Daily Morning Post.

LEWIS HARPER.....THOMAS PHILLIPS
Harper & Phillips, Editors & Proprietors.

PITTSBURGH:

TUESDAY MORNING.....MAY 10.

☞ No North, no South, no East, no West, under the Constitution; but a sacred union founded on the German Rock, and true fealty to the Common Brotherhood.—FRANKLIN PIERCE.

DEMOCRATIC NOMINATIONS.

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

AUDITOR GENERAL,
EPHRAIM BANKS,
of Mifflin County.

FOR SURVEYOR GENERAL,
J. PORTER BRAWLEY,
of Crawford County.

STATE CENTRAL COMMITTEE.

The Democratic State Central Committee of Pennsylvania will meet on the 21st May inst., at 4 o'clock, P. M., at the Merchants' Hotel, in the city of Philadelphia.

WM. L. HIRST, Chairman.

☞ N. P. Fetterman, Esq., requests us to say that his name was used in the Whig Circular, which we noticed yesterday, without his knowledge or consent. Mr. F. is now, and always has been a Democrat, and has no idea of allowing his name to go about as a prop to uphold the declining fortunes of Whiggery.

THE RAILROAD MURDER.

To the exclusion of much other interesting matter, we yield our columns to-day to the publication of a full account of the heartrending catastrophe on the New Haven Railroad. No person can read the details of this terrible slaughter of human life, without being shocked at the cruel, heartless and criminal neglect of the engineers and conductors on the train. Will these things have an end? That is a question for the public to settle. We are rejoiced to notice that the Legislature of Connecticut, on Saturday, appointed a special committee to investigate the causes of this disaster. The committee consists of Senator Hyatt, Dr. Beckwith, Mr. Bissell and Mr. Halsey. They are instructed to repair at once to the scene of disaster, to collect facts, and report officially.

A bill was also introduced, imposing a fine of $10,000 on every railroad company for each person killed upon their road, and heavy penalties for all accidents proved to have arisen from carelessness.

A hearty assent from every thinking person in the country will respond to what the New York *Herald* says in regard to the disaster. It says that "it is to be hoped that this wholesale sacrifice, this hecatomb of men, women, and children—will at least result in some efficient action all over the land, for the security of human life upon our railroads, and for such pains and penalties against the appointment of incompetent men to the management of the trains, as will, for the future, afford some guaranty of safety to the unsuspecting traveler. A train of cars full of passengers is a trust rather top important, and involves a responsibility too great, to be assigned to the chances of destruction in the hands of ignorant, thick-headed or reckless engineers. Fellow citizens, is it not time at length to consider and do what can be done for the public safety?"

MRS. STOWE IN EDINBURGH—MORE BRITISH INTERFERENCE.

Mrs. Crowe and her husband arrived in Edinburgh on the 19th ult., from Glasgow. An account of this event in the *Scotsman* states that "as Mrs. Stowe stepped from the railway carriage a cheer was raised, and the greeting continued as she passed along the platform leaning on the arm of the Lord Provost, towards his lordship's carriage, which was in attendance, and into which Professor and Mrs. Stowe, accompanied by his lordship, entered. The carriage then drove slowly up the sloping road from the railway and along the Waverley Bridge, towards Princes' street, surrounded by crowds eager to catch a glimpse of the world-famous author of 'Uncle Tom's Cabin.'" After relating other particulars, of no interest to our readers, the *Scotsman* goes on to say: "In the evening, a banquet in honor of Mrs. Stowe, and in promotion of the anti-slavery cause, was held in the Music Hall. About fifteen hundred persons were present, the Lord Provost (Mayor) in the chair, supported by a band of clergymen, mostly 'dissenters.' *After supper, the 'Uncle Tom Penny Offering' contribution, collected in small sums throughout Scotland, was handed to Mrs. Stowe, in the shape of one thousand pounds sterling, with a request that she would expend it in whatever way she might consider best to advance the abolition cause.* The cash was presented upon a silver salver, a gift to Mrs. Stowe personally from the Edinburgh ladies. Professor Stowe read his wife's reply, and then addressed the meeting on his own account, in much the same words as at previous meetings."

We wish our readers to note well the lines we have marked in italics in the above extract. It here appears that the sum of £1,000, or about $5,000, was presented to the authoress of the negro romance called "Uncle Tom's Cabin," to be used as "she might consider best *to advance the abolition cause.*"

Here is evidence that the people of Great Britain are impudently interfering with the domestic affairs of the United States. We presume that other large sums of money will be collected in Great Britain to "advance the abolition cause," or in other words, purchase tickets on the Under-ground Railroad, to carry off the negroes from the Southern States to Canada. We do not charge that this is the object of Mrs. Stowe's visit to England; but we state the facts, and our readers can draw their own conclusions.

It would appear more charitable if the money given to Mrs. Crowe to "advance the abolition cause," was sent to Canada, to purchase food and clothing for the poor negroes who are already there, but who are suffering for want of the actual necessaries of life. During the last year several persons, white and black, have been going through our streets begging for money, food and clothing for the Fugitive Colony, near Malden. If the Abolitionists in the United States and England are determined to keep up the Under-ground Railroad, they should at least have the manhood to prevent their passengers from starving after they have arrived at their destination.

—Now, let us take a glance for a moment at Life in London, and see how John Bull's relations live:—During the passed winter it was ascertained that 3,100 persons, in the heart of London, lodged nightly 24,000 persons, having but 3,712 rooms to appropriate to them. This would give nearly 22½ persons to each room.—A single court in Whitechapel District, containing 15 rooms, has a *resident* population of 300 persons. Such are some of the aspects of London, where the people are all crazy about the destitution and hard life of American negroes, and where Americans are daily insulted and their country contemned. So much for London.

How looks England? It is asserted, on what is believed to be unimpeachable testimony, says a London correspondent of the Boston Post, that less than 40,000 persons, own all the land of Ireland and Great Britain. Of these 40,000, less than 500 own seven-eights of the whole; the remaining 39,500 owning but one-eigth. Now there is no slavery, technically so called in Great Britain or Ireland, but yet these 500, hereditary rulers of the realm, lord it over the whole nation in a legalized system of oppression, which, though it does not make chattels of 3,000,000, reduces it at least 10,000,000, or one-third of the whole population, to a state of servility, toil, debasement, abuse, and deprivation of the rights and comforts to which humanity is entitled, that cannot be paralleled in the civilized world.—More servile and debasing acts of deference, fear, subjection, and slavish submission to irresponsible authority—more ill-paid and incessant toil—more brutal ignorance—are not to be met with in all our southern States, than are produced by this aristocratic system in this boasted England. Hosts of children are driven from parents and home, the instant their little hands can toil, never again to dwell beneath the paternal roof. Husbands and wives, parents and children—ten to one as compared with our slave States—are forever separated by the union workhouse, while parishes, boroughs, and baronies are openly bought and sold by church and state traders in the market; every twentieth child born is illegitimate; tens of thousands of women toil at their needles from fifteen to eighteen hours of every day for a beggarly pittance, and thousands of poor curates eke out a miserable existence on private charity, in a church whose princely wealth pampers the younger sons of the aristocracy.

GOVERNOR OF NEW MEXICO.

The Hon. DAVID MERRIWETHER, of Kentucky, has been appointed Governor of New Mexico.—He is a gentleman of fine talents, and a true Democrat. It will be remembered that he was appointed U. S. Senator from Kentucky, by Gov. POWELL, to fill the vacancy occasioned by the death of the Hon. HENRY CLAY. It is but right, in case of any difficulty about New Mexico, that the Administration should have a Democratic Governor there, to fairly represent the feelings, interests and rights of our country.

GRAHAM'S MAGAZINE.—We have received from the publisher the June number of this deservedly popular magazine. The present number of Graham unites the solidity of the staid and sober magazines with a brilliancy and piquancy which has always been peculiar to itself. It is a first-rate number, and many of the articles are interesting, and of a better stamp than the papers usually contributed to the Philadelphia monthlies.

☞ Amongst the recent appointments of Postmasters in the State of New York, we notice the names of HIRAM A. BEEBE, of Oswego, and ALBERT S. PEASE, of Poughkeepsie. Both of these gentlemen are Democratic editors, and able ones as that. We congratulate them upon their good luck. We feel confident that they will make good officers.

☞ The Virginia Democratic State Convention, which met at Staunton on the 2d of May, after a long session and warm contest, nominated Dr. ARCHIBALD GRAHAM, as a candidate for the office of Commissioner of Public Works, for the 2d District.

☞ We call attention to the advertisement in to-day's paper headed "To Business Men." The Advertiser is a good Book-keeper and Salesman, and can give the best reference as to character and competency.

☞ The April number of the London Quarterly Review has been received by Gildenfenney & Co., Fourth street, and H. Miner & Co., Smithfield street. Its contents are as interesting as usual.

☞ GOV. PHILIP ALLEN, Democrat, has been elected to the Senate of the United States from Rhode Island, to succeed the Hon. JOHN M. CLARKE.

☞ E. P. PERRINE, Esq., has been appointed Postmaster at Akron, Ohio, and J. I. Hommedieu at Cuyahoga Falls.

☞ Will any person tell us what "Schiedam Schnapps" are?

LAST MOMENTS OF VICE PRESIDENT KING.—The Southern Republic has received from Mr. P. K. Beck—a kinsman of the Vice-President—a brief account of the last moments of Mr. King. It says: "He was quiet and resigned to the fate which he had seen for some time awaited him. Shortly before six o'clock on Monday evening, while a few friends were sitting around his bed-side, the only ones that he would allow in his sick room, he suddenly remarked that he was dying. The watchers arose to their feet, under some excitement, when the Colonel said—"Be still—make no noise—let me die quietly." He refused to have the balance of his household notified of his dying condition. His physician came in and examined him. The Colonel said to him—"Doctor, I am dying. It seems as though I shall never get through with it. I am dying very hard. Take the pillows from under my head." The pillows were accordingly taken from under his head; but affording no relief, the Doctor turned him from his back on his side, when he died in a moment."

The Mecilla Valley.

The Philadelphia *U. S. Gazette* calls up an interesting historical incident associated with the Valley of Mecilla, now made still more famous. The town of Mecilla is but a few miles distant from the well-known field of the Brazito, where Doniphan obtained his first victory, four hundred and fifty of his men flogging twelve hundred Mexicans—heroes of Chihuahua, with the black flag—in twenty minutes. This was a mere prelude to the battle of the Sacramento, fought—or run by the same heroes, only in vastly greater numbers. Governor Trias defends the disputed territory with these valiant gentry. We may guess, says the *Gazette*, what the result will be should Governor Lane march against them with the first battle be fought in sight of the Brazito.

AN EXCELLENT LAW.—The Legislature of Illinois last winter passed a law to the effect that Railroad companies should *pay $5,000 for every passenger lost in a train through the carelessness of the company or its agents.* The citizens of Chicago have resolved to see this law enforced to the letter for the benefit of the survivors, to whom this penalty goes. This law properly enforced, will act as a powerful preventive to any future accidents of this kind. The enormous expense of such diversions will preclude their frequent repetition. The most sensitive part of a corporate body is its pocket. Touch that, and each individual member feels a pang.

THE SULTAN'S BLOCK.—The stone which the Sultan of Turkey is having prepared for the National Washington Monument, is being done "in the handsomest style, and will do his imperial majesty credit." The Sultan undertook this project of furnishing a stone for the monument at the suggestion of Mr. John P. Brown, the U. S. Charge at Constantinople, and is now understood to be desirous of making his offering worthy of the purpose to which it is to be devoted.

☞ The Constitutional Convention of the State of Delaware has decided that Judges shall henceforth be chosen by the people. Salaries—Chief Justices $1800; chancellor and associates, $1000 each. The convention voted that no clergyman while officiating as such, shall be elected to any political office; also that no bank charter shall be granted by any future legislature until after three months' notice of application shall have been publicly advertised.

☞ Colonel Fremont, the Californian millionaire, who has been in Paris for the last six or eight months, will probably remain until the autumn. With all his wealth, he is plainly republican in his habits. The only expensive article he indulges in are—horses. His stud is the envy and Wonder of the French. Not even Napoleon has a finer.

ANOTHER FRIGHTFUL CALAMITY

TERRIBLE RAILROAD ACCIDENT!

ON THE

NEW YORK AND NEW HAVEN RAILROAD.

AWFUL SACRIFICE OF HUMAN LIFE!!

The Precipitation of a Train of Passenger Cars into the Norwalk River.

FORTY-FIVE LIVES LOST.

The New York papers are filled with the details of the frightful railroad disaster at Norwalk, Conn. The following particulars will prove of painful interest to our readers:—

(From the Courier and Enquirer, May 7.)

The express train for Boston, on the New Haven Railroad, left the Canal street station in this city at 8 o'clock in the morning, and at the upper station the locomotive was attached, making the train then to consist of two baggage cars, and three first class passenger cars, and in the rearmost baggage car was the smoking apartment. The number of passengers in the train was about 150.

The train proceeded, as usual until it reached Norwalk, 45 miles distant, at ten o'clock. Half a mile east of the Norwalk station is a bridge across the creek, and over the channel there is a draw in the bridge sixty feet in width. The rules of the road require that the speed of the train should be checked at the Norwalk station, and the train held well in hand until the engineer obtains sight of a signal—a red ball upon a pole some thirty feet high, which is visible nearly half a mile from the bridge. The signal is only displayed when the draw is closed and the track clear. But these precautions were neglected upon this occasion; the speed was not slacked at the station; the signal for safety had been withdrawn full ten minutes before the train approached, but heedless of the warning the engineer dashed on at a rate of *nearly thirty miles an hour* until he reached the open draw, when such was the momentum that the engine sprang across the chasm of sixty feet, dashing against the abutment on the opposite side but little below the level of the line of the rails.—The draw had been opened to permit the steamboat Pacific, from Norwalk for New York to pass through, and she had barely passed as the train dashed in. The engine was followed by the tender, which rested upon it, the first baggage car went partly upon the tender, and partly alongside the first baggage car and two of the first class cars were dashed among the wreck of those which proceeded them, while the bottom of the last car was broken in two cross-wise, the forward part being dragged into the submerged ruins, leaving one half the bottom and the entire sides and roof upon the track. The water in the channel over which the draw is placed is from ten to twelve feet deep at high water.

The frightful scene that ensued may be conceived, but neither those who witnessed the occurrence, nor those who escaped with their lives, can give any adequate description. The cars were so broken that those who had not sustained any injury from the collision, instantly strove to escape through the windows and broken roofs, and it is wonderful, that under the circumstances so many succeeded in their efforts. It is supposed that all in the last car escaped—those who were dragged forward on the broken floor being thrown on top of the wreck, escaping with a few bruises. Those who were in the two cars preceding the last, were all immersed in the water, but as far as can be ascertained, most of them were rescued. The moment the accident occurred, there were strong and willing hands which manned small boats fortunately lying near, and by their efforts, the rescue of the saved was effected. Many of those in these cars sustained contusions of greater or less severity. But few of those in the smoking car escaped, and it is the opinion of Dr. McLean, of Norwalk, who was in attendance, that most of those who lost their lives were seriously injured by the crushing of the car.

(From the Journal of Commerce.)

The scene at the railroad station house in Norwalk, yesterday afternoon, was appalling.—In one small apartment were *twenty-eight* ghastly corpses, rigid in death; and in another *seventeen*, thickly covering the floor. Among them, numerous surviving friends were eagerly scrutinizing each countenance, with mingling hope and fear, searching for the lost. As one after another was identified, the scene was often painfully affecting. Infancy, youth and old age were all represented among the dead. The body of a beautiful female child, seeming to be almost animated with life, elicited admiration from many. Almost all the bodies were greatly disfigured with bruises and cuts, and probably in a majority of instances, injuries of this kind were sufficient cause of death. A few evidently died of strangulation by water. Before dark, nearly all the bodies were divested of their clothing, put in neat coffins of black-walnut, and forwarded to their friends. Every arriving train brought many in search of those that were supposed to be lost, but it was supposed last evening that all had been found, and of these very few remained unrecognized.

The cause of the accident is attributed solely to the engineer, in failing to observe that the signal was given that the bridge was open, until too late to save the train. A red ball is erected on a tall pole on the draw. When this is displayed from the top of the pole, it signifies that all is right; but if the engineer can't see it from a point about a quarter of a mile distant, where there is a sign on which is written "Look out for the Draw," with a hand pointing in the direction of the ball, he must stop. It is shown in evidence before the Coroner that the ball was down from ten to fifteen minutes preceding the arrival of the train. The engineer is named Edward Tucker, and has had long experience.—He was injured about 18 months ago by a railroad collision, for which he was not blameworthy, and was enabled to resume his occupation only about a month since.

The train was made up of five cars, and contained 113 passengers. It is thought by the conductor that had the rails not been wet by the falling of rain, thereby preventing an efficient action of the brakes, the disaster might have been averted. Upon nearing the bridge, the firemen and engineer leaped from the engine—the latter 20 feet from the embankment, and injuring himself severely. A bystander describes the scene when the locomotive plunged into the abyss as terrific. For an instant it was in mid air. Then with a crash it disappeared, with the tender, from sight. The Boston luggage car piled on to this, in an upright position, the top nearly even with the road way of the bridge. The smoking and mail car, containing the post office, fell near. The first passenger car sunk and filled with water. In this the principal loss of life occurred. But few were in the smoking car, and not one of them were killed. The second passenger car turned over, but most of its inmates escaped. The third car broke in the centre, but hung by the connecting rods on the edge of the bridge till the rods were cut.

This is the present position of the wreck. The locomotive is probly not much broken. One car and half of a second were dashed nearly to atoms.

The water over which the bridge is constructed forms a part of Norwalk harbor, and was from ten to fifteen feet deep when the accident occurred, which was about five minutes before ten o'clock, at nearly high water. Numerous boats immediately surrounded the wreck, and the survivors were taken ashore, and removed to adjacent houses, where they were visited by the Vice President and Superintendent of the road, and all possible aid rendered. Scarcely one was able, unaided, to reach the shore. Those who were not maimed, were so chilled as to have lost the power of self control. Portions of the wreck were drawn out by means of ropes.

(From the New York Tribune.)

NAMES OF THE DEAD.

The following is a list of names of persons killed and drowned:

1. Dr. Samuel Beech, Bridgeport.
2. Dr. John O. Gray, Springfield, Mass.
3. Walter French, Manchester, N. H.
4. A lady, —— Parker, Woodbury, Conn.
5. Nathaniel King, Jr., Athens, Ohio.
6. A man, unknown, about 32 years of age, with brown hair and whiskers; had on a snuff colored coat, black satin vest, brown linen pants, thin boots and white shirt.
7. A lady, about 30 years of age, black hair, rather dark complexion; had on a grey dress, trimmed with narrow black velvet.
8. Francis W. Sales, Boston.
9. J. M. Hutchinson, Boston.
10. Dr. Welch, Hartford.
11. Lady, unknown, advanced in years, stout built and short gray hair; had on a black velvet bonnet, and black merino dress.
12. D. M. Opedock, about 60 years age, residence unknown; had on him a ticket for Worcester.
18. A boy about seventeen years of old, light complexion and light hair; had on a black silk cravat, black broadcloth vest, snuff-colored fine-checked kersymere pants, thin shoes, white shirt and socks.
14. Female child, about four months of age.
15. Oliver Barr, supposed to be an Agent for the Antioch College, Augusta.
16. D. W. Dimock, Mansfield, Conn.
16. Young Irish woman; about 20 years of age, dark hair, and hands much freckled on the back. Had on a purple and red birds-eye dress.
18. An Irish woman; dark hair; between 25 and 30 years of age, with a gold ring marked "M. J." Had on a green calico dress singular pattern; white muslin sleeves, red flannel under shirt, prunella gaitors, and a narrow muslin collar.
19. Ellen Gross, Poughkeepsie, N. Y.
20. Ellen S. Bacon Boston.
21. William Von de Venter, N. Y. City.
22. W. C. Dwight, Brooklyn.
23. A man not recognized.
24. Rev. John Henry Lubers, Williamsburgh.
25. J. M. Flevant, residence not known.
26. Anna B. Lang, residence unknown.
27. John Moss Gardiner, Me.
28. Mrs. Dr. Lindey, or Landus, supposed to reside in Boston.
29. Beverley Parker, Yorkville.
30. Mrs. Mary E. Robbins, N. Y.
31. Dr. J. M. Smith, Springfield, Mass.
32. Sampson Smith Bellows Falls, Va.
33. Miss Carrigan, of New York. Her remains were conveyed to New York last night by her friends. Her sister was injured and still remains at Norwalk.
34. Mrs. Hanna, New York.
35. Susan Pomeroy, residence unknown.
36. Miss Mary E. Robbins, whose mother was also drowned.
37. Mrs. G. R. Sparks, Pittsfield, Mass.
38. Josiah Bartlett, Mass.
39. Abel L. Pierson, Salem, Mass.
40. Isaac P. Colbath, Richmond, Me.
41. Mary Carrigan, New York.
42. Female child about 3 years of age, fair complexion and red hair, had on a red dress, green sack, white apron, linen gaiters, tipped with patent leather, and white woolen stockings.
43. David B. Newell, Newport, R. I.
44. B. F. Lazier, residence unknown.
45. Dr. Beach, Bridgeport.
46. Mr. Dimick, who was injured badly, it was reported died last evening.

NAMES OF THE INJURED.

1. Thomas White, Jr., Marlborough, N. H.
2. Margaret Carrigan, New York. Lost a brother and sister.
3. Catharine Mayer, New Brunswick, N. J.
4. Warren S. Newell, Georgia, uncle booken.
5. Jno. Fluent, Lannaster, Pa.
6. Leroy Grant, Richmond, Va.
7. A daughter of Rev. Dr. Rufus W. Griswold of New York. Suffocated but recovered.—Doubtful if she will live.
8. Mrs. Griswold, daughter-in-law, slightly injured.
9. Gen. L. W. Harvey, New York.
10. Mrs. Harvey, New York.
11. Charlotte Parkes, Yorkville. Lost her father.
12. Thos. Hicks, New York.
13. Miss Ring, New York.
14. Elizabeth Burkee, Pa.
15. Mrs. S. Day, Broughton, Massachusetts. Badly hurt.
16. Jno. A. Hoppin, New Jersey.
17. Dr. J. W. Bemis, Charlestown, Massachusetts.
18. Jonathan Trotter, New York.
19. Rev. Andrew Tenbrock, New York.
20. Rev. Mr. Oncken, Germany.
21. Dr. C. H. Brown, Ipswich.
22. Mrs. C. H. Brown, Ipswich.
23. Mr. Colbert, shoulder broken.
24. Peter Adsley, Gardiner, Me., slight.
25. Mrs. Edward Peck, of the firm of J. C. J. H. Peck, of Burlington, Vt., accompanied by Miss Helen Clark, of Philadelphia, his wife's sister, were in the cars. The young lady was slightly injured, but both were able to take the return train for New York.

MISSING.

Mrs. Sackett, Miss Gilbert, and a little boy are not yet heard from.

The following extract from a statement of a passenger, which we take from the *Herald*, will be read with interest:

Both of the passenger cars, as I said before, were wholly submerged in the water, the tide being full high at the time, and the loss of life was of course very great. There were in back, only about six or seven persons who escaped with their lives; all the rest, amounting to nearly fifty persons, were drowned. These two cars were the only ones in which any lives were lost. The baggage car and smoking car were smashed to pieces, and, curious to say, not a single life was lost. The baggage master, Mr. Fuller, who was reported as dead, had a very fortunate escape. A few seconds before the accident took place, knowing that something was wrong, he ran to the door of his car, but could not get out. He then braced himself firmly in the car and prepared for the crash, which took place in a few seconds. The car being broken, he escaped through the wreck uninjured, with the exception of a deep cut across the nose.

As soon as possible, the bodies of the unfortunate beings in the two passenger cars were fished up, and laid out in the depot and outside room, where an anxious crowd of spectators were endeavoring to identify the bodies. Those killed were for the most part men—many of whom were medical men who were returning from the convention held in New York a few days ago. Men were engaged up to a late hour in removing the bodies from the wreck. The excitement in the town is intense, and everybody is of opinion that the accident was caused by the negligence of the engineer, who was properly warned, by the lowering of a tail, that the bridge was up. He, however, never heeded the signal, and drove the cars, at the rate of about twenty miles an hour, into the middle of the Norwalk river. The passengers in those cars which were not plashed into the river were not injured in the least.

A young married couple from New-York, who were proceeding on the honeymoon, were both drowned, and were laid out side by side in the depot. The eight o'clock train from Boston passed through here about four o'clock, the bridge at that time having been duly repaired. The cars from New York were crowded with passengers containing the friends and relatives of the killed. Many a bitter tear was shed by them over the corpse of those who, if not the carelessness of the managers of this road, would be alive and happy, but now are murdered with the dead. The indignation of those passengers who were saved was so intense, several of them alleging that the engineer should be hung, and others saying he should be shot.

The engineer of the steamer Pacific, which had passed through the draw bridge, but a short time previous to the accident, furnished the editor of the Herald with the following letter:

NEW YORK, May 6.

James Gordon Bennett, Esq.—

Sir—I witnessed the terrible accident on the New York and New Haven Railroad, which occurred at ten o'clock this morning. The place where it happened is called South Norwalk Village, where there is a draw-bridge across the Norwalk river. The drawbridge had been raised to permit the passage of the steamboat Pacific. I am the engineer of that boat, and was on board her at the time the accident occurred. We had got about thirty feet from the bridge, and was then when we heard the cars coming. I walked immediately aft and stood on the guard, where I could see every thing that happened. The cars were here coming at full speed. The draw was wide open, and the ball was down. This ball is used for a signal. When it is up it signifies that all is right. The locomotive was under such headway, when it came in view, that before it reached the water *it struck the abutment on the opposite side—a distance of about sixty feet.* The tender, baggage car, and two mail cars came next. Two passenger cars then went into the opening on top of what had preceded them. The third broke in the middle, and half of it was drowned. In this third car two were killed outright, and many more were hurt.

How many in all were killed I do not know, but before I left, at 12 o'clock noon, between thirty and forty had been taken out dead. They were horribly bruised and mangled. One beautiful young girl, about sixteen years old, had her back of her head knocked in. There was one child about four months old, and many other children killed. The engineer and fireman of the train, when they saw the ball down, jumped off before the cars reached the bridge. When the cars came off those in the rear car ventured forward. We put right back and rendered what assistance we could.—People went to cutting the cars with axes and taking out the dead. Not one that was taken out of the water could be saved. The excitement was intense; women were rushing to restore to life the poor victims as they were taken out. We brought back a few of the passengers to this city, but most of them preferred to remain there.

Very respectfully, yours,
JAMES A. RENAUD,
Engineer Steamboat Pacific.

THE CORONER'S INVESTIGATION.

In the afternoon a messenger was despatched to the interior of the county to procure a coroner; but he was unsuccessful, and Justice John A. Wood was called upon to officiate in that capacity.

The preliminary proceeding, after a jury was empannneled, were held at the railroad depot, and the annexed brief testimony was taken:

O. S. Ferry, residing at Norwalk, deposed—I was standing within twenty rods of the draw bridge when the train came along. I had a full view of both the train and the bridge; the signal was down ten minutes before the train came in sight; the train was going at full speed, so much so that the locomotive bounded over to the opposite pier or abutment of the draw. I think the draw master was not in the least to blame. I was in a small boat at the time. Those having charge of the train were undeniably greatly to blame; I heard no whistle to brake up when the train was near the bridge; I heard a long whistle when the train was near the depot in the village.

George W. Whistler, Jr., sworn—The persons in charge of a train can see the signal red ball, which is at the draw, from about a quarter of a mile above Norwalk; after that, they lose sight of it, in my opinion, at the station; if the signal be lowered from the time at which it is first seen and the time of his losing sight of it at the station, the engineer could still "brake up" by slackening speed to the rate of ten miles an hour, as he came to the curve; they are in all cases ordered to approach the curve cautiously; they are not to exceed a speed of ten miles an hour; if he saw the signal down when just at the station, he could not stop until he reached the bridge; the signal is always lowered before the man touches the draw; he has then to go to each end of the bridge to get out the wedges; the engineer of a train is under the direction of a conductor; I have heard, as a general report, that the conductor told the engineer to drive like hell through Norwalk, as two gentlemen wanted to get out there, and he did not wish to stop." The accident, most positively, could not have occurred, if the engineer kept a proper look-out. I think the fault was entirely with the engineer; if the train stopped at Norwalk, it would attain a rate of ten or twelve miles an hour before reaching the draw.

Many other witnesses, who were on the cars at the time of the accident, testified that they heard no whistle to "break up," when the train was near the bridge. It will be seen that the superintendent of the road says that the accident would not have occurred, *had the engineer been on the look-out.* The Coroner's jury adjourned, after examining a number of witnesses, until the day following, when the examination was to have been proceeded with.

A BIG UN.—There resides in Andover, Mass., the largest man in New England, in the person of Mr. John J. Nourse. He is a native of Lynn—has resided there eight years—weighed last fall three hundred and eighty pounds! and is now 44 years old.

☞ The following melodious and touching poem, from the pen of the late lamented WILLIS GAYLORD CLARK, was written by him for an early number of the Knickerbocker Magazine:

A SONG OF MAY.

The Spring's scented buds all around me are swelling—
There are songs in the stream, there is health in the gale;
A sense of delight in each bosom is dwelling;
As floats the pure day-beams o'er mountain and vale;
The desolate reign of Old Winter is broken;
The venture is fresh upon every true—
Or Nature's revival the charm, and a token
Of love oh thou Spirit of Beauty! to the.

The sun looketh forth from the halls of the morning,
And flushes the clouds that begrit his career;
He welcomes the gladness and glory, returning
To rest on the promise and hopes of the year;
He fills with rich light all the balm-breathing flowers—
He mounts to the south, and laughs on the wave;
He wakes into music the green forest bowers,
And gilds the gay plains, which the broad rivers lave.

The young bird is out on his delicate pinion—
He timidly sails in the infinite sky;
A greeting to May, and her fairy dominion;
He pours ch the west wind's fragrant sigh:
Around, above, there are peace and pleasure—
The woodlands are singing—the heaven is bright;
The fields are unfolding their emerald treasure,
And man's genial spirit is soaring to light.

Alas, for my weary and care-haunted bosom!
The spells of the spring-time arouse it no more;
The song in the wild-wood—the sheen of the blossom—
The fresh-welling fountain—there magic is o'er!
When I list to the stream—when I look on the flowers,
They tell of the Past with so mournful a tone,
That I call up the throngs of my long vanished hours,
And sight that their transports are over and gone.

From the wide-spreading earth—from the limitless heaven,
There have vanished an eloquent glory and gleam;
To my veiled mind no more is the influence given,
Which coloreth life with the hues of a dream;
The bloom-purpled landscape its loveliness keepeth—
I deem that a light, as of old glides the wave;
But the eye of my spirit in heaviness sleepeth,
Or sees but my youth, and the visions it gave.

Yet it is not that age on my years hath descended;
'Tis not that its snow-wreaths encircle my brow—
But the newness and sweetness of being are ended—
I feel not their love-kindling witchery now!
The shadows of death o'er my path have been sweeping:
There are those who have loved me, debarred from the day;
The green turf is bright, where in peace they are sleeping
And on wings of remembrance my soul is away.

It is shut to the glow of this present existence—
It hears from the past a funeral strain;
And it eagerly turns to the high-seeming distance,
Where the last blooms of earth will be garnered again;
And it eagerly turns to the high-seeming distance,
Where no mildew the soft damask-rose cheek shall nourish;
Where grief bears no longer the poisonous sting,
Where pitiless death no dark sceptre can flourish,
Or stain with his blight the luxuriant spring.

It is thus that the hopes which to others are given
Fall cold on my heart in this rich month of May;
Those the clear anthems that ring through the heaven;
I drink the blind airs that enliven the day;
And if gentle Nature, her festival keeping,
Delights not my bosom, ah! do not condemn;
O'er the wreck of the lovely my spirit is weeping,
For my hearts fondest raptures are buried with them!

INCREASE OF TOLLS.—The amount of tolls collected during March and April at Beach Haven, Luzerne county, on the North Branch Canal, was $16,689 51—an increase of $9,030 83 over the same period last year. All along the State works a nearly equal increase is reported.

NEW ADVERTISEMENTS.

SILK BONNETS.—15 cases new style Silk Bonnets, just opened at
A. A. MASON & CO'S,
my10 No. 25 Fifth street.

BONNET RIBBONS.—Just received at A. A. MASON & Co's, No. 25 Fifth street, another large assortment of new style spring and summer Bonnet Ribbons. my10

SILKS! SILKS!—A. A. MASON & Co., No. 25 Fifth street, have received and will open this morning, a large and beautiful assortment of Dress Silks, of the latest and most fashionable styles and colors. my10

MANTILLAS—A. A. MASON & Co., No. 25 Fifth street, will open this morning, a beautiful assortment of Silk and Lace Mantillas and Visettes, of the most fashionable styles. my10

TO BUSINESS MEN.

A GENTLEMEN extensively acquainted in Philadelphia, desires employment in Pittsburgh, as Solicitor or Clerk. Compensation not so much an object as work. Good city reference given. Apply until Thursday, to D. M. STEPHENS, Brown's Hotel, by note or personally. my10 2t*

JUST RECEIVED AND FOR SALE—
2000 Cocoa Nuts;
50 boxes Lemons;
140 do Oranges;
500 drums Figs. J. C. ANDERSON & CO.,
my10 No. 97 Wood street.

MR. JOHN GREGORY,

WILL Lecture on THURSDAY EVENING NEXT, (May 11th,) in the Sixth Presbyterian Church, for the benefit of said Church, at 7½ o'clock. *Subject:*—"The Aztec Race, and the Peopling of the Western Hemisphere, Anterior to the Christian Era."

☞ Admission 10 cents. my10

Annual Meeting of the Orphan Asylum.

THE Annual Meeting of the Pittsburgh and Allegheny Orphan Asylum, will be held in the Third Church, on TUESDAY NEXT, at 7 o'clock, P. M. The subscribers, and friends of the Institution, are respectfully invited to attend.

By order of the Board.

N. W. CAMPBELL, Sec'y.
may10

NEW BOOKS—JUST RECEIVED—
The Popular Educator; part first. Price 12½ cents. Part third, Memoirs and Correspondence of Thomas Moore. Lynes Dollier's Notes and Emendations of the Text of Shakspeare's Plays.
Silver and Pewter, or the Contrast of New York Life.
Magazine of Art, for May, (now ready.)
Covers for Harper's Magazine—volume 6.
Received and for sale at W. A. GILDENFENNEY & CO'S,
may10 75 Fourth street.

Office of the Pittsburgh and Connellsville Railroad Company, May 9, 1853.

A GENERAL MEETING of the Pittsburgh and Connellsville Railroad Company, persons holding STOCK, are hereby notified to attend a MEETING OF THE STOCKHOLDERS of said Company, to be held at PHILO HALL, in the city of Pittsburgh, on MONDAY, the 23d of May, (instant,) at 10 o'clock, A. M., for the purpose of taking into consideration the acceptance of the several supplements to the Act incorporating said Road, passed at the sitting of the last Legislature of this State, and any subscriptions that may be tendered for Stock in said Road.

WILLIAM LARIMER, JR.,
President Pittsburgh and Connellsville Rr. Co.

☞ Genius of Liberty, Fayette county, and Intelligencer, Greensburgh, copy. my10

☞ **Prescribed by Physicians.** PHYSICIANS every where prescribe Dr. A. PAHNSTOCK'S VERMIFUGE, for the reason that they can place implicit confidence in it. Read the following statement, from a gentlemen whom we have known for many years:

RUSHVILLE, Indiana, September 21, 1852.

Mssrs. D. A. Pahnstock & Co.—Gentlemen: It gives me pleasure to state that I have been selling your Vermifuge for some time to twelve years, and during that time I have also sold other Vermifuges and preparations, and I can consciently say that yours has universally given satisfaction to all who have used it, as was always generally used and prescribed by practising Physicians in the town of Rushville, Ind., Kentucky, and its vicinity, where I did business up to May, 1852. I have during the same time, used it in my own family, with entire satisfaction, when other preparations have failed of their desired effect.

Yours, truly, THOMAS FOX, JR.

☞ Beware of counterfeits and imitations.

Sold wholesale and retail by all the principal druggists and country merchants throughout the United States.

my10 1y

LIVERPOOL TABLE SALT—In boxes and small sacks, suitable for family use, for sale, wholesale or retail, by
BAILEY & RENSHAW,
my9 opposite Athenæum, Liberty street.

If you wish to fit your family with neat and durable BOOTS, SHOES or GAITERS, and at the same time pay proper attention to the state of your finances, call at
my9 W. E. SCHMERTZ, 107 Market st.

CASH FOR WOOLS.—I will pay the highest market price in cash for all grades of clean washed Fleece and Pelt Wool.
H. LEE,
may10 139 Liberty street.

JAPANNED TOILET SET—An entirely new article, just received, of a new pattern. Also, Japanned Tin Ware, for domestic use, of every variety. For sale by
BAILEY & RENSHAW,
my9 253 Liberty street.

Church Organ for Sale.

THE LARGE ORGAN, now standing in Trinity Church; containing 22 stops, 2 key boards and pedals. For particulars apply to
WALTER P. MARSHALL,
my9 1w 88 Wood street.

SILVER CHANGE.—ADAMS & Co., have a small amount of the *new silver coin*, which they will take pleasure in distributing, in exchange for Gold, among their friends and customers, after 2 o'clock, P. M.
Pittsburgh, May 9th, 1853—tf

Grocery Store for Sale.

DOING THE BEST BUSINESS IN THE CITY.—The old stock, fixtures, and good-will of this Store—bought and established, will ensure the buyer a fortune—as it has made its owner well off; but whose health compels him to leave it. Enquire of
THOMAS WOODS,
may9 Commercial Broker, 45 Market street.

PEARL STEAM MILL FLOUR—Received and for sale, a supply from the new Pearl Steam Mill, of
Extra Family Flour, 50 lb. sacks;
do do do 100 do;
do do do in barrels;
Superfine do do.
BAILEY & RENSHAW,
my9 253 Liberty street.

NEW AND VALUABLE BOOKS—
Layard's Babylon and Ninivah;
Coleridge's Complete Works; Collage Bible;
Napoleon Dynasty; Cleveland's Sullivan;
Ward's English Items; Shady Side, Beatrice;
Night Watches, or Peace of the Cross;
De Quincey's Critical and Historical Essays;
The