

TERRIBLE CATASTROPHE
ON THE
NEW-HAVEN RAILROAD
FORTY-SIX LIVES LOST!

Scarcely has the public mind time to recover from the startling intelligence of some horrid accident, whereby many human beings are killed and mangled, before another and more dreadful crowd upon our attention, and excites our sympathy. One of the most dreadful railroad accidents which has ever occurred, followed by a wholesale slaughter of human life, took place on the New Haven Railroad, on Friday, 6th instant, many sad particulars of which we have collected below.

The Express train, which left New York, at 8 A. M. consisting of two baggage and five passenger cars, and filled with passengers, ran off the bridge at Norwich, Ct. at 10 o'clock, submerging in fifteen feet depth of water the locomotive, two of the passenger cars, and a portion of the third. The draw was open to admit the passage of the steamer Pacific, which had just passed through. The speed of the train, at the time of the catastrophe, was about 20 miles an hour. The width of the draw is 60 feet, and such was the rate of speed and the force that impelled the train, that the engine nearly leaped the draw, striking with tremendous violence against the wall on the opposite side.

The Bridge is about 130 feet in length, extending over the Norwich River, and erected in the most substantial manner, with very heavy timber and braces of iron, and immense girders. The width of the bridge is sufficient for trains to pass each other. The draw portion of it is 60 feet in length. On the eastern side of the bridge is erected a long pole, some 40 feet high, upon which is placed a large red ball, with pulleys to hoist and lower, as the occasion may require. This is the signal for all trains to stop when taken down by the master of the bridge. It can be observed for a mile, either on the East or West side of the bridge, by the engineer of any train. On this day the master of the bridge was compelled to remove the draw to allow a steamer to go through. He accordingly fixed his usual, and then swung off the draw. On the western side of the bridge is a short curve, but had the velocity of the train been less, or had the engineer been attending to his duty, the dreadful calamity would have been avoided.

The following statement, by an eye witness of the dreadful occurrence, is the most precise and graphic, of any account we have seen:—

I now wish to say I was present at the time of the catastrophe. I was not on board of the cars, and I was very near the drawbridge. The draw was raised when I approached the bridge, and the steamer Pacific had just passed through. It was then I first heard the noise of the approaching train. I thought to myself, "Good God, that is the express train!" I ran towards the bridge, feeling that no earthly power could prevent an accident. I looked up at the signal pole, and the ball was down. The train dashed across the bridge. I am a tolerable good judge of railroad accidents, and I should say the train was going at over thirty-five miles an hour. It might be more—certainly was useless. The report in some of the Saturday papers, that was going at the rate of fifty miles an hour, is incorrect. The road in most parts, is too heavily graded for such a rate of speed to be attained. What I felt at that moment I cannot describe. I cannot even realize my own feelings, or recall the horror that seized me as that train fled by. I was only one hundred yards from the bridge, and at a moment the locomotive had leaped the gulf—that fact alone is convincing that the rate of speed was not an ordinary one, as the draw 60 feet wide. The engine and tender seemed to disappear together, and rapidly almost as they fell, first the baggage car, then the smoking car, and then the first passenger car, then the second, went over the wall of the draw, a plunge of about twenty feet, into the water, which was at high tide. I heard the crash of breaking timbers, and one scream uttered simultaneously by many voices. Then, for a second or two all was still as death; then I heard the gurgling of the water, as they fell into the water, from eddies or little whirlpools on the surface. In another moment, shrieks from those in the rear cars, and the hind part of the third passenger car, filled the air, and in the next instant there was but one scene of indescribable confusion. I should have stated, what indeed is already well known to the public, that the third passenger car was nearly pulled into the water. There was, however, the restraining force of the rear cars, while the weight of those which had gone over operated, in front, to drag it over the wall. The consequence was, that it stopped like a match; the flooring, the rifles and the foremost end flying forward, with a jerk, half across the draw. Many of the seats and the dislodged window-sashes, with a crowd of lumbering baggage, were hurled, some of them fully across the gulf, and two of the passengers were seated just at the spot where the car snarled and leaped, thrown full twenty feet forward, and punched with frightful force upon the roofs of the first and second cars. The first passenger car was wholly submerged. Only a portion of one end of the second was visible, and the water soon covered that; I suppose by the sinking of the first car, upon which it had fallen, deeper into the mud. The baggage car was submerged, as also was the locomotive and tender. The smoking car was caught upon the piles of the bridge, which partly kept it above water. I learn there were only eight persons in it, and that they all escaped.

All that I have taken some space to describe, transpired in a few seconds. I have recently been partially rescued from a severe fit of sickness, and the horror was too much for me. Never, never again could I witness such a sight. Instead of running towards the bridge in such an event, I should rush from it, that I might be spared the harrowing spectacle. I felt stunned, almost as if I had received some severe concussion from a material object. On hurrying to the beach, I saw forty or fifty persons struggling with the water, crawling up the end of the second passenger car, or catching at the fragments of the floating wreck. It is a curious fact, that some of the passengers, who were in the third car, seated almost at the point where it broke under, were not impelled into the water, while others, as I have said, were sent flying forward. I may here mention that the soft mud of the river, under and near the bridge, is very deep. I should judge, from what I have seen of it, that it is as much as 10' or 12' deep.

Language fails to depict the scene which followed. The passengers who were uninjured, and those whose bruises, were sufficiently slight to allow them to exert themselves, thronged to the assistance of the drowning. The poor creatures were taken out of the water with a net of the cars, or saved them was made by some men, who had put off in boats, or who had ventured into the water as far as their own safety permitted. The steamer Pacific, which had just passed through the draw put back, and ropes were thrown out and boats lowered. I did not see any one taken aboard. One gentleman, who was thrown off the wall from the breaking of the third car, escaped by swimming. I see it stated in some of the papers that none were killed out of the third car. I think none escaped out of the first car. Indeed, it was so deeply embedded in the mud, that those who were not killed by the shock of the fall, must have been drowned almost instantly.

The following is a portion of the testimony taken before the Coroner's inquest:—

Edward W. Tucker, the engineer, sworn—I have been on the Road about two months. The last time I ran as familiar with the Road as I am with my B C's; I received instructions from a printed card from Mr. Simon, at the shop in New Haven; I believe the train was going at the rate of fifteen miles an hour past the Norwich Depot. I whistled for braking up just west of the bridge over the Road, before coming to the Depot. I am certain the ball was up; I cannot be deceived; I did not look out through the window-glass, but entirely on I do not think I could have mistaken the signal for the signal; I can see the signal just before I get to the bridge, above the Depot. I am certain I see the signal; I am very careful; the brakemen usually see the ball, and I supposed they saw it at that time and let up the brakes; I received no other instruction than to look out for the ball at the draw; I sounded the whistle the moment I saw the draw open; the brakes were not applied; for if they had been I think the train might have been stopped before going off the bridge; I gave the whistle before getting to the Depot; the engine might have gone in, but not the cars; I had no conversation with the conductor except about a brake on one end of the car; I never read while on the engine; I had no paper yesterday; the fireman jumped off near the bottom of the bridge; he is not hurt; I can stop a train in twice its length; the train yesterday had two baggage and five passenger cars; I was behind some eight minutes when passing Norwich; it is the worst bridge on the route to stop a train before coming to the draw after turning the curve near the draw, because the distance is much shorter than any other.

George Esner, Fireman, sworn—I was fireman on the train yesterday; I have been on the train about 13 months; all that I know about it is that the draw was open and we ran off; I did not look at the signal; it is not my duty to look for it; when we got to the bottom of the bridge the engineer allowed me and I saw the draw was off; he whistled near the bridge; we were going as slow as we ever do around that corner; the engineer blew no whistle to brake up; the train was going from 15 to 20 miles per hour; if we had known it at the depot we could have stopped; I was near the abutment when I jumped; it takes about one minute and a half to go from the depot to the bridge; I heard no orders given to the engineer by Mr. Comstock; Mr. Comstock is not in the habit of giving orders to the engineer; I did not see the conductor after we left Stamford; I never fired for Mr. Tucker before yesterday; I have seen engines run on the train; I did not see Mr. Tucker read; I saw him put his head out of the window just before nearing the signal and supposed he was looking for it; I left Norwich yesterday afternoon; I saw Mr. Comstock, just after the accident; I have not seen him since.

Mr. Fuller, the Boston baggage master, says in his testimony—I was on the train yesterday, with four passengers and two baggage cars, at 8 o'clock and took on a passenger car, at Twenty-seventh street; on our arrival at Stamford we were on time; I looked out of the car on our arrival at Norwich, to see that everything was all right, and saw the white flag flying, which were exhibited to inform the engineers that the switches were properly placed. I then closed my door and sat down, and I was not five minutes afterwards that I heard the engineer's whistle to put on the brakes; I immediately looked out of the door, and saw that the draw bridge was open, and at the same time saw Mr. Tucker, the engineer, jumped from the engine to the ground; I could not get the door of the car in which I was sufficiently open to get out, and immediately braced myself to receive the shock; the engine, tender, and part of the car in which I was were precipitated into the water; my car striking the abutment of the bridge, and one end of it lodged there, the other baggage car following went through my car about half way, and the other passenger cars pressing behind them and the baggage car off to the left; at the first shock I was stunned, and being thrown against the trunk my face was cut; as soon as I recovered, I crawled out through the top of the car and got into the water, and immediately procured boats for the passengers, and in the care in order to extricate the passengers. We worked at our four hours when we got matters into shape. About 3 o'clock the train passed as usual over the road. The last two cars were saved in consequence of the brakes being put on at the moment the draw bridge was open. I cannot say whether signal was up or down, for I had no time to look. As soon as I got out of the bridge, I asked the drawbridge man if the signal was up—he said "No," it was down fifteen minutes before the train arrived. The steamer Pacific had just passed through. Mr. Tucker told me he could swear that the ball was up. I wish to contradict the report which has appeared in some of the newspapers, stating that Mr. Comstock told the engineer to "look out to go to hell." This could not have been so for Mr. Comstock was in conversation with me at Stamford, the place at which it is alleged such remark had been made.

ACCURATE LIST OF THE DEAD.
Dr. Samuel Beach, Bridgeport, Conn.; Dr. John O. Gray, Springfield, Mass.; Walter French, Manchester, N. H.; Norman Parker, Woodbury Conn.; Nathaniel Rice, Athens, Ohio; A man not known, supposed to be Dr. Woodruff, of Middlebury; Mrs. A. L. Desloge, Philadelphia; Francis W. Style, Boston; J. M. Hutchinson, Boston; Dr. Welsh Alexander, Hartford, Conn.; An aged lady named Ann T. Green; B. W. Openock, Worcester; S. N. Hayward, N. Y.; Female child about eight months not recognized; Oliver Bar, Antioch Conn.; Mrs. O. W. Woodcock, Bridgeport, Conn.; Ellen Shepherd; Mr. Francis T. Van de Venter; Dr. D. C. Dwight Brooklyn; Joseph M. Hill, N. Y.; Rev. John Lohr, Williamsburg, L. I.; Mrs. J. M. F. M'Fadden, Lancaster Pa.; Anna C. Lang, Boston; John Moses, Gardner, Me.; Mrs. Francis Harley, Baltimore; Beverly Parkes, Yorkville, N. Y.; Mary F. Tolson, Lenox, Mass.; Dr. Smith, Springfield, Mass.; Robert Steinhilber, North Falls, Vt.; Alice Carrigan; Mrs. Hanna, N. Y.; Susan Pomroy, Stockbridge, Mass.; Miss Maria Robina, Lenox, Mass.; Mrs. G. R. Sparks, Pinfield, Mass.; Dr. Josiah Bartlett, Concord; Dr. Abel L. Pierson, Salem, Mass.; Isaac C. Goubar, Richmond, Maine; Martin Tane, N. Y.; Julia Anderson, four years old, in charge of Melina Shepherd; David B. Newell, Newport, R. I.; B. F. Larcher, Dundas, Canada West.

44 in all, 38 were more or less injured, some of them very seriously, probably mortally. Fifty coffins have been purchased by the Railroad Company, and brought to the station. The dead bodies, as they were brought in, were marked and placed in them. Upon those who were recognized, the clothing on them at the time of the disaster was allowed to remain, while those who were unknown were stripped, and their personal valuables placed safely away, and upon their persons clean linen shrouds were arranged. The Legislature, at its session Saturday morning appointed a special committee to investigate the cause of the late disaster. A bill was also introduced making it a fine of \$10,000 for every person killed upon a railroad and imposing heavy penalties for injuries on account of missing.

At an early hour on Saturday morning, the workmen were at their labors at the Draw-bridge, in endeavoring to extricate the remaining smoking and baggage cars, the tender and locomotive. The machinery and cars are yet completely submerged, and so far sunk into the mud, that it is thought utterly impossible to remove them by man-power, and arrangements are made to procure the ship's Derrick, and take it up the East River, thence through the Norwich River to the fatal bridge.

PUBLIC MEETING AT NORWICH.
On Monday afternoon a very large meeting was held on a piece of high ground overlooking the fatal drawbridge. Hon. Stephen Smith president, and there were a very large number of Vice Presidents and Secretaries. Resolutions were adopted appropriate to the occasion. Speeches were made by Dr. Hill, Dr. Mead, O. S. Rev. Mr. Bissell and Mr. Frote. A memorial to the Legislature was adopted praying for the enactment of a law that may prevent railroad accidents in future.



Bradford Reporter.
Free Soil, Free Speech, Free Men
Freedom for Free Territory.
E. O. GOODRICH, EDITOR.

Towanda, Saturday, May 14, 1853.

Terms of The Reporter.
\$5 00 per annum—paid within the year \$3 00 will be deducted for cash paid actually in advance \$1 00 will be deducted. No paper sent over two years, unless paid for.
Advertisements, per square of ten lines, 50 cents for the first and 25 cents for each subsequent insertion.
Office in the "Union Block," north side of the Public Square, next door to the Bradford Hotel. Entrance between Messrs. Adams and Fitch's law offices.

Democratic State Nominations.
CANAL COMMISSIONER,
THOMAS H. FORSYTH, OF PHILA. CO.
ADJUTANT GENERAL,
EPHRAIM BANKS, OF MIFFLIN, CO.
FOR SURVIVOR GENERAL,
J. PORTER BRAWLEY, OF CRAWFORD CO.

North Pennsylvania Railroad.

In another column, will be found an advertisement of the Engineer of the "Philadelphia, Easton and Water Gap Rail Road Company," to which we would call the attention of our readers. We understand that this Company is the same as the "North Pennsylvania Railroad Company" the name of the corporation having been changed, and its powers and privileges enlarged at the last session of our Legislature.

The ultimate design of the North Pennsylvania Railroad Company seems to be, to push a direct North and South road from Philadelphia, up the valley of the Lehigh or the Delaware, and thence over into Wyoming, or Lackawanna Valley; thence by the valley of the North Branch to the State line, to a connexion with the New York and Erie Railroad.

By reference to the map, it will be seen that by a short road from Waverly to Ithaca, and thence the Lake Ontario, Auburn and New York Railroad, Lake Ontario would be reached at Solus Bay, in a very direct line.

Already a corps of Engineers have commenced the surveys at Waverly, and are progressing down the valley of the North Branch. It is believed that a favorable route for a railroad can be obtained by which the distance from this place to Philadelphia will not much exceed two hundred miles, and citizens of Towanda could pass through Philadelphia to New York, in nearly the same distance as it is from here to New York by the New York and Erie Road.

The President of this road is the Hon. Thomas Fernon, who is probably better acquainted with the resources of the State, and the necessities and advantages of Railroads, than any man in the Commonwealth, and who we know, has much at heart the speedy completion of a road, which will do much to develop the resources of this region, and afford a direct thoroughfare between the interior of the two most important States of the Union. We are assured that the Company is composed of the most substantial merchants and capitalists of Philadelphia, who are determined, if no obstacles are interposed, to push the enterprise to an early consummation.

We look upon the project as the most feasible and advantageous of any of the rail road schemes of the present day. Starting out from Philadelphia the road will pass for many miles, through a densely populated region, striking into the Lehigh Coal Valley, and passing from thence to the Wyoming Coal and Iron region, and interlock at Waverly with the New York and Erie Road, connecting with Western and Central New York. Already charters have been granted, and roads are projected leading north from Waverly to Lake Ontario. By this project, the traveler, instead of his present circuitous route, can proceed in a direct line from Philadelphia to the Great Lakes, sweeping in his progress through two States.

The conception of this Road is due to Wm. B. Foster, Jr., and Mr. Fernon, both of whom are well acquainted with the vast interests to which it will afford an outlet, and the immense advantage it must be to Philadelphia, passing as it does, thro' two of the three anthracite coal fields of the State. We hope our citizens will afford the Engineer corps every information and facility, and that if further action be required to forward a scheme so pregnant with advantage to the north, it will be accorded.

Wyalusing Bridge Company.
We insert in this week's paper, a notice of Commissioners for stock of the Bridge projected at Wyalusing, and hope for the good of our country that it may be successful. The plan, as we are informed, is to give the western side of the river access to the Canal at Wyalusing, by an open Bridge of cheap construction like that at Owego, which cost \$12,000—both the cheapest and the best upon the river. At first thought, it may seem that a section so thinly peopled, could hardly support the expense, but in truth, the saved lumber of that vicinity alone, will make a far larger burden to cross the river there for shipment on the canal, than will pass it at any other point. Besides that, for present years the most important item, the productions and receipts of Asylum, Wilnot and Albany townships in this, and a considerable portion of Sullivan County, will obtain their most favorable connexion with the Canal by this passage.

DEATH WARRANT OF ARTHUR SPRING.—The Sheriff of the City and County of Philadelphia has received from Governor Bigler the death warrant of Arthur Spring, convicted of the murder of Mrs. Ellen Lynch. When it was read to the doomed man, he appeared to be very composed, and protested his entire innocence to the last. The day of execution is fixed for Friday, the 15th day of June, between the hours of 11 and 3 o'clock.

INCREASE OF TOLLS.—The amount of tolls collected during March and April at Beach Haven, Luzerne County, on the North Branch Canal, was \$16,589 81—an increase of \$9030 83 over the same period last year.

Overton Township.
A new township was created at February term of one Court; out of parts of Albany, Monroe and Franklin, and named **OVERTON**. An act of the Legislature authorized an election to be held on the 15th day of March, for officers of the new township, when the following were chosen:
Justice of the Peace—Jacob Hostenstine.
Road Commissioners—James Molyneux, William Luce, Thomas McGovern.
Constable—George W. Hostenstine.
Judge of Election—John Molyneux.
Inspectors—Reuben Rainbolt, Isaac Frier.
Town Clerk—William Waltham.
Auditors—Daniel O'Neal, John Flynn, Abner Mitchell.
School Directors—Abner Mitchell, John Molyneux, Thos. McGovern, Andrew Wilth, J. Streve.
Treasurer—Edward McGovern.

Towanda Post Office.
Mr. HENRY CAMPBELL has been appointed Deputy Post Master at this place, and the office has been removed to No. 1 Brick Row.
Col Bailey who has been relieved of this office by the advent of a Democratic Administration, has discharged its duties for the last seven years, faithfully, and in such a manner as to secure the approbation of the public.

Appointments by the Governor.
Col. JAMES BURNSIDE has been appointed President Judge of the new Judicial District, composed of Centre, Clinton and Clearfield counties.
Col. Geo. R. BARRETT, of Clearfield, to be President Judge in the place of Hon. N. B. Eldred, resigned.

ATHENS INSURANCE COMPANY.—An act incorporating an Insurance Company with the above title, was passed by the late Legislature, and the Company has been organized by choosing the following Officers:
President—FRANCIS TYLER.
Secretary—J. E. CASFIELD.
Treasurer and Vice President—C. F. WELLES, JR.
Board of Directors—Wm. H. Overton, James H. Welles, Wm. Scott, Wm. B. Darlington, C. N. Shipman, Wm. E. Barton, Addison McKean, Francis Tyler and George Sanderson.

DEATH OF A PATRIARCH.—A late number of the Locomotive, chronicles the death of Mr. Jas. McSherry, of Jersey Shore, at the age of 88 years and 10 months. The deceased was a native of Ireland, but emigrated to this country in 1790. He had resided since 1784 in Locomotive county, where he was universally respected. He was the father of 22 children, and his surviving descendants are as follows: 12 sons and 6 daughters, 83 grand children and 33 great-grand-children—numbering in all 138 surviving souls. He had been a worthy member of the Methodist Episcopal Church for 33 years before his death.

GOLD IN TEXAS.—Advices from Galveston confirm the previous reports of extensive Gold discoveries on the Colorado. Four hundred persons were at the diggings, getting from \$5 to \$10 per day. Farmers were leaving their crops, and merchants their stores, and great excitement prevailed. The soil for 100 miles along the river is said to be as rich in gold as California.

THE LATE RAIL ROAD CASUALTY.—The Chicago Democratic Press says, the number of the injured by the late railroad collision near that place is much larger than was first supposed. It is now ascertained that there are from 40 to 50 more or less injured. The number of lives lost was fifteen.

Hiram A. Beebe, editor of the Owego Gazette, has been appointed Post Master at Owego, N. Y. We congratulate Brother B. upon his success. The old adage that "those who win may laugh," will suggest that the lachrymose style of his editorials lately, should be changed to the jubilant.

Twelve Days Later from California!

STEAMBOAT EXPLOSION & GREAT LOSS OF LIFE!

NEW ORLEANS, May 9.
The Steamship Daniel Webster, from San Juan, with California dates to the 16th of April, reached her wharf last evening.
The Daniel Webster connected with and brings the passengers of the Steamship Brother Jonathan, which left San Francisco on the 16th.
The Daniel Webster brings about 200 passengers, and a considerable amount in gold dust.
The most important news by this arrival is the intelligence of the total wreck of the steamship S. Lewis, belonging to the Nicaragua line. She ran ashore in a fog near the same spot where the Tennessee struck, a few weeks ago, and shortly after became a total wreck. Her passengers, numbering 382, are all believed to have been saved.
At the time of the accident the S. Lewis was from San Juan to San Francisco, with the passengers by the Prometheus, which left New York on the 19th of March.
The S. S. Lewis was built at Philadelphia, in 1851 and was valued at \$200,000. There was no insurance on her.
Steamship Jenny Lind had exploded her boilers near San Francisco, terribly scalding from sixty to seventy persons, twenty of whom have since died.

Among the victims of this terrible disaster was the whole family of Mr. Noah Ripley, consisting of himself, wife and four children.
The accident occurred just at the head of San Francisco Bay, and 18 persons were killed instantly by the explosion.
The steamer which formerly plied just between San Francisco and Sacramento had just got fairly under way when the explosion occurred, blowing out the plate of her boiler, and scattering death and destruction among all on board.
The bodies of 18 of the dead have been recovered. Thirty or forty others were dreadfully scalded, so much so that not one among them is expected to live.
Eight of those killed, and many of the scalded, were residents of San Francisco.
The steamer was on her return from a trip to Alviso.
The passage of the bill by the House of Representatives for the extension of the city front, had caused the most intense excitement among the citizens of San Francisco, who being determined to defeat it if possible in the Senate, drew up a memorial to that body, numerously signed, protesting strenuously against its passage.
This when presented gave rise to a warm debate, when the vote being taken the bill was rejected.
At the date of the steamer's departure, it had been fully ascertained that none of the passengers on board the steamer S. S. Lewis were lost.
The small box was prevailing and spreading rapidly throughout San Francisco. Many fatal cases are reported.
The amount of gold dust shipped by the Mail Steamer to Panama is computed at over two millions of dollars.
The intelligence from the mining regions is very satisfactory.

Proceedings in Court.
The May Term and Sessions of the Courts of Bradford County, commenced at this place, Monday, 6th instant, Hon. DAVID WILMOT, President, and Hon. MYRON BALLARD and HARRY ACKLEY, Associate Judges.
The first day of the Term was principally occupied in receiving the returns of Constables, hearing motions, and other preliminary business.
The first cause upon which a jury was impanelled was
Com vs. Oliver J. Warner and Marcus E. Warner.—Indicted for assault and battery upon the person of Nelson E. Warner, on the 10th of April last, in Orwell township. The Jury found the defendants guilty, and the Court sentenced them to pay the cost of prosecution.
Com vs. James Brink.—The Grand Jury return a true bill against defendant for uttering counterfeit money, in paying to Seneca Kendall two \$5 bills on the York Bank, alleged to be counterfeit. Continued until next Term.
Com vs. Job Morley.—Charged with assault and battery upon the person of Henry Pultz. Grand Jury return the bill ignoramus, no witnesses appearing.
Com vs. Samuel Davis.—The defendant, though only 18 years old, appeared to be a hard customer, two indictments pending against him, one for stealing a rain vest, the property of David Ward, of Wells town, and another for stealing a horse, the property of Thomas D. Gustin, of Columbia. On the latter indictment the prisoner was arraigned and pleaded guilty, whereupon the Court considering him a fit subject for the House of Refuge, directed the Sheriff to escort him to that excellent institution.

Com vs. Talman Beardsley and Oliver Vincent.—Charge of forcible entry in going upon the premises occupied by David Nye, in the township of Springfield, on the 4th day of April last, and dispossessing him therefrom; and likewise, with "strong hand," expelling Abigail Nye, upon the same occasion, from said premises. The Grand Jury find a bill ignoramus as to the expulsion of David Nye, but indict Talman D. Beardsley upon the second charge. Continued until next Term.
Com vs. Orange Chase and Frederick Guinans.—Indicted at February Sessions, for assault and battery upon the person of Harry Parks, of Orwell, on the 16th day of July, 1852. Defendants being arraigned, pleaded guilty, and the Court, after hearing witnesses, sentenced them to pay a fine of \$10 each to the Commonwealth, and costs of prosecution.
Com vs. Benj. G. Rice.—Indicted for assault and battery upon the person of James Sauter, in Athens town, on the 9th of March last. Defendant pleaded guilty, and is sentenced to pay a fine of \$5 to the Commonwealth, and costs of prosecution.
Com vs. Lawrence Goodwin.—Indicted for setting fire to a building attached to the dwelling of John Mulholland in Ribherry township, on the 9th day of April last. Trial continued until next Term and defendant remanded to jail.
Com vs. John Vroman, 2d, and John J. Hession.—Indicted for conspiring to defraud O. P. Lyon of Monroe, by denying Woolwin's interest in certain valuable black horses. Said Woolwin being indebted to Lyon, and asserting the defendant's guilt of an attempt to defraud, and the Court sentenced them to pay a fine of \$10 each to the Commonwealth, and costs of prosecution.
Com vs. Thomas J. Orlow.—Indicted for passing a \$3 bill upon the Tremont Bank, alleged to be counterfeit, upon H. G. Carrell. Defendant not appearing his recognizance was forfeited.
Com vs. Andrew J. Smith.—Indicted at February Sessions, for setting fire to the barn of Otadiah Brown, in the township of Armenia on the 23rd day of January last. The Jury found the defendant guilty of the charge, and on application of the prosecutor, A. J. Brown, he was required to give bail in the sum of \$400 to keep the peace for the space of one year.
David Palmer a witness in this case, was sentenced to pay a fine of \$5, for neglecting to attend.
Adaline Davis, also a witness, was sentenced to pay the costs of the attachment.
The Court also sentenced Charles E. Rathbone, a witness in the case of Com vs. Brink to pay a fine of \$5 for non-attendance.
New Borough.—The petition of sundry inhabitants of Columbia Flatte, being read and filed, with a draft or plot thereto annexed, praying the Court to take necessary measures under the Act of Assembly for the incorporation of a certain portion of Columbia township, which is now called Columbia Flatte, to be incorporated into a Borough to be called Sylvania, the Court direct the instrument be laid before the Grand Jury, which body return that they believe that it is expedient to grant the prayer of the petitioners, and the Court order the same to be recorded.
The Grand Jury were discharged on the Wednesday, having returned 9 true bills: and as ignoramus, 3.

SECOND WEEK.
On Monday, May 9th, the death of the Hon. JONAS BANNISTER GIBSON, one of the Judges of the Supreme Court, being announced to the Court, as a mark of respect to the memory of the deceased, the Court immediately adjourned and a meeting of the Bench and Bar was had, Hon. DAVID WILMOT, President; Hon. HORACE WILLISTON, Hon. HARRY ACKLEY and DANIEL BULLOCK Esq., Vice Presidents; William Ellwell, Esq., Secretary.
On motion of EDWARD OVERTON, Esq., it was Resolved, That this meeting in common with the legal profession, are deeply sensible that one of the great luminaries of the law has fallen; in the full exercise of his transcendent abilities, after the longest and most able judicial career that has ever distinguished this or any other state of the Union.
That his opinions, in the vast variety of decisions which fill the reports of the Supreme Court of this State for thirty-six years, will ever be received as one of the richest legacies which a Judge could leave to the members of his profession, being alike distinguished for the profundity of their legal force, and for the forcible, lucid and beautifully simple, though highly ornate, language in which they were delivered.
That of him as a jurist, it may be truly said—" nihil laetitia quod non amanti."
That this meeting deeply sympathize with his afflicted family in their great loss.
[The Chairman appointed EDWARD OVERTON, Wm. WATKINS and U. MEXCER, Esqs., a committee to communicate this to them, with a copy of these proceedings.]
That these proceedings be published in the newspapers of the County.

But little jury business was done the second week, parties not being ready, witnesses absent, and divers other reasons being given for a continuance. Something was done, however, in clearing the calendar, by various judgments rendered for want of an appearance.
Com vs. Samuel A. Tenant.—The defendant being benighted at February Sessions, the County, his counsel moved for an arrest of judgment, and a rule was granted returnable at the next sessions, but the motion was argued at length, and the defendant was remanded to the County Jail, to undergo an imprisonment of six months in the County Jail.
Junction Canal Company vs. Wm. Whittier.—Sheriff's jury was summoned to assess the damages occasioned by the location and construction of the Junction Canal through lands of Wm. Whittier in Athens township, which on the 14th day of May returned as their verdict a sum of \$2500, and damages, in their judgment, sustained by the Whittier.
Mr. Overton, on the part of the Company, applied to the Court to grant a rule to show cause why the injunction in this case should not be set aside. Rule granted, and the 20th day of June set apart for hearing the argument.
Deputy Constables—Nelson Adams, was appointed a Deputy Constable of Troy Borough, in the County of Monroe township.

ATTORNEYS ADMITTED.—On motion of Mr. McLean, Miles KINNEY and RALPH TOZER.
On motion of Mr. Peck, Marcus H. CARROLL.
On motion of Mr. Ewell, Harry M. ACKLEY were admitted as Attorneys at Law, to practice in the several courts of Bradford County.

Collision on the N. Y. & E. Railroad.
FOUR MEN SERIOUSLY INJURED.
We have to chronicle another railroad accident, which, indeed, it can be appropriately so called, apply that term to the catastrophes from which we are delivered.
About 9 o'clock last evening, it was reported that a collision of two trains had taken place on the New York and Erie Railroad, about four miles from the depot at Berlin, on the last of the week. The report was true. The emergency train from New York had been delayed by the heavy snow, and on the 14th day of the Express train from Dunkirk had a collision with the regular train. The locomotives dashed into each other, and were completely wrecked. The Express train was within five minutes of reaching the depot, and the regular train was within five minutes of reaching the depot. The passengers were thrown about, and many were injured. Four men were seriously injured, and one man was killed. The train was stopped, and the passengers were taken care of. The locomotives were completely wrecked, and the train was delayed for several days. The cause of the collision was the heavy snow, which had accumulated on the tracks. The train was stopped, and the passengers were taken care of. The locomotives were completely wrecked, and the train was delayed for several days. The cause of the collision was the heavy snow, which had accumulated on the tracks.

ROCK ROSE.
In the late edition of the U. S. Medical Directory we are told, says the writer, that Dr. Rose was first introduced to the notice of the medical profession in 1840, by Dr. Elihu Root, of New Haven, Conn., who was remarkable in all his professional career. Dr. Rose has employed a very successful practice for several years. His success is attributed to a book published by D. A. Tyler, of New Haven, Conn., as a result of an important discovery in the preparation of the Rock Rose, from which the name of the Extract has taken its name. The book is entitled "The virtues of a plant as much neglected as the Rock Rose, from which the name of the Extract has taken its name. The book is entitled 'The virtues of a plant as much neglected as the Rock Rose, from which the name of the Extract has taken its name. The book is entitled 'The virtues of a plant as much neglected as the Rock Rose, from which the name of the Extract has taken its name.'

DIED.
In Burlington, April 24, LENA, wife of Captain Long, in the 63d year of her age.
By the death of Mrs. LUCE, society has been deprived of a respected and esteemed member. Her infirmity, kind to those in adversity, and charitable to the poor; she secured the love of those who were blessed with her acquaintance, and deeply lamented.
In Athens, April 23d, after a long and painful illness, EWMA, daughter of Rev. G. S. Luce, in the 16th year of her age.
"Friend after friend depart;
Who hath not lost a friend!
There is no union here of hearts,
That hath not here an end.
Were this frail world our only rest,
Living or dying, none were blest."
"But there's a world above—
When parting is unknown—
A while eternity of love—
And blessedness alone—
And faith behind the dying feet,
Translated to that happier sphere."
—C. C.

Waverly Station, N. Y. & E. R. R.
TIME TABLE.
GOING EAST. H. M. GOING WEST. H. M.
*Buffalo Exp. P. M. 12 20 *Buffalo Exp. A. M. 6 50
*Day Express, A. M. 10 50 *Day Express, P. M. 4 10
*Night Express, P. M. 11 20 *Night Express, P. M. 6 30
*Cincinnati Exp. A. M. 3 05 *Cincinnati Exp. P. M. 3 05
Freight No. 2, A. M. 11 55/Freight No. 1, A. M. 10 30
Freight No. 4, P. M. 4 35/Freight No. 3, P. M. 6 30
*Do not stop at Waverly.

COACHES leave Waverly for Athens, Towanda, Tonawanda, and intermediate places, every morning after the arrival of the Trains.
Returning, leave Towanda, (after the arrival of the Southern stage,) at 11 o'clock, P. M. for Waverly in time for all the evening trains, east and west. May 6, 1853.