

ing forty or fifty more. The cars took fire, and two or three were consumed. Most of the wounded were scalded and had their limbs fractured. The killed and wounded belonged mostly to Lynn, and Salem.

BOSTON, 27.—The appalling railroad disaster, at Revere, last night has caused intense excitement to-day. Large crowds have visited the scene. At the time of the collision the accommodation train for Beverly held its red signals behind, and red signals were hoisted at mast head on the signal post for the express to hold up, which it did at Everett, but subsequently proceeded, and was under full headway when near Revere station, the engineer evidently not being aware of the proximity of the Beverly train, until perhaps within 60 rods; he then whistled down breaks, but not soon enough to avoid the calamity. Some of the passengers in the rear part of the accommodation train heard the ominous whistle, but too late to escape. On came the express train at great velocity, and the engine struck the rear car full in the centre, and forced its way, in telescopic manner, two-thirds the length of the car. The smoke stack was instantly knocked off, and the boiler penetrated all the distance in the rear car, the rear part of the latter being smashed into a thousand splinters, and the debris thrown out on the side of the tender. Of the rear half of the car not a fragment as big as a house window could be found. The fore part of the engine was utterly demolished, the pistons being bent and the rods broken. The car was crowded with people, every seat being occupied and many were standing in the aisle. In among these the locomotive rushed, quick as a flash, just as the Beverly train had started, mangling and tearing, in a most frightful manner, but this was not the only, and perhaps not the worst visitor the unfortunate passengers had. Simultaneously with the collision the head cap of the boiler was broken, which enveloped the sufferers in a cloud of hissing steam, and deluged them with boiling water, which brought instant death to many of the wounded, and will prove fatal to others, who probably would not have been otherwise seriously injured. The lamps spilled their contents, and the fire here, if any, was undoubtedly extinguished by the water and steam. Although the Beverly train was moving when the collision took place, it, however, did not prevent injury to the cars in front of it. The coupling between the two rear cars broke, and the platforms of all of them were jammed up together, with the smoking car overlapping the baggage car, and rods and timbers inextricably mixed and interwoven. Fortunately the entanglement was not so great, but that the passengers succeeded in getting out quite speedily. Happily for them they did so, for the kerosene lamps upset and the contents were spilled upon the upholstery, and, in an instant, the smoking car was in a blaze, and the flames traveled with great speed, from one car to another, until three of them were embraced in their fiery folds. These subsequently moved up the track half a dozen rods and were allowed to burn until nothing was left. An effort was at first made to put out the fire, but this was prevented and the flames were useful in lighting up the dreadful scene in the rear, and in facilitating the services for the wounded. The work of rescuing the victims was at once commenced, assistance being soon furnished from Chelsea, Charlestown and, at a later hour, from Boston, including surgeons and physicians. Dozens of the poor creatures were jammed with the wood and iron work, and could not get out. An axe was applied vigorously, and soon a rope was applied to the ribs of the car and all the remaining framework was pulled asunder. The dead and mangled bodies were taken out carefully and speedily placed on the platform, or in the depot. Some were pinned with splinters; some had arms and legs broken, while others were mangled beyond recognition. Many, in fact the majority of the dead, were apparently free from bruises, but the peeling skin and deathly palar which overspread the face and flesh, told plainly that steam and scalding water had been a frightful and effective agent of death.

The following is the list of killed, up to the present: H. F. Shattuck, C. B. Shattuck; Susan F. Cheney, W. H. Jeffreys, Ella Pierson, James Burns and Thos. F. Bancroft, of Lynn; E. T. Sawborn, H. A. Foster, Miss Foster and Wm. H. Emerton, of Providence; S. S. Morrill Danvers, Geo. W. Bancroft and Wm. A. Payle, of Beverly; Rev. Dr. S. R. Mason, of Cambridge; Rev. Dr. E. S. Gannett, of Boston; Aaron Erick-

son, of Swampscott; Mrs. P. C. Jasper, K. D. Miller, Mary A. Crowley and two bodies unrecognized, making twenty-four in all. The total number of wounded is between thirty and forty, most of whom are likely to recover. A coroner's inquest will be held to-morrow. The Rev. Dr. Gannett was the well known pastor of Arlington Street church, and formerly a colleague of the late Dr. Channing. Dr. Mason, of Cambridgeport, was also a man of note, and greatly beloved by his congregation. Public sentiment is strong against the conductor and engineer of the express. The engineer escaped with a few bruises, by jumping from the train. The accommodation train was 45 minutes late, which fact it is said, was known to the managers of the express train.

Among the wounded are Frank B. Colling, Treasurer of Grand & Co.; Edmund B. Hall, of E. B. Hall & Co. and Wm. Lloyd Garrison, Jr., of Bailey, Jenkins and Garrison, wool dealers.

A young man, while viewing the wreck to-day from the rear platform of a car, was thrown off, by a sudden start of the train, and fatally injured.

The terrible railroad accident of Saturday night becomes more sickening as the details are developed. The cause of the accident was simply that the engineer on the express train chose to plunge his train into the one standing at the station before him. The Beverly accommodation train made several stops to get passengers at way stations, meanwhile the express train for Bangor left on time and ran at the highest allowable rate of speed. Before it started Superintendent Prescott sent special orders to the engineer to be careful, as there was a train ahead of him. The conductor of the accommodation train was warned of the train behind him and caused two red lanterns to be put out on the platform of the rear car, but it seems no attention was paid to the order, and the responsibility of this carelessness must rest somewhere. At the scene of the awful disaster there is little to be seen. In the ditch, at the side of the road still smoke the embers of the burned cars, but that is almost all which tells of the disaster. In the town hall of Beverly still lie half a dozen bodies. They are horrible to look at. Bloody foam lies upon their black lips. Their eyes protrude from their sockets, discolored patches of flesh hang loose from their cheeks and great flaps of boiled skin dangle from their hands. They have been crushed, cooked, tortured and, deeper than all mere physical disfigurement, one sees something still more awful to look upon; in their faces is a look of unspeakable agony. The officers of the road were almost crazed by the accident, and seemed not to know what to do. The killed and wounded are nearly all Boston, Salem and Lynn people.

ERIE.—Between seven and eight o'clock yesterday a.m., near Westport station, on the Philadelphia and Erie railroad, the mail train going west had a collision with a freight train going east. The conductor and fireman of the mail train and two passengers, the conductor and engineer of the freight train were killed, and three passengers dangerously injured. Lesser injuries were sustained by a dozen other passengers. The passenger train was about an hour late, leaving Middlemasport and running about thirty-five miles an hour. The trains meeting on a sharp corner they were not visible to each other till within a few yards and the speed could not be checked. The baggage car telescoped with the smoking car. All but a few passengers in the two cars in the rear were injured. An official investigation shows the accident was caused by the neglect of the conductor and engineer of the mail train to obey orders given them not to pass Westport until the freight train had arrived. Their copy of orders was found in the pocket of the engineer, who was believed to be fatally injured, but later intelligence reports him improving.

FOREIGN.

VERSAILLES, 24.—In the trial of Assi before the court-martial to-day, the prisoner's counsel boldly charged the Versailles troops with using petroleum shells during the siege of Paris. The court promptly silenced the accuser, and stigmatized the assertion as infamous.

It is reported that the negotiations between France and Germany in relation to the evacuation of French territory by the German troops, which have been carried on for some time at Frankfurt, are to be transferred to Versailles.

PARIS, 24.—La France says that an understanding has been reached be-

tween the committee of the Assembly and the government, respecting the dissolution of the national guards, and that a discussion upon the subject in the Assembly and a conflict over the disarmament are both improbable. The German ambassador has complained to the French minister of foreign affairs, of the existence of a league for the deliverance of Alsace and Lorraine from the hands of the Germans. The latter replied that such a league was illegal, and it should be dissolved.

In the Assembly to-night there was a debate upon the bill for disorganizing the national guards. Heliseir spoke in opposition to the measure, which he characterized as inopportune and dangerous. Viscount Meaux followed in a speech demanding an immediate and uncompromising disbandment, which was vociferously cheered by the deputies of the "Right." Thiers objected to immediate action as unjust. He asserted that only a portion of the nationals were unfit to bear arms. Being violently interrupted by the "Right," Thiers concluded by saying it was evident that he had lost the confidence of the Assembly, and that he knew what course to adopt. An amendment, proposed by Ducrot, providing for the gradual disbandment was then adopted by 487 against 154.

PARIS, 24.—There was a rumor on the Bourse this afternoon of an attempt to assassinate King Amadeus of Spain, but the King received no injury. The report is yet unconfirmed.

CITY OF MEXICO, 18, via Indianold, Texas, Aug. 24.—In Molia a Catholic priest, named Cuero, preached a bitter sermon against the law reform and religious toleration. He succeeded in exciting the people to such a pitch against the Protestants that his harangue resulted in the committing of a breach of the peace by the multitude. Cuero was sent to prison by the authorities, but the people attempted to take him out again by force. The Federal troops resisted this popular attempt at jail delivery and the result was a great riot. A great many persons were killed and wounded, and even incendiarism was resorted to by the inflamed and enraged followers of the priest.

LONDON.—The cholera is being reported at Antwerp.

The Italian government has ordered a strict quarantine of all vessels from that port.

The weather is tempestuous, and much damage to shipping is reported. Many vessels are ashore, chiefly on the Irish coast. The Scotch crops are considerably hurt by the stormy weather of the past few days.

The determination of the French Government to push, in the Assembly, the disarmament of the national guard is due to discoveries, made by the police, as to the operation of the International Society.

A satisfactory solution of the Roumanian difficulty has been made at Gastein, by which further political complications are averted. The bondholders of the Roumanian railway will be indemnified by the new loan, guaranteed by Austria and Prussia.

PARIS, 25.—Government has forbidden a public meeting in this city on the 4th of September, the anniversary of the Republic in Paris last year against Bonaparte.

It is reported that assurances are received at Versailles that the Prussian troops in France will be reduced to 5,000, on the 1st of September, and that those who remain will be lodged in barracks.

ST. JOHNS, 25.—The inquest over Renforth, commenced yesterday. Kelley testified that Renforth said to him, when first attacked in the boat, "Oh! Harry, I have had something given me." No evidence to support his idea is yet elicited.

ROME.—A dispatch to Cortues, Italian ambassador at Washington, dated Versailles 26th, says the rumors of disturbances at Lyons, caused by the process of disarmament of the national guard, are officially pronounced as false.

All parties in the Assembly are dissatisfied with the leaders.

VERSAILLES, 26.—The Assembly will probably be adjourned on the tenth proximo.

The state of siege in the Departments will be raised when the national guards are disarmed.

MADRID, 26.—The entry of the Carlists into Spain is imminent. Five columns of troops have been despatched against the n, and the civil guard has been concentrated.

LONDON, 26.—It is positive that Francis Joseph will meet Emperor William at Juleburg soon.

The reports that Beust's position has weakened are groundless.

Thiers, last night, was determined to resign, but did not state his determination, because his frequent repetitions of the threat to resign have made it ridiculous, as he seems to feel. He was surrounded by friends who refused to communicate his purpose to the Assembly. About 200 workmen arrived at New-castle yesterday, to replace the miners on strike.

The Emperor Napoleon visited Chatham yesterday.

The Nalanco rebellion in Uruguay has been crushed. The rebels were routed and an amnesty proclaimed.

LONDON, 25.—The Independence Belge to-day discredits the disappearance of cholera at Antwerp. At Konigsberg, on Wednesday, there were 127 cases and forty-eight deaths; and at Dantzie, on the same day, there were twelve cases and ten deaths. The epidemic is decreasing in Russia.

In the Assembly to-day a resolution was introduced to raise the state of siege in Marseilles. It was coupled with a motion, that it be declared of an urgent character; but the Assembly refused to grant the urgency of the resolution.

Fresh disagreements are reported between Thiers and the committee for the prolongation of his powers.

LONDON, 26.—Berlin journals contain a semi-official dispatch, commenting on the dissensions at Versailles, intimating that they tend to weaken the confidence of Germany in the power of the French government to fulfil its engagements.

LOCAL AND OTHER MATTERS.

FROM FRIDAY'S DAILY

RAILROAD EARNINGS.—The passenger earnings of the Union Pacific road for the week ending August 20, are said to have been \$50,647.98.

FREIGHTING BY THE UTAH SOUTHERN.—The day before yesterday a load of wheat from Springville was freighted to the city by the Utah Southern, from a point about fifteen or eighteen miles distant.

FUNERAL SERVICES.—The funeral services of the little son of Brother John and Sister Susan S. Nicholson, who died on the 22nd inst, took place on the 23rd at 3 p.m., at the parents' residence, 20th Ward, where a number of the friends of the bereaved assembled and addresses, appropriate to the occasion, were delivered by Elders George Q. and Angus M. Cannon.

TELEGRAPH LINE TO TINTIC.—From A. Milton Musser Esq., Superintendent of Territorial telegraph line, we learn that the wire and material necessary for the construction of a branch line of telegraph from some convenient point on the main line to the Tintic mines, are all ready, and the construction will be immediately commenced and prosecuted vigorously to its completion.

ST. GEORGE.—"Athole," writing from St. George, on the 15th inst., says:

"Since my last there have been no beneficial changes in the weather. The drought and heat still continue. The health of the people is still, however, very good, considering the extreme heat in the daytime. Our nights are now getting quite cool and pleasant.

It is reported that there has been discovered a very fine tract of timber, with a good supply of water, and excellent feed, situated about forty-five miles southeast from St. George. If correct, it will be a great benefit to this southern county.

Our factory continues to produce a good article of home manufactured cloth, &c., and with the increased machinery, soon expected to arrive, will add greatly to the comfort of the people in supplying their necessities in that line, which they appreciate as a great blessing."

VALUE OF VACCINATION.—At a time like this when rumors of that filthy scourge—small-pox, are occasionally heard, the value or worthlessness of Dr. Jenner's discovery—vaccination is a subject worth discussing. The system was first tried in England, and the authorities of that country seem to have taken more interest in it than any other. Vaccination has multitudes of opponents there,—probably more than anywhere else, but still the popular feeling guided by experience has pronounced so decidedly in its favor, that vaccination was long since rendered compulsory by law. The matter has recently been the subject of further investigation and inquiry by a royal commission, and after carefully weighing the objections urged by popular prejudice, the unanimous opinion arrived at is "that vaccination affords a sufficient protection against small-pox in its most virulent form, and an almost absolute guarantee against death from this cause. Without vaccination, the epidemic now prevailing in England would have become a regular pestilence, and perhaps proved as fatal as in the Middle Ages. The dimensions which the small-pox has at present assumed in the country is mainly due to neglect. Nor need any injurious consequences be apprehended to the