| LEWISBURG CHRONICLE \& WEST BRANCH FARMER. |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eot Terible Acdideet on the Now |  |  |  |  |  |  |
|  | dad |  |  |  | THE SUSUUEHANNA RAIL-ROAD | Mammoth Head Quarters! |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  | JURX LIST-May Tenm |  | J\& WALIS |
|  |  |  |  |  | FALL \& WINTER GOODS |  |
|  |  |  | 25xazex |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| top of the pole, it siguifies that all is right; if the eugineer can't see it from a poin |  |  |  |  |  |  |
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|  |  |  |  |  | m |  |
| The eagineer is preceing the arrival of the train |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  | GOODS |
| occupation only about a month since. The train consisted of five cars, and con tained 118 passengers. It is thought by |  |  |  |  |  |  |
| the conductor, that had the rails not been <br> et by the falling rain, thereby preventin <br> an efficient actions of the breaks, the |  |  |  |  |  |  |
|  | Nrws and 2 |  |  |  | As |  |
| heading the bridge, the fircmen and en- |  |  |  |  |  |  |
|  |  | Recatemy- - The emit |  |  |  |  |
|  |  |  |  | 边 |  | or Latew war, |
| the abyss, as terrific. For an instant it Was in mid-air. Then, with a crash, itdisappeared, with the tender, from sight |  |  |  |  |  |  |
|  |  |  | $\pm$ |  |  |  |
| The Boston baggage car piled on to this top neariy even | Hatiore Amerime) is nov |  |  |  |  |  |
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|  |  |  |  |  |  | and |
|  |  |  |  |  |  |  |
| The water over which the bridge is con-atructed, forms a part of Norwalk harborad was from ten to fifteen feet deep when |  |  |  |  |  |  |
|  |  |  |  |  |  | z |
|  |  |  |  |  | \% | cout int rioper |
| the accident oceurred, which was about five minutes before ten $0^{\prime}$ clock, at neariy high water. |  |  |  |  |  | Citud meserax |
| Numerous boatsimmediately surrounded the wreek, and the survivors were taken |  |  |  |  |  | the summer sss |
| sohore and remuved to adjacant houses. <br> Searcely one was able, unaided, to reach |  |  |  |  |  | LEWISburg ac |
| Fifty eoffins have been purchased by theRailroad Company, and bro't to the sta- | The mositiporam nem by the las |  |  |  |  |  |
|  |  |  |  |  |  |  |
| in were marked, and placed in them |  |  |  |  |  |  |
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|  |  |  |  |  |  | Trem |
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|  |  | Atention, Leerisb, |  |  |  |  |
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|  |  | s. |  |  |  | ceite |
| the third broke in the middle, and half of it went down. <br> eseene whe horrible in the extreme |  | tert |  |  |  |  |
|  |  |  |  |  |  | \% |
| The scene was horrible in the extreme: |  |  |  |  |  |  |
|  |  |  |  | 20 2 2 |  |  |
|  |  |  |  |  |  |  |
| man had a sphinter of some two inches in diameter driven direetly through his tem- ples. Others had their faees so mutilated |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| the rear end of the car, on the right handside, facing the engine. Mr. Hicks de-scribes the scene as follors: The cars were |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| seemingly going at the usual rate, when, withont warning or intimation of any kind, |  |  |  |  |  |  |
| toward him in fragments, the passengers being tossed in the air like chaff, dashod |  |  |  |  |  |  |
| up against the top of the ear, and thro:mnabout in a hurricane of destruetion. In |  |  |  |  |  |  |
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|  |  |  |  |  |  | Lomiterer. Fro 21.1832. |
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| feelling among the wreck and under the |  |  |  |  | 込 |  |
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| about for a |  |  |  |  |  | mis |
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