French Minister of the Interior. BORDBAUX, Feb. 7 .- A decree appears bearing date of the 6th inst., appointing Emmanuel Arago Minister of the Interior.

London Gifts to Paris. LONDON, Feb. 7 .- Fifty railway wagons laden with provisions entered Paris on the 31 inst., all bearing the inscription "London gifts to Paris." Yet Another Prussian Victory. BRUSSELS, Feb. 7 .- The Independance Belge has a telegram from Lyons which says that

Army of the East, effected a retreat from Pontarlier to Gex, but was obliged to spike and abandon forty guns to the Prussians. An Insurrection in Algeria. BRUSSELS, Feb. 7.—Le Français of to-day asserts that an insurrection has broken out ju

General Cremer, with one division of the French

the province of Constantine, Algeria. The German War Loan. BERLIN, Feb. 7 .- A decree has appeared increasing the amount of the issue of the July loan' from eighty millions to one hundred and

five millions of thalers. Italian Guarantees. FLORENCE, Feb. 7 .- In the Chambers to-day an announcement was made by the Government that negotiations were still pending with

Tunis. Italy insists upon the satisfaction of her just demands and guarantees for the future. The London Conference. LONDON, Feb. 7 .- The Eastern Conference met again to-day, with representatives in attendance from all the cosignatary powers except France. Upon its adjournment assurances were

given out that a Pacific Solution of the Entire Eastern Question had been attained. London, Feb. 8 .- The Brussels correspondent of the Telegram says that Odo Russell, the

British representative at Versailles, has been instructed to sustain the demand made by France for an Extension of the Armistice. Its prolongation is expected.

M. Carnot, the Commissioner for the defense of Normandy, has resigned. The Prussians, under General Von der fann, occupy the most of Burgundy. General Pellissier,

on the 5th instant, evacuated Lons le Saunier. This Morning's Quotations. This Morning's Quetations.

London, Feb. 8-11:30 A. *...Consols 92% for money and account. American securities are quiet. United States 5.20s of 1862, 90%; of 1867, 80%; of 1865, 90%; '0.40s, 89% Eric Railroad, 18; Illinois Central, 109; Great Western, 28.

LIVERPOOL, Feb. 8-11:20 A. M.—Cotton opens dull and is tending downwards. Midding uplands, 7%d.; midding Orieans, 7%d. The estimated sales to-day are 10,000 bales. Breatstuffs quiet.

Frankfort, Feb. 8.—United States bonds, 95%.

FROM NEW JERSEY.

The Country Safe-Jersey Ratifies the Fig-teenth Amendment.

TRENTON, Feb. 8.—The House this morning ratified the fifteenth amendment by a vote of 34 to 24. It now goes to the Senate.

FROM NEW ENGLAND.

Boston, Feb. 8 - The breach Relief Fuin this city now amounts to \$52,000.

FROM NEW YORK.

New York, Feb. 8.—Henry Steinway, founder of the house of Steinway & Sons, died

New York, Feb. 8—At 3 o'clock this morning a fire broke out in Liebman Brothers' malt house, Brooklyn, which was totally destroyed, with its contents. The damage is estimated at \$30,000. The origin of the fire is unknown.

New York, Feb. 8.—The export of gold to-day amounts to \$387,000.

The Railroad Calamity.

New York, Feb. 8.—A bridge has been constructed at New Hamburg, and all the trains on the Hudson River Railroad will run regularly again to morrow morning.

Fatal Consting Accident.

Two little children of Mr. Troyford, of New Brighton, Staten Island, were so injured while coasting in a sled last evening that one died and the other is in a critical condition.

GREAT FIRE IN PITTSBURG.

Devastating Confineration—Lecometive Works Burned-26 Families Homeless. The Pittsburg Chronicle of last evening says: About fifteen minutes past 5 o'clock this morning a fire broke out in a small frame stable on Chesnut alley, near Third street, South Pittsburg, which resulted in one of the most destructive conflagrations which has ever visited the South Side. The alarm was given promptly, but owing to a deficient supply of water the flames spread with fearful rapidity, and were not checked until nearly the entire block, bounded by Third street on the west, Bingham street on the north, Carson street on the south, and a small private alley on the east, was in ashes. Included in the buildings burned were twenty dwelling-houses, occupied by twerty-eight families, and the extensive locomotive works of Messrs. Smith & Porter, which was a structure three stories in height, having a front of forty feet on Bingham street and ex tending back to Chesnut alley a distance of one hundred fest.

THE ORIGIN OF THE FIRE.

How the fire originated has not been ascerflow the fire originated has not been ascertained, but it is supposed to have been the work of an incendiary. The loft of the stable was filled with hay, and as soon as the flames reached it, the fire burned with great flerceness. The building was immediately adjoining Messrs. Smith & Porter's

LOCOMOTIVE WORKS, and in a very few moments the flames had com-municated to that establishment, which, being entirely of frame, rendered the almost superhuman efforts of the watchmen and employes to save the building of no avail. The firm had taken every precaution to guard against fire, and had also provided hose to be used in such an event. All these precautions, however, failed to prevent the total destruction of the building, together with all the valuable machinery, finished work, stock, and tools. It is machinery, anished work, stock, and tools. It is impossible to give an inventory of the materials on hand, but the firm had made preparations for an extensive trade during the present year, and consequently had their establishment well filled with ssock. The boiler-room, blacksmith shop, etc., were on the first floor. On the second floor was the finishing-room, and on the third were the pattern when and word department. were the pattern shop and wood department. Some twelve locomotives, nearly all of light weight, were in various stages of completion. and one was so far completed that arrangements had been made for shipping it to Wilkesbarre, its destination, in a day or two. These engines together with a large stock of valuable patterns, were all destroyed, as was also the machinery, as stated above. The total loss is estimated by the firm at \$70,000, on which there was an in-

surance of about \$30,000. THE SPREAD OF THE CONFLAGRATION.

The heat from the burning works was, of course, intense. The large, high building was a mass of flame rendered the more intense by the quantity of oil that saturated much of the wood work. From this burning centre the fire spread in all directions simultaneously, and dwelling-houses fronting on Third stree Bingham street, and on both sides of Chesnut alley, opposite and above the locomotive works, took fire almost at the same time, and apparently without the immediate agency of sparks and brands, but from the mere neighborhood of the flaming mass near them. utmost consternation prevailed on all sides. Twenty dwellings were in flames, and not less than twenty-eight families deprived of homes, and much of their household goods were in the streets, together with other families whose homes were in imminent danger.

LOSS AND INSURANCE. It is impossible, as yet, to ascertain, in exact figures, the amounts of loss and insurance. The loss of Messrs. Smith & Porter is estimated at about seventy thousand dollars. On this they bad \$30,000 insurance, distributed among the following companies, \$2500 in each company:-Western, of Buffalo, N. Y., Narragansett, of Providence, R. I., Liverpool, London, and Globe, International of New York, Pacific of California, Corn Exchange, of New York, Cleveland Insurance Company, North American of Philadelphia, Hartford of Hartford. Conn., Hanover of New York, and the Delaware

Mutual, of Philadelphia. The losses and insurance of the owners of the rest of the houses and the tenants of the buildings could not be ascertained, but will probably reach \$150,000.

INCIDENTS. While the fire was in progress the wall of Mrs. Cunningham's house, on the south side of Chesnut alley, fell outward, and Captain James Conway, of the Mechanics' Hose Company, who was standing directly under it, had barely time to escape being crushed beneath the falling wall. One woman, who entered one of the burning houses to help carry out some of the furniture, heard the cries of a little child in the upper story. She hastened up there and found a bab-lying in the bed. Snatching the little one in her

the flames cut off her egress. NEW YORK LYNCHERS.

she had barely time to escape with it before

A Man Tarred and Feathered-Verdiet, Served Him Hight.

A correspondent of the New Paltz Times writes from Bengall, Dutchess county, giving the following description of the tar and feathering case which occurred in that town: -Some three weeks ago a man by the name of Williams, from Fishkill, visited our locality and eloped with the wife of "Grip" More. They visited Newburg and other places, and fived together as man and wife. On Tuesday last a constable by the name of Cyrus Houghtaling went after the runaways and succeeded in bringing them back. wife and her paramour immediately repaired to the home she had deserted at McIutyre Station. on the Poughkeepsie and Eastern Railroad. On her arrival she informed her husband that she had procured a divorce and that she was no longer his wife, causing him to go up stairs and retire alone, while she enjoyed the company of her seducer.

The neighbors, learning these facts, decided to rid the community of the presence of Williams. So on Wednesday evening a party of men in disguise went to More's dwelling. Finding the culprit there, they, after divesting him of his wearing apparel, dragged him naked through the snow about twenty yards, and then clothed his body with a coat of tar and feathers. He was afterwards ordered to leave the place immediately. The woman attempted her lover's rescue, and she received a portion of the tar in per face and bair. After the modern Ku-Kluxes had departed, the injured husband furnished another suit of clothes to the despoiler of his home. Williams also had the impudence to sek More counting it out the former seized the pocket- given.

book and made off. In the same was some \$18

What makes the whole affair appear of a hell-ish nature, Mrs. More is the mother of five children, the youngest not quite a year old, and her husband a timid, hard-working, and saving man. This case makes the fifth that wives have abandoned their busbands during the last twelve months in the town of Stanford, and the people are heartily tired of such actions; hence have

evoked the aid and counsel of Judge Lynch.

LEGAL INTELLIGENCE.

The Robbins Scandal

Court of Common Pleas—Judge Peirce.

The trial of Robbins vs. Robbins was resumed this morning. The proceedings are very slow, and the case has already spun itself out to a length much exceeding the calculations of all parties concerned.

Mr. George W. Fetter was recalled to the stand and cross-examined, and said—I remember no occasion when I saw Mrs. Robbins alone at Twentieth and Green; I do not remember any occasion iz the spring of 1865 when I went to Twentieth and Green and was lot in by Mrs. Robbins; I did not at any time call and see Mrs. Robbins alone in the hall and kiss her; I visited the house at Tenth and Green, but do not remember seeing her alone but once there, when I went to deliver a package my wife had sent, and I merely stood on the doorstep and handed it to her; on the morning of the separation I called at Mr. Robbins' house about 5 o'clock in the morning, and saw Mrs. Robbins and her mother; I was told of the diducity; I think I stayed about ten minutes, maybe I stayed parties concerned. about So'clock in the morning, and saw Mrs. Robbins and her mother; I was told of the difficulty; I think I stayed about ten minutes, maybe I stayed longer, to hear the details of the difficulty; I called to see Mr. Robbins at his father's house on the evening of the next day, November 30, but did not see him; I called again on the 1st of December, and saw him; his mother was in the room weeping, with a handkercflief to her face; I think he came up and shook bands with me; as soon as I said I had heard he had mentioned my name in connection with the difficulty between himself and wife, his manner changed, and he became excite4; I can't give what he said because I do not remember; I made several efforts to get him to talk reasonably on the subject, but saw no hope of success, and left; I did not at any time upon that occasion fall back or retreat towards the door with Mr. Robbins advancing on me; I said "good morning" to him and his mother as I left the room; this was about; o'clock in the morning of Friday, December I, 1859; I next saw him in January following this was by legal advice; I had not seen Mrs; Robbins or heard from her up to this time; I told my wife a letter had been written to Mrs. Robbins about this matter by my counsel; I kept a copy of the letter; when I saw him at his office and again spoke of this matter, he said he supposed I wanted to sue somebody; I told him I intended to remove the aspersions from my character Is possible; he depied having made any charges against me, but said his wife had made them; I could sue her and he would appear against her; I do not know where Carlton street is; I was never in it; I know where Wood street is.

Re-examined—On the morning of the separation,

appear against her; I do not know where Carlton street is; I was never in it; I know where Wood street is.

Re-examined—On the morning of the separation, when I saw Mrs. Robbins, I don't think I stated to her the object of my visit; I had a message from my wife for Mrs. Robbins, but did not deliver it; I have read none of the respondent's testimony except that of my wife; I carefully avoided reading any of it; I did not see Mrs. Robbins or consult with her concerning her letter before I received her reply.

William M. Levick sworn—I am a member of the bar; in 1865-6 I was a member of the Board of School Control from the Twelth section; I went with Mr. Fetter to Mr. Robbins' office in the early part of the year 1866 and saw Mr. Robbins; after being introduced to Mr. Robbins I told him I was a member of the Board of School Control and one of the Committee of the Girls' High Normal School, of which Mr. Fetter was principal, and I had heard reports prejudicial to the character of Mr. Fetter, which reports I had traced to him, and I felt it my duty as a member of the committee to ascertain whether they were correct; if so, I wished to bring the matter officially before our committee; he said he had never made any charges, nor did he intend to make any, but said his wife had made charges; Mr. Fetter in a gentlemanly manner; something was and should bring and the said heard.

Mr. Fetter denied the truth of the charges; he met Mr. Fetter in a gentlemanly manner; something was said about bringing suit, and he said he would be willing to appear; I have not seen Mr. Robbins since to know him.

Cross-examined—I do not remember Mr. Robbins calling Mr. Fetter a liar; nothing of the kind occurred; everything was quiet and gentlemanly. Charles E. Elms sworn—I am an insurance agent at No. 411 Walnut street; in 1864 and 1865 I was clerking in the Philadelphia National Bank, and was there for fifteen years, and left on account of falling health; I am a married man; was married May 8, 1849, to Miss Fanny H. Northrop, who at that time resided in Walnut street, below Sixteenth; I now reside in West Walnut lane, Germantown; in 1864 and 1865 I lived in Germantown; I have one daughter, now in her

Germantown; in 1864 and 1865 I lived in Germantown; I have one daughter, now in her twenticth year; my wife is now living; I became acquainted with Mr. Robbins in the spring of 1855; he and my wife are in some way related to each other; I first saw him when he called to see my wife one afternoon and told her he was engaged to be married; I first met his wife when she came to my house as a bride in 1855, in May; I have never had any improper intimacy with Mrs. Robbins: she never committed adultery with me; I have never been with her in any house in Wood street or any improper house anywhere.

Cross-examined—I have been alone with her twice, once in 1855, when they were living in Tenth street; this lasted about five minutes; the second time was some while afterwards; I don't remember the date; I was boarding in the country, and myself, wife, and daughter had been invited there to tea; I saw her then alone about three minutes; I saw her a third time when I called to settle a small milk bill which I left unpaid when I went from the neighborhood, and which I understood Mrs. Robbins had paid for me, the same milkman serving us both; had paid for me, the same milkman serving us both; I refunded her the money, and after a few words of conversation I left; those are the only occasions I remember ever to have seen her alone. In 1855 or I remember ever to have seen her alone. In 1855 or 18t6, in the summer, on one of these occasions I have mentioned, I got to his house about two minutes before him and was his house about two minutes before him and was sitting by the parlor window when he came in; she had been there, and got up and went out, saying to me, "Don't tell Charley I was here," and when Mr. Robbins came I told him his wife was up stairs, and I had just that moment come in; I don't remember saying I had not seen her; I admit evading his question without any cause; I had a reason for doing it; hearing that Mr. Robbins was always a jealous man I obeyed her instructions on that necessar. I obeyed her instructions on that account: I don't know why I should have done so, but the only exknow why I should have done so, but the only explanation I can give is that it was the work of a moment and I hydn't time to think; Mrs. Robbms had just closed the back door when he opened the entry door and said, "Where is Saily?" and I said, "She is upstairs, I just got here this moment;" I had been sitting by the window and she upon a sofa; the first time I saw her alone was in the morning; I was at breakfast when I was sent for; the second visit was the one I have just speken of when we were in the parlor; on the first visit I went to take a letter down town that he had forgotten; the second time I expected to find him at home, and asked for him at the door; I never said to Mr. Robbins' father that I knew Mrs. Rebbins was a bad woman or a liar; knew Mrs. Rebbins was a bad woman or a liar; never thinking so, I never said so; I say emphati-cally no; it's not my style to ca'l ladies liars; I re-member saying on'y that I could not believe Mrs.

cally no; it's not my style to call lastics liars; I remember saying only that I could not believe Mrs. Robbins would make such statements concerning me as her husband had charged.

Re-examined—When I went to get the letter I was alone with Mrs. Robbins only while I passed through the parior to get the letter; my wife was standing in the threshold of the door; on the other occasion Mrs. Robbins had just taken her seat when he came; I had not heard bis approach until he opened the hall door; after the separation Mr. Robbins called on me at my place of business, January you self a truthful man?" I said yes, and why did he asky he said he had some questions to ask me if I would answer; I said I would if I could; he then asked me if I had ever "had crimical intercourse with his wife; I was so shocked, I basked him to repeat it, and answered, "Never, sire;" he then said something about. I bathercour: I felt my head swimming from the great shock to my bank reputation and Christian character; I told him to leave me, I would ask he had an organic affection of the heart; some two weeks afterwards I called on him and asked him if the future; I think he left then; I fainted; I had an organic affection of the heart; some two weeks afterwards I called on him and asked him it repeat those charges he had commenced in the bank; he said, "I make no chargos, my wife told me, these things; "he repeated them then in full and I afterwards wrote them down; he a so said at that interview, "Confess to these things and you will hear no more of them;" I took him I could not and would not confess to a lie; I became excited and don't remember what else occurred; he became very violent; I left him then, wrote down these charges, and by advice of coursel sent them by my wife to his wife, which she denied, and I did not go to him again.

The case is yet on trial.

Nors .- In reporting Mrs. Robbins' testimony terday, we, by inistare, wrote Mr. Grayson and wife it stead of Mr. Will on and wife where the names of persons at an evening pur-y at hir. Fetter's were