

LATER FROM CALIFORNIA.

Arrival of the Prometheus.—Particulars of the Loss of the Jenny Lind.
New York, May 12.—The steamship Prometheus, from San Juan, arrived this morning, having left there on the 4th inst. She brings 400 passengers and \$17,000 in specie, on freight, besides a large amount in the hands of passengers. The passage of the Prometheus occupied 7 days and 22 hours.

The Brother Jonathan, at San Juan from San Francisco, had on board \$200,000 in gold, for New York and New Orleans.

The Isthmus is reported healthy. The United States Sloop-of-war Cyane, was at San Juan de Nicaragua, when the Prometheus left.

The more important and interesting features of the California news have been already received from New Orleans.

The steamer Golden Gate, from Panama, arrived at San Francisco, on the 15th of April with 700 passengers.

The steamer Jenny Lind, the accounts of which have already been received, was a new steamer, and was considered perfectly safe. She had on board at the time of the accident, 150 passengers. The explosion occurred just about dinner time, and nearly all the passengers in the cabin were scalded to death.

Geo. Gulliver, a passenger, was accidentally killed by a fall on board the Prometheus, in the harbor of San Juan.

Explosion of the Jenny Lind.
From the San Francisco Times of the 17th.

The city, yesterday, was thrown into consternation at intelligence received from San Mateo, by express, of the dreadful disaster which occurred on the bay, opposite Pulgas Rancho.

Yesterday morning the Jenny Lind took about one hundred and twenty-five passengers on board at Alviso, and started on her trip to this city. At about half past twelve, when nearly opposite Pulgas Rancho, and the company on board were just about being seated at dinner in the after cabin, the steamer proceeding at a moderate rate of speed, the back portion of the connecting pipe was blown asunder, and the steam swept into the crowded cabin, dealing death and destruction around.

The scene baffles all description and all mortal supposition. Those in the forward part of the boat, with the exception of the fireman, who was standing in front of the furnace door, escaped. The latter was a powerful man, and was struck on the head by the flying open of the furnace door. His skull was laid open, and the brain exposed. Several persons came to his assistance, but he motioned them to go away, saying—"No; I'm not a dead man; go help others!" Soon after he breathed his last.

In the after part of the boat but few escaped unhurt. Many who were standing near the guards were blown overboard, or leaped into the water in their sudden alarm. Of these but one was picked up the next morning, and a watery grave. Immediately upon the occurrence of the disaster, the anchor was let go, and Peter Smith, who swam ashore in the marsh, gave information of the calamity.

Shortly afterwards, a schooner, and one or two small craft, came out from Pulgas Rancho, but before any use could be made of them, the steamer Union, Capt. Master, came out from Alameda Creek, and observing the steamer anchored with a signal of distress, made for her and took off the passengers.

Upon receiving intelligence of the disaster Mayor Brenham immediately set about making preparations for the relief of the sufferers.

The Jenny Lind was on her way from Alviso to this city, and had on board about 150 passengers. She was passed at 12 o'clock precisely off Pulgas Rancho by the steamer Express going the other way; at 10 minutes past 12, the boat being then about four miles from the West shore of the bay, a violent tremor was felt throughout the boat, like a concussion produced by the firing of a cannon, and in a second after a tremendous report was heard, and the whole vessel enveloped in a dense cloud of scalding steam.

The plate on the after-head of the boiler had been blown out, and the steam and boiling water rushed out with fearful violence.

The bulk head, separating the boiler from the cabin, which was aft, was shattered into a thousand fragments by the force of the shock.

The cabin was a closely confined room, 15 by 9 feet, with small windows looking out upon a sort of gang-way that intervened between it and the railings. It was just about dinner time; the table was spread, and a few minutes before the ladies and children, and gentlemen in charge of ladies, had been introduced into the cabin, so that they might not be incommoded by the rush to the dinner table when the bell should ring, and were about seating themselves at the table when the explosion took place, and a dense volume of steam rushed into the cabin. All in the room were stricken as if melted by heat. They were scalded frightfully externally, and all inhaled the fearful steam. Not one escaped. All were either killed instantly, or have since died. Many of them had their clothes torn from them, and the skin entirely burned off their faces and bodies.

The sight presented was horrible beyond description. Not simply the scalded, but all were more or less mangled by the fragments of the boiler and bulk head, and streams of blood flowed from the mutilated bodies.

Some few of the gentlemen managed to grope their way out of the cabin, crying piteously to those above to save their wives and children. When some of the passengers who were unhurt rushed below, a sight presented itself which staggered them, and some became faint.

They found the dead and dying lying

in a confused mass upon the floor, with fragments of chairs, tables, furniture and timber, and horrible to relate, were writhing in the scalding water six inches deep on the floor. Poor little children were crying piteously for their mothers, who could hear, but blinded, could not see. Mothers shrieking in agony, and calling upon some one to save their children.—The picture even in our recollection, is heart-rending. Such was the scene in the cabin.

The violence of the steam struck, as we have said, against the bulk-head in the rear of the boiler, and the greater portion burst through the cabin in its mission of death; while another portion recoiled, and rushed to the forward part, killing instantly one of the firemen, who was standing in front of the furnace doors, mortally scalding another on the forward deck, and killing several of the passengers who were standing on the forward part of the lower deck.

Those of the passengers standing on the forward part of the upper deck, were nearly all saved, a few only were scalded, and those not dangerously. Those about mid-ship, right over the boiler were untirely uninjured.

But the most terrible destruction was on the after-part of the upper deck, just over the cabin. Here a large number of passengers were congregated. After the steam had done its work of destruction in the cabin, it burst up the companion way, and in an instant swept through in its way to the deck. Not a man around stood. Fifty lay prostrate, scalded and wounded, shrieking in agony and moaning out their last moments of life.

As soon as the consternation had subsided, those who had escaped rushed to the assistance of the sufferers, who were brought upon deck and laid out, some of them on mattresses, and others on the bare planks, with the carcasses of a number of hogs ranged on the decks as pillows.

The cries of pain were fearful. Some lost their senses, and raved madly; others were seen staggering blindly about, the skin hanging in threads from their bodies and from their hands, like gloves turned inside out.

Many had their clothes literally torn off them, and shivered in the cold while burning internally and crying for water. Many were literally scalded, their hair melted off, as it were, by the steam.

ANOTHER AWFUL DISASTER.
Two hundred lives lost—Loss of the ship William and Mary.

New York, May 16.

The brig Reuben Carver, arrived this morning, from Sagua La Grande, reports falling in on the 13th inst., at 12, long. 79, with a boat belonging to the ship William and Mary, Capt. Seaton of Bath, Me., bound from Liverpool to New Orleans, and took from her the captain, mate and six of the crew of the William and Mary.

The ship, which had a cargo of railroad iron, and 208 passengers, on the 3d of May, when off the Islands, (Bermuda) struck on a ledge of sunken rocks, and shortly afterwards drifted and went down, carrying with her over two hundred passengers.

Three of the crew and a few of the passengers got into the life-boat, and were afterwards taken on board a barque.

The names of the unfortunate passengers are all unknown—the list having been left behind, or lost in the general consternation.

The Captain (Stenson) of the ill-fated vessel, the mate, second mate, and six of the crew, it is thought are all that were saved. They came passengers in the Reuben Carver—which picked them up in a boat, at sea, on the 3d instant. The following is

THE CAPTAIN'S STATEMENT.
The following is Captain Stenson's report:—At 7 A. M. on the 3d of May, strong breeze from S. E., and cloudy, passed the Hole in the Wall. At 12 M. Stirrup Key, bore south, 10 miles distant, after which the weather became thicker and wind increased, with a heavy sea. At sunset saw nothing of the keys, supposed we were well to the northward—after steering W. by N. from mer. At 8 P. M., judging ourselves to be the northward and westward of Great Islands, kept the ship W. by S., and commenced heaving the lead; 8. 15. the same. At 8. 30 struck on a sunken rock and hung about midships, with 10 fathoms of water all around.—After pounding heavily about 15 minutes, she went off, and struck another rock, within a few rods of the first, when she pounded a few times and went off. We then let go the anchors, and commenced getting out the boats.

The passengers were all at the pumps, but could not keep her free. At 12 midnight found four feet water in her hold.—At 4 A. M., weather black and squally, with heavy sea, eight feet water in the hold—both pumps going; 7 A. M., ten feet water, and the ship going down; mates and crew in the boats, together with as many passengers as could be stowed in the long boat and life-boat, the two other boats having been stove after launching.—At 8 A. M., left her, and in a few minutes she went down, the Great Islands bearing E. S. E. seven miles distant.

After leaving the ship some hours, saw a bark, apparently bound to Europe, hove to in the direction of the long boat and life boat, and supposed she was engaged in picking them up.

Further From Texas, &c.
BALTIMORE, May 14.—The New Orleans papers of Saturday last are at hand. They contain Texas news to the 3d inst., with details of the destructive storm at Galveston on the 2d inst., in which great damage was done to the shipping in port, and to houses, many of which were blown down.

The miners at the gold diggings on the Upper Colorado were averaging five dollars a day. The telegraphic accounts of the abundance of gold are fully confirmed by the detailed statements given.

THE REPUBLICAN.

CLEARFIELD Pa., May 21, 1853.

DEMOCRATIC NOMINATIONS.

CANAL COMMISSIONER,
THOMAS H. FORSYTH,
Of Philadelphia County.

AUDITOR GENERAL,
EPHRAIM BANKS,
Of Mifflin County.

SURVEYOR GENERAL,
J. PORTER BRAWLEY,
Of Crawford County.

ADMITTED TO PRACTICE.—On motion of J. B. McEally, Esq., J. BIDDLE GORDON, Esq., late of Reading, Pa., was admitted to practice in the several Courts of Clearfield County.

G. W. ZIEGLER, Esq., of Brookville, was also admitted in like manner.

HENRY SOUTHER, Esq., of Elk county, was also admitted to practice.

—The present court was attended by a very large number of our citizens, although but comparatively little business was transacted—so many parties and important witnesses being absent.

Judge Burnside.—His Honor presided at our present court, and in this doing has won the approbation of our citizens as a Judge to the same extent that he has always been held as a gentleman and a lawyer.

Judge Knox.—The appointment of the Hon. J. C. Knox, President Judge of the Clarion district, to the Supreme Bench in the place of Judge Gibson, is another strong evidence of the discriminating judgment of Gov. BIGLER. Judge Knox will be the youngest Judge on the Bench; but we are quite sure that in ability, and usefulness he will rank with the most eminent.

—This seems to be the district to prepare Common Pleas Judges for the Supreme Bench. For thirty years it has been represented in that important department of Government. First Houston, then Burnside—and now Woodward and Knox.

—By reference to our advertisement columns, it will be seen that Irwin & Smith, have just received a new and splendid assortment of goods, adapted to the season—which they propose to sell on reasonable terms—and that Powell, Reed & Weaver, have just opened a new store in the building two door north of the Court House, where they have a large and splendid assortment of goods of every description.—Wm. A. Mason, of Curweaville, notifies the public, that he has just received a fresh recruit, which he will sell at the lowest rates, for cash. Mrs. E. A. Morris of Curweaville, has replenished her stock of Millinery goods, and is prepared to furnish any and every article in her line of business. John Russell & Co., also advertise their Tannery at Pennsville, by which it will be seen that they are determined to do business in the proper manner. There is also a valuable farm in Brady township, advertised for sale, and various other notices inserted this week, to which we would direct the attention of the reader.

Brow-beating a man out of a Horse.
We have all heard of lawyers brow-beating the truth, and sometimes more than the truth, out of witnesses; but we presume few have ever heard of a lawyer brow-beating a man out of a horse. Yet such a circumstance occurred the other day at Caledonia, as a certain lawyer of Elk county, was on his way to this place. A very suspicious looking man rode up to the door and called for breakfast. He had a sheep skin for a saddle, and a halter strap for a bridle. S. fixed his eyes upon him saying, "Mr. that looks like a stolen horse, and you look like a horse thief, and I'll be d—d if you ain't a horse thief." The fellow became very indignant and made loud threats. But S. saw that he had him nailed, and after a few moments parleying, and whilst S. was about getting ready to take the fellow before a neighboring Justice of the Peace, he vomoosed into the woods, minus the horse, and when last seen was making a straight coat tail for the horse thief district.

When S. reached this place he learned that one of our honest farmers, living some six miles from town, had sold a horse the day before for some 50 dollars counterfeit money, on the State Bank of Indiana.

—Why don't our young Democracy get up such a Band as this one that they just visited us from Brookville? They have the material to make one of the best Bands in the State, and if they would only go it as they are in the habit of going at other duties of the party, it would be done in short order.

OUR MUSICAL VISITERS.

The visit of the Sax-horn Band of Brookville, to this place, and their Concert on Tuesday evening—to say nothing of after-clops—was successful and pleasant in every respect. This Band consists of 14 members—all Democrats—and have only been in existence since the last election. They have been under the tuition of Mr. EXTER, a gentleman who appears to be a perfect master of his profession. The Band paid us this visit for the purpose of recreation and exercise, only expecting to realize sufficient to defray part of the expenses. In this we believe they succeeded in a great measure, as they had quite a full house. They certainly play well, and besides that, their conduct was such as to win the good will and approbation of our citizens of all parties.

IMPORTANT FROM MEXICO.
Inauguration of Santa Anna.—The Sloop Contract Confirmed.—Tehuantepec Neutrality Treaty Ratified.—Arbitrary Press Law, &c.

NEW ORLEANS, May 12th, 1852.—The steamer Texas arrived to day from Vera Cruz. Gen. Uruga, who is going to Prussia as Mexican Minister, came passenger on her.

Gen. Arista sailed from Vera Cruz on the 9th inst., in the British mail steamer Avon, for St. Thomas.

City of Mexico dates are to the 4th inst. The papers contain full particulars of the inauguration of Santa Anna, and of the formation of a new Cabinet.

The contract had been confirmed by the government, and the treaty in regard to neutrality concerning the Tehuantepec route also confirmed.

Santa Anna had proclaimed a new arbitrary law with regard to the press, requiring all the papers to be licensed by government, and the proprietors to deposit large sums as securities, and copies of every article to government officers before publication, to abstain entirely from discussing political matters. Severe penalties attend the infringement of these rules, and also as to publishing matter denominated subversive, seditious, libellous, immoral and calumnious.

In consequence of this law several of the most prominent Mexican journals, including the Monitor, has been discontinued.

Another Dreadful Calamity—Fall of a Building and Great Loss of Life.
BUFFALO, May 14.—A terrible calamity occurred in this city yesterday. The building on Main street, occupied as a banking house by Messrs. Robinson & Co., and Robert Codd, while undergoing repairs, suddenly caved in, the roof and every story being carried to the ground.

It is feared that 15 or 20 workmen, and some persons occupying the upper stories are beneath the ruins.

The utmost excitement prevails and the Fire Department and a large number of citizens are clearing the ruins.

The front of the shops had been taken out for repairs, and the building was left without propper support.

The building was five stories high, and the entire inside and back wall fell into the street, carrying the men who were at work on each story down with it.

An immense pile of lumber has been got out, and five men have been rescued alive—one with his leg badly crushed and the others seriously injured.

Three dead bodies have been recovered—one that of John Hulford, master carpenter, whose head was completely crushed.

While digging in the rear, a man felt his hand tightly grasped by one beneath the ruins and clearing away, a boy was discovered who had been jammed in between the timbers for upwards of an hour. The men worked hard to rescue him, the little fellow bearing up bravely, though much crushed and exhausted. He was at length restored to the arms of his father, who stood by in speechless agony watching the efforts of the men. The boy's name is George Kinsley; he is much injured internally, but hopes are entertained for his recovery. The fire department is now organized to work during the night.

It is supposed that fifteen persons are still beneath the ruins, all of whom are doubtless dead, as the ruins are piled up in a thick solid mass from the cellar to the second story.

Much excitement prevails throughout the city.

No more bodies are yet in sight.

BUFFALO, May 14.—The loss to the owners of the building is between \$10,000 and \$15,000.

The search at the fallen building was continued all night by torch-light.

About 5 o'clock this morning, three more dead bodies were discovered. One was grasping a plane tightly, as though struck down while in the act of using it.

It is supposed that five or six are still beneath the ruins not yet cleared out.

Railroad Intelligence—Horrible Affair, &c.
BALTIMORE, May 13.—New Orleans papers of Saturday are at hand.

A Convention of the Georgia Railroad Stockholders met at Atlanta, on the 19th inst., the question proposed being the connection between the Georgia and Milledgeville road. It was referred to the Board of Directors.

A horrible affair occurred at Bampton, S. C., on Saturday last. A man named John Sims had a difficulty with the overseer, when his wife presented a pistol at Sims and threatened to shoot him. Sims immediately shot her, and afterwards her husband, killing him instantly.

The entire stock of \$1,000,000 of the new bank in New Orleans was subscribed in four days.

Arrival of the Steamer Illinois, with Over Two and a Quarter Millions in Gold.

NEW YORK, May 15.—The steamship Illinois, Lieutenant H. J. Hartstone, U. S. N., commanding, arrived at her dock at late hour last night. She left Aspinwall at 7 1/2 P. M., on the 5th instant, and reached Kingston, Ja., at 6 1/2 P. M., on the 7th, having made the run in forty-seven hours. She sailed from Kingston at 6 A. M., on the 9th, and was off Sandy Hook, at 8 o'clock, last evening.

The Illinois brings the San Francisco mails of the 17th, \$2,255,248 in treasure on freight, and 419 passengers.

In the list of passengers we notice the names of Edward Conner, Esq., editor of the Alta California, W. D. M. Howard, Esq., one of California's oldest sons, and M. P. Game, Esq., American Consul at Guayaquil.

The Panama Herald of the 3d instant states that on Sunday evening previous, the Carthaginian charged with setting fire to Gorgona, was brought into town by the police, and lodged in the carcer. His accomplice, it seems, was wounded whilst being arrested, and not being able to travel was left behind in charge of the authorities at Gorgona.

Robbery of the Foreign Mail.
IMPORTANT ARREST.—New York, May 12, 1853.—The author of the many robberies of foreign letters passing through the New York post office, was this morning detected and arrested by the special agent of the Post Office Department, Mr. Holbrook, who was sent here to ferret out the matter.

The rogue turns out to be Theodore A. Rossie, a clerk in the foreign letter department. The agent, we understand, having suspected him, laid his plans accordingly, and was eye witness to the repetition of the depredations this morning.

Rossie was at once put in custody of the U. S. Marshal, and will have his examination to-morrow. This detection is a very important one, and reflects credit on the U. S. Post Office Department.

Rossie, it appears has been in the habit of breaking open letters containing gold; German letters, mainly, but he was not particular.

Foreign governments have been complaining of these robberies for some months past, and it was not believed at first that the robberies were committed here, on this side.

Rossie is a young man of about 21 or 22 years old, with a wife and family.—His habits are supposed to be bad.

MURDER IN WASHINGTON.
Robert A. Hawke, Messenger of the General Post Office, cut his wife's throat on Saturday night, an hour after they retired, completely severing the wind-pipe and arteries. He then made to cut his own throat, but was, as he says, prevented from killing himself by his wife knocking the razor out of his hand. Their daughter, thirteen years of age, occupying the adjoining room, was awakened by the screams of her mother, who jumped out of bed and ran down stairs, loudly exclaiming: "I have cut my wife's throat, and my own, and intend to cut my child's."

The wife, in the mean time, reached the front door, and attempted to speak, but was unable. The neighbors alarmed, going in, found her on the floor, in a dying condition, the husband standing over her, with arms extended, exclaiming: "Oh, my wife, my wife, I have cut her throat!" The child was screaming on the steps.—The wife expired in about twenty minutes. An inquest was held Sunday morning, and the jury returned a verdict of "death by the hands of her husband, he being in a deranged state of mind." Hawke has been arrested and committed. He was honest and inoffensive ordinarily, but for some time past has been in an extremely depressed state of mind. Intending suicide he had written a letter, saying "the world was against him, and as he could not live happily here, he wanted all his family to go to heaven."—Daily News.

THE RHODE ISLAND LEGISLATURE, which has just been in session at Newport, adjourned on Friday evening last, after a session of four days. According to party usages, all the Whig State office holders were displaced, and Democrats chosen to succeed them. An act was passed calling a convention to frame a new constitution for the State; also one providing that the property of married women, wives of aliens, shall descend to their children; one making Newport a city; charters were granted for seven banks, one savings bank, and various manufacturing and other corporations; the issue of fractional bills by banks was prohibited. The Whigs, being in the minority, made no useless opposition, and the Democrats, therefore, passed everything with railroad speed. Governor Allen, the new U. S. Senator, was an anti-Dorrite during the troublous times of 1842, and fitted out a company of cabinereers to fight the rebels.—North American.

SINGULAR CASE.—Washington, May 12, 1853.—A singular case has arisen in connection with the Department of the Interior. Robert B. Williamson, formerly a clerk in the department, having charge of the disbursement on account of the Census fund, was removed by Secretary Stuart. Upon an examination of his accounts it appears he has retained in his hands six thousand dollars of the Government money, on the plea that he had a right to charge commission on his disbursements. Of course such a position is perfectly ridiculous in a clerk. We understand Governor McClelland has determined, if the money is not paid at once to the Treasury, to cause Williamson to be criminally prosecuted, under the provisions of the sub-treasury law.

The oath of office was administered yesterday, to several clerks recently appointed—among them Edward H. Fuller, who was shot by Lieut. Schaumburg, and who appeared to have fully recovered his health.

CENTRAL ROUTE TO THE PACIFIC.

The country will watch with great deal of interest the enterprise of Mr. Beale, Superintendent of the Indian Affairs for California, who starts out from our western borders with a view if possible, to reach the Pacific by the great Central route proposed and sustained by Col. Benton, as the best railroad route to the Pacific. The St. Louis Democrat, of this morning, says:

SUPERINTENDENT BEALE.—This gentleman left for his superintendency on Saturday, and will proceed on the route indicated by Fremont and Leroux. Leaving the frontier of the State at the mouth of the Kansas, he will proceed rapidly over the broad plain, between the Arkansas and the Kansas to the mouth of the Hoerlan just above Bent's Fort, thence up that river to its head to the Pass El Strange de Christo into the valley of San Luis at the head of the Del Norte. He will then be about half way, and go out by the Pass El Puerto, described by Leroux, and thence across the valley of the Upper Colorado (the unexplored part) to Las Vegas de Santa Clara, when he will feel at home. It is in this part, (from the head of the Del Norte to his Vegas), which will give interest to his movement, the two ends of the route being well known. He goes unencumbered with provisions or baggage, and has no useless company. Two trained Frenchmen, who know how to live without a commissariat either in plain or mountain, and Mr. Harris Heap, who has had some experience in wild travelling, both in California and Asia Minor, will be his only companions to the Valley of San Luis, where some additional men will be obtained from the Mexican settlement at that place. They carry no cooking utensils, and rely upon pivoles, (pounded corn, to be mixed with water and drank raw,) pemecan, (pulverized dry meat,) and beef dodgers, (called meat biscuit,) to supply the deficiencies when the rifea do not find game. A blanket apiece will be their sleeping establishment, the earth for bedstead, and the skies for canopy.

The superintendent and his friend, Mr. Heap, will look at the ground as they go over it, and take note of what they see, and sketches also.—Mr. Heap having a pencil, and both having pens; and will make observations to show their longitudes, latitudes and altitudes; and both being practised travellers, will work as they go, and go as they work. They travel on mules, three to a man; and if successful, will establish for all future travellers the shortest and straightest route to San Francisco, on the line of the best soil, the best grass, the most water, most wood and fewest obstructions of any kind, and all such of the temperate latitude of thirty-nine degrees.

Mr. Beale is not now in the navy, having resigned his commission for a more active life than that which the navy affords. He does not command a surveying party, and is no way employed under the Department of Congress authorizing surveys. He is simply returning to his superintendency, and chooses to go through the woods, and show the best route to California, thus "killing two birds with one stone."

Col. Benton went up with the superintendent, and will speak to the people of the western counties on Saturday, the 7th instant.

The party went from this place on board the new and swift steamboat Clara, Capt. Cheever, on Saturday last. Success to him!—to the brave and generous Beale, and his few but trained comrades. The ladies of his family return to their home near Philadelphia—his young and beautiful wife, though so anxious to go, yielding to the apprehensions of delaying the rapid movements of her husband.

PREVENTING RAILROAD ACCIDENTS.
In his message to the Legislature of Connecticut, sent in on Tuesday last, the day only before the recent dreadful catastrophe at Norwalk, Governor Seymour makes the following suggestions, which possess a sad pertinence and interest:

"A law is wanted to bring our railroad companies under the immediate supervision of the State. It must be conceded, I think, that we ought not to trust altogether to the prudence and skill of the managers of the roads, or their agents. As these means of communication are multiplied, obligation to exercise due care and diligence may, under some circumstances, be lessened or impaired. It therefore becomes a matter of signal importance to create a necessity for the exercise or constant vigilance, by the enactment of laws which will simply provide, as far as human foresight and sagacity can go, against these frightful accidents which have so often left dismay and ruin in their path. Many of these accidents are the direct consequence of defective locomotives, badly constructed railroads, inattention to the requisite repairs, improper signals, and other causes which might be enumerated, and which can only be guarded against, to the greatest extent by subjecting the companies to the scrutiny of officers deriving their authority from the legislature.

The appointment of general railroad commissioners, to be composed in whole, or in part, of scientific men, with power to visit several railroads from time to time, for the purpose of inquiring into and reporting abuses, if any shall be found to exist, and with further power to require a compliance with such rules as it may be found necessary to adopt in regard to this matter, would be an important step towards increasing the public confidence in the system.—Direct interference with the affairs of railroad companies is not asked for, but only such general supervision of the roads, and the means of conveyance upon them, as circumstances imperatively require. The dictates of wisdom, no less than those of humanity, clearly point to the necessity for legislative action upon this subject."

Danger should be feared when distant, and braved when present.