

O. VII.

member. But I did not like the lecturer, and these visits interfere with my duties. Opinions oppress like opiates. I know no-merism, except that it induces sleep. I deny this denial, I may be allowed to exist in the honour to be, sir, your obedient

NEER HALL, Librarian.

on the North Midland Railway on Monday evening last, about a quarter-past six o'clock. The Manchester and Leeds Railway Company's express train, which consisted of the Humber engine, its tender and three carriages (one of them quite new, a first-class carriage) left Leeds at six o'clock, and had reached a point between the Woodlesford and the Methley stations, near the latter and about five miles from the Leeds end, when the engine suddenly ran off the line and down the embankment, dragging after it the carriages. There were only eight passengers in the train, amongst whom were Mr. Thomas Clegg, cotton-spinner, Newark-on-Trent, with Mrs. and Miss Clegg, who were returning home from Harrogate, where they had been for the benefit of Mrs. Clegg's health. All three were much cut and bruised, and the latter sustained very severe lacerations of the face, but were not only sensible but able to walk. Mr. Clegg was bruised about the shoulder and cut about the head. The two ladies were injured chiefly about the head. They were conveyed, we believe, to the Leeds Infirmary, and Mr. J. A. Rancone, surgeon, their medical attendant, proceeded to Leeds on Tuesday morning to see them, and to attend to their injuries, and to see that they could bear the removal home. Another passenger was Mr. Firth, of the firm of Messrs. Alexander Henry and Co., of Manchester, but who resides in Portland-crescent, Leeds. He received some severe bruises and contusions, from the effects of which he is still suffering. Amongst the passengers who were less severely injured were Mr. and Mrs. W. G. Goss, of

traveller, who is now at the Scarborough Hotel, Leeds; Mr. Lofthouse, of Leeds, who is at 80, Gilling-street, Manchester; Mr. Wilsa, who is at present in Sandford-street, Leeds; and another commercial traveller, whose name we could not learn, but who is staying at the Royal Hotel, Leeds. The guard, however, is a Mr. Kinnersly, the engine man, named Joseph Kay, and the stoker, named John Lally, were all considerably hurt. As soon as all the passengers had been extricated, one of them proceeded to the nearest station to stop the train that might be coming forward, till the

train engine, the second engine, and the two passenger trains, and the two freight trains were stopped. In consequence of this delay, the two trains which leave Leeds in the evening, after the express train—viz., that at ten minutes past six, and that at a quarter before eight o'clock, arrived in Manchester together; but instead of reaching the Victoria station at ten minutes after nine, and a quarter-past ten, it wanted only twenty-four minutes to one o'clock in the morning when they arrived. On an investigation of the rails where the accident occurred, the cause was soon discovered. It seems that one of the iron chairs on which the joints of the rails are secured, had been split or broken, and this had allowed the end of one of the rails to become detached

the engine and the change of the engine were not the forced the loose rail outwards, the engine ran off the rails and over the embankment. The train having no stoppages on that part of the line, usually traverses it at the rate of 50 to 60 miles an hour, so that the momentum would be very great. So far as the locomotive train would not appear to be the slightest blame attributable to the engine-man or conductor; the accident being solely owing to the broken wheel. *Mr. John W. Superintendent of the Manchester and Leeds Railway, Superintendent of the Locomotive Department at Leeds,* took possession of the broken chair, and it is said that the fracture appears to be an old one. No doubt, a full inquiry into this fact will be made. The engine was found lying bottom upwards and much damaged; and

EXPLOSION OF A LOCOMOTIVE BOILER.—As the half-past eight Parliamentary train, of which carries passengers at 1d. a mile, was standing at the Walton station on the South-western Railway on its down journey on Wednesday, the engine being then taking in water, and the engine-man beneath examining his engine, it is reported that, during a stoppage, a sudden ex-

blow took place, and the steam rushed out at the fire-door in a direction so that the engine-man was severely scalded. The fireman escaped unhurt. The only other person who sustained injury was not a passenger, but a bystander. He was struck on the back of his head by a piece of boiler, but with no great force.

ACCIDENT AT THE BRICKLAYERS' ARMS STATION OF THE DOVER RAILWAY.—On Wednesday afternoon, about half-past four o'clock, an accident occurred at the Bricklayers' Arms station of the Dover railway, by which a man named Richard Smith, aged thirty years, sustained a severe injury. He was engaged

in removing one of the iron tables, a machinery used for shifting carriages from one part of the line to another, and whilst so employed his left hand became jammed between the chains by which such movement is effected. From appearances it was feared that the whole of his fingers were cut off, but on being conveyed to Guy's Hospital, it was ascertained that the thumb and middle finger had been injured, but from the nature of the injuries Mr. Forster, the house-surgeon, deemed it necessary to remove a portion of the bone of each member. The poor fellow suffered excruciating torments. He is, however, doing well.

nars.—On Monday morning, shortly after the arrival of the train, which left Reading at half-past seven o'clock, at the Maidenhead station, one of the tubes of the boiler exploded, rendering it impossible for the engine to proceed onwards to Reading. An express was immediately sent to Mr. Howell, at Slough, who lost no time in hastening to Maidenhead with another engine; but, unfortunately, just as this engine was starting, with the delayed train and passengers, towards town, an accident, precisely similar to that of the former one, occurred, thus rendering the engine from Slough also useless; and it was not until the Oxford train arrived at Maidenhead, upwards of an hour and a half afterwards, that the pas-

passengers were enabled to proceed on their journey. No trains, therefore, arrived at Paddington until half-past ten, instead of one at nine, and another at a quarter to ten, the engine which ought to have taken the nine o'clock Slough train to Paddington having become disabled at Maidenhead. Just as the day mail train to Exeter, which leaves Paddington at a quarter-past ten, was on the eve of starting the same morning, from the Paddington terminus, a similar accident to the foregoing ones occurred to its engine, one of the two of the boiler suddenly bursting, and thus completely disabling the engine attached to the mail train, and delaying its arrival at Slough, the first station she stopped at, nearly an hour. This

train, and the one which left Paddington an hour afterwards, both arrived at Slough at the same time. We are happy to state that, notwithstanding the bursting of the tubes of three engines, no injuries, in any one case, were sustained by the engine drivers or stokers, nor indeed by any persons connected with the Company. Considerable alarm prevailed at Paddington in consequence of the non-arrival of the first up-train from Reading; which, however, was allayed as soon as the superintendent of the telegraph arrived, and a communication, by this mean, opened between Slough and the terminus.

THE SPITALFIELDS WEAVERS.—THE SILK ACT.—On Thursday night at eight o'clock, a crowded meeting of the board of silk hand-loom weavers of Spitalfields and its vicinity was held in the Ilare-street School-room, for the purpose of hearing the report of the deputation appointed to watch the progress of and to introduce additional clauses into a bill first brought into the House of Lords by Lord Lifford relating to silk weavers, and which bill has now become the law of the land, the act having made further regulations respecting the ticket of work to be delivered to the weavers. Mr. Vendomme in the chair. Mr. Stewart, the secretary of the union, communicated the steps taken by the de-

putation by waiting on Lord Lilford and other members of Parliament, in order to obtain the passing of the bill, which he observed would be of the greatest advantage to the weavers, the greatest opponents of which were found to be some of the most active of the Free-traders. The report was unanimously received and adopted.

DREADFUL EXPLOSION NEAR DUDLEY.—On Monday morning last, between 8 and 9 o'clock, a most dreadful accident from fire damp took place at the coal pits belonging to Messrs. Wagstaff and Skidmore, situate at Trivale, about a mile from Dudley, and between that town and Oldbury, by which 18 men

were most dreadfully burnt, and eight of whom have since died. It appears that the men were at their usual work in the pit, and a boy having occasion to go to some part of the pit, took a lighted candle with him, and incautiously ventured where he ought not to have gone; the candle having caught the fire, damped the whole of it was instantly one mass of fire, and all the men at work were blown about in several directions, and more or less severely injured. As soon as the awful calamity could be made known, immediate assistance was rendered, and the whole of the men (18 in number) were got out of the pit. Mr. W. E. Johnson, surgeon, of Dudley (who is the surgeon of the works), and his assistants, hastened with

all despatch to the scene of the accident. The poor sufferers were conveyed in cabs to their respective homes, and Mr. Johnson and assistants have been unremitting in their attentions to them; but notwithstanding all that medical skill could afford, eight have since died, and so dreadfully are the remaining ten burnt, that but slight hopes are entertained of their being able to survive. Most of the unfortunate men have wives and numerous families. This melancholy event has cast a deep gloom over the inhabitants of Dudley. On Friday an inquest was held on the bodies of six of the eight who have died; and the usual verdict of "Accidental Death" was returned.

Mr. Dixon's Speech.—We have the speech of Mr. Dixon at the Middleton meeting—the one referred to in Mr. O'Connor's letter—in type, but are obliged to withhold it till next week.

I have never years. I thought the pit pitiful as
fe. I then worked at the colliery since March,
1844. I had not gone down the pit, but I
heard that the men who were down were all ex-
hausted with the after-damp, and others were re-
sistant to be brought down. The dead body of William
Whiddick was brought to bank before I went down
the pit; when I went down, the men were busy put-
ting the stoppings right. I never worked in any part
of the pit, as it has been worked since I left the
colliery, and I never saw any accident occurred.
I was taken down the pit, and was ordered to do
work, as I think the overman has practical knowledge
of colliery working, and I would have depended on
him for my safety. The jury retired, and in a few
minutes returned a verdict of Accidental Death.
To this account our correspondent adds:—It is im-
possible to describe the state of the public mind here,
or almost every one believes that the deputies were
aware that the place was dangerous; yet none of
them gave warning to the place had been mani-
fested to have and speak the truth. The following letter
is as best I can recollect it, signed "Peggy," being the in-
quest on the bodies:—"West Auckland, August 18,
1845, Sir,—You will no doubt have heard of the
catastrophic explosion which has taken place at Saint
Lawrence's Auckland colliery. You will also have heard
that the witnesses that were examined at the inquest
were quite inadequate to throw any light on the
affair. Since the inquest several of the witnesses
have said they can prove that the deputies and overman
knew that that part of the pit was an unsafe
place, and is, therefore, your duty to have the matter
thoroughly investigated. I am sure the reports be true,
no doubt some party will be criminated. If you do
not appoint some person or persons to examine the
pit, and report thereon, it will be a blot on the name
of the colliery for ever."

THE MODERN CHEVALIER D'EON.—On Wednesday
week was found dead, in Paris, a person well known
under the names of Howard and Douglas, who always passed
in the humble ranks of literature, who was always
called the Chevalier d'Eon.

wind" had been sung by the choir and audience, the chairman introduced the lecture by some eloquent observations on the democratic importance of the

subject as Ancient Greece. Mr. C's lecture again occupied two hours and a half in delivery, and it will, therefore, be widely understood that our limits will not permit us to do justice to his address; suffice it is to say that the magnificent themes of the Athenian democracy, the struggles of Marathon, Thermopylae, Salamis, and Plataea; the elevated characters of Pericles, Demosthenes, and Socrates; and a hundred other splendid subjects connected with Greek history were dealt with in such a manner as to excite deep and heart-stirring interest. We anticipate great and lasting good as the fruit of the delivery of these instructive addresses.

DEMOCRATIC MOVEMENT.—At a meeting of democrats of several nations, held at the Angel, Webber-street, Blackfriars-road, Mr. Charles Keen in the chair, it was moved by Mr. Cooper, and seconded by Citizen Engels, "That a public meeting of the democrats of all nations, residing in London, be called to consider the propriety of forming an Association for the purpose of meeting each other at certain times, and getting by this means a better knowledge of the movements for the common cause."—

respective countries;" which resolution was carried unanimously. The meeting to be held at the South London Chartist Hall, Webber-street, Blackwall-road, on Monday evening, September 18, at eight o'clock.

METROPOLITAN DISTRICT COUNCIL.—On Sunday afternoon last this Council convened in the Hall, Turnpike-lane. Mr. Perry was called to the chair. The delegates having given in their reports, the Council decided that the general meeting of the Chartist Convention should be postponed. On the motion of Messrs. Mills and Simpson, it was resolved "That this Council recommend that no one be recognised as a Chartist lecturer unless he is a paying member of the association." John Jones moved, seconded by Mr. John Simpson, "That the Council suspend their meetings monthly." Messrs. Wheeler, Mills, and others having expressed their opinions, it was ultimately arranged that the question be referred to the forthcoming general meeting. It was likewise resolved "That Mr. John Frederick Linden be presented with credentials as a lecturer." The Council then adjourned.

BRIGHTON RAILWAY TRUST.—The committee for organising the excursion went on Wednesday evening

ing, for a final settlement of the accounts, which, all demands being discharged, it was unanimously agreed that the balance in hand should be retained for the purpose of getting up an entertainment to the members of the society on the day of the full establishment of the Land Society, by the election of a permanent directors, &c. Due notice will be given of the time and place. A vote of thanks was unanimously given to the Brighton friends for the hospitality evinced by them on the occasion of the trip; and the committee adjourned for a fortnight.

PRESTON.

Mr. O'Connor's visit to the glorious meeting of the working classes was held on Wednesday night in Lord Derby's cock-pit, which was crowded to every part to suffocation, to hear an address from Mr. O'Connor upon the Land and its capabilities; a subject which he handled for more than two hours in the most masterly and convincing manner. Since the days of the "Coke" it has never been so before, we never had so spirited a meeting, and nothing could equal the delight with which the lecture was received throughout. The cheering was deafening, when, in speaking on the "Ten Hours" Bill, Mr. O'Connor recommended the electors of Preston to wait on Mr. Gardner, the experimentalist of the practice, to solicit him to stand for Preston at the next election,

was Whig or Tory, would come and struggle with him night and day, if he people could not see the necessity of a Chartist. He looked upon the Ten Hours' Bill as one of the essential rudiments of Chartism. We understand that a deputation is to wait immediately upon Mr. Gardner to ascertain his views, in relation to the necessity of a new party, in order to place him in support, and to occupy the ground for him, in the contest with the Conservatives. A formidable mode of rousing such a constitution, as that of Preston, and Mr. Gardner's "good works," would render opposition to him very perilous, or at least very ridiculous. A number of new members enrolled at the close of the lecture. All the Land rules were disposed of, and nearly £4 collected for the cause. The following names were given for the "Protest," Messrs. Frost, Williams, Jones, and the "Protest" Chartist. Mr. O'Connor expressed himself highly delighted and with the whole proceedings.

THE LATE FIRE IN ALDERMANBURY.—EXTRAORDINARY INVESTIGATION, AND IMPORTANT POWER OF THE FIRE INSURANCE COMPANIES.—On Thursday at noon, a jury of the inhabitants of the ward of Aldermanbury, within were impanelled before Mr. W. Payne, the Clerk of the Court at the School-house, Philip-lane, Aldermanbury, by

inquire into the cause of the late fire on the premises of Messrs. Bradbury and Co., Manchester-ware-housemen, of Aldermanbury. The coroner, on taking the inquest, was very anxious to take the liberty of stating, as he thought proper, that he was not to inquire whether the present was such a case as would justify a coroner and called them together. Latterly the number of fires in London had considerably increased, and when they took into consideration that nothing was so fearful as fire, they would be of opinion with him that they were so far from desiring to inquire into the cause of the present fire, that they were anxious to inquire into such other things as would be of any importance to the public at large than that the present case should be closely investigated. The ancient authorities showed that in former times it was the practice of the coroner to inquire into all burnings within his district, and that power still belonging to the coroner, although fallen into

him that it was most important that it should again be brought into force. In "Horne's Mirror of Justice" the duties of the coroner were clearly laid down, and among these duties the coroner was to inquire of all burnings, whether they were caused by felony or mischance. If they were of opinion that they had been set on fire with a felonious intent, then it was their duty to inquire and ascertain who the party was who was guilty of that felony. It was clear, therefore, in the olden time, that part of the coroner's duty was to inquire into all burnings; and he need not say how necessary it was to re-

causing it. The persons living in the neighbourhood of a fire were always most anxious to know how it occurred, and he thought the public would think that he had done no more than his duty in summoning a jury to inquire into the circumstances of the case. He thought the suggestion of throwing out, prevent, in a great measure, would be so numerous. He had directed a number of persons to be summoned to give evidence as to the cause of the recent fire in Aldermanbury, so that they might come to a proper verdict, whether it was caused by carelessness, or otherwise. Asher Cousins, a packer in the service of Messrs. G. and J. Greentree, Greatorex & Co., had been discovered the day before, twenty minutes before eight o'clock on Monday night, in the cellar under the packing-room. The smoke was coming up through an iron grating; and on his going into the cellar, which was used for keeping

boxes and papers in, he saw a pile of paper on the floor. He tried to put the fire out, but was unable. No one was in the cellar when he went down. The witness at great length explained the relative positions of various gas-lights on the premises, and stated that it was usual to light them by means of wax tapers, and not paper. Several witnesses, employed by the firm, whose evidence went to show that the fire originated beneath the grating in the packing-room, and immediately underneath a gas-light in that room, but no one could tell where the fire started.

But no one could tell who lit that gas-light which, after the extinguishing of the fire, having been examined, Mr. Braddon said, having heard the evidence, he was of opinion that the fire originated from a light dropping through the grating amongst the paper in the cellar. Mr. Beall, one of the partners, said he recollected that about half an hour before the fire occurred he lit one of the gas lights with a piece of paper, which he

threw upon the floor, and placed his foot upon. After a most patient investigation into all the circumstances of the case, the jury returned a verdict "That the fire was caused by accident."

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Night Fun of London; also may be had, *Marriage*
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BANKRUPTS.

(From Friday's Gazette, August 2nd, 1847.)

Thomas Howell, quaker, of a message, Oxford street, hotel-keeper—John Sims, Tollard Royal, Windsor, hotel-keeper—James Maule Pratt, Berners street, Oxford street—John Kirkman, James street, Pauls, wine-merchant—John Williams, Lincolnshire, Pauls, butcher—Benjamin Long, Fore street, Lincolnshire, dealer—Edward Thomas Hogg and William Neale, Pauls, delicat-stores, Adelphi, wine-merchants—Samuel Williams, Pauls, delicat-stores, Gloucester street, Whitechapel, and shopkeepers—Robert Sugden, Boghmore, York street, manufacturer of worsted goods—John Hudson Sugden, Birmingham, ironmonger.

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August 9, 1847.

Saturday, August 27