

News of the Week.

EUROPE.

ENGLAND.—In the face of a wonderful hay harvest, of a potato crop unequalled in breadth planted, in luxuriance and healthiness, and of an extraordinary productiveness in cereals, all descriptions of agricultural produce rise rapidly in cost and are nearly at a famine price.—The increasing abundance of money doubtless enables speculators to hold and to buy up, but we are inclined to think that the results are chiefly attributable to the improved condition of the masses. In 1840-1 the number of paupers in England and Wales reached the enormous number of 1,976,000. In 1855-6 with a greatly increased population, they have diminished to about 800,000—about 60 per cent.—In Ireland nearly 3,000,000 of the population received relief in 1847-8. In 1855-6 they do not muster 150,000. The Free-traders always said:—We do not object to high prices as the result of increased consumption, but we do when they arise from monopoly. Let trade be free, and people will become so rich that they will have a greatly increased power of purchase. That is exactly what has happened. The domestic production has vastly increased. Imports have increased from 2,000,000 to 12,000,000 quarters per annum. Yet food is dearer than ever. The power of consumption is literally unlimited except by the means of purchase. It is clear that under the Corn Laws the masses were not half fed.

The extraordinary rise in the price of railway shares and bonds, fully warranted by the returns of traffic, bears out our repeated prediction that that species of property cannot fail to be at once the most profitable and secure of any the trade of the country can offer. The whole habits of the people, the entire course of business, settles gradually but irreversibly to the use of that method of conveyance. Every child born is a new customer to the train; every addition to trade and commerce is a certain accession to the traffic. Directors are so watched, cost is so economized, speculation so checked and safety so improved, that without any exertion whatever the income must go on just in the ratio of increased population and income without any increase of expense. In two months South Western shares have risen 25 per cent. Railway accidents have almost ceased. It is not improbable that for a time the high price of these securities may check demand; but they are becoming a favourite investment for trust money. Assuredly when it is considered that a shareholder has only to open his letter every half year and send his dividend warrant to the Bank, persons annoyed with the endless botheration of house or landed property are offered a strong temptation to convert their real investments into this channel, and we are inclined to predict that building materials and architects charges will sustain considerable depreciation.

Corn Exchange, Mark-Lane.—Monday, June 30.—The weather during the whole of last week was of the most favourable character, from the middle of it to the close, hot and forcing, during which time a large breadth of hay was secured, and the corn crops greatly benefitted by the change. This morning's show of samples of wheat from Kent and Essex was much below the average; but the extreme fineness of the weather, and consequent rapid advance of the crops, kept millers so entirely on the reserve that trade was very slow, at unaltered prices. In foreign scarcely anything was doing.—Business in flour was more languid than of late, at former quotations.

SPAIN.—Disturbances at Valladolid.—The Madrid Gazette gives the following account of the disturbances at Valladolid:—As all moderate means failed to appease the riot which began on the 22nd June, and in which the civil governor of the province and some national guards were wounded, a meeting of all the authorities and corporations proceeded to proclaim the state of siege. The captain-general proceeded in person towards the canal, in order to save the buildings and property menaced with complete destruction, leaving the general next in command at the head of the troops appointed to act in the interior of the town. The conflagration had already consumed three flour warehouses and several transport vessels. The infuriated populace threatened the same fate to all the manufactories in the neighbourhood and but for the presence of the troops would have realised their designs. The publication of the bando and the attitude of the government put an end to the disorder. At three o'clock in the afternoon the insurrection was quelled; law had resumed its sway, and twenty-eight prisoners were handed over to the authorities.—The court martials are now occupied in applying the law of 17th April, 1821. The troops and national guard have occupied the town militarily during the night, in order to prevent a repetition of these excesses. The pretended scarcity was only a pretext; many persons strangers to the town were seen in the crowd, and some were completely intoxicated. The tendencies noticed during the riot may be resumed in a war cry against property. On the 23rd and 24th the peace was not broken, and the courts martial were employed in trying the prisoners. On the 22nd, there were similar scenes at Medina de Rioseco, which the local authorities were unable to repress. The houses of the corn-dealers were assailed with stones, and the manufactories along the quay and boats at the wharves were burnt. A Column of troops and the civil guard were detached from Valladolid on this point. At Palencia

there was a like disturbance, and three manufactories and some boats were destroyed by fire. Immediately that was seen, the state of siege was published.

The cry of the insurgents was Death to the rich! and some well-dressed persons were seen distributing money to them. Many of the insurgents were provided with bottles, containing turpentine and other inflammable liquids to set fire to the houses. The sound of the civil governor, four in number, were so serious that it was not possible to remove him from the house to which he was conveyed, to his own residence.

UNITED STATES.

From the Philadelphia Bulletin, of July 19—
TERRIBLE RAILROAD ACCIDENT.

The great topic of conversation since yesterday morning, has been the terrible disaster which has taken place upon the North Pennsylvania Railroad. The greatest avidity was exhibited to learn the particulars of the calamity that was in every body's mouth. Knots gathered at the street corners to discuss the event, and in omnibusses and in every other place where people were assembled, the great accident was the topic that monopolized the conversation.

The Seventeenth Ward, where most of the victims resided, was literally thrown into mourning. Every street had its closed shutters and other signs of woe, and wailing and lamentations were heard upon all sides among the excited people.

There is still much confusion regarding the killed and wounded. This is owing to several causes. In the first place, many of the bodies are shockingly mutilated that they cannot be recognised. Others, it is believed, were entirely consumed in the flames. Many of the wounded were taken in charge by their friends, and their names will probably never be known outside their immediate circle. From the most reliable accounts we are induced to believe that the total number of dead will reach sixty while the wounded will sum up to about one hundred.

The condition of the Families of the Victims.—Most of the sufferers belong to the humbler classes, and their means, in many instances, are illy competent, to meet the exigencies of the occasion. Exertions are being made to provide for the present wants of the afflicted families, and John Welsh, Esq., the President of the North Pennsylvania Railroad Company has himself contributed \$500 towards the fund.—The following appeal has been handed for publication:

To the Citizens of Philadelphia.
A frightful accident on the North Pennsylvania Railroad has made it necessary to appeal to your benevolence.

By the sad catastrophe of yesterday, hundreds of poor people are made to feel the need of assistance. We appeal on their behalf to your philanthropy. In this sore distress, aid, to be useful, must be prompt.

Suicide of the Conductor.—The suicide of the conductor of the down train is one of the tragic incidents of this terrible affair. Mr Vanstaven, after the accident, procured a vehicle and came to the city with the dreadful news. He received no bodily injury by the collision, but when he reached the city he was in a high state of excitement, and hinted at an intention to destroy his own life. This was subsequently put into execution. In the course of the afternoon he procured an ounce of arsenic and swallowed it. He soon afterwards expired, notwithstanding the exertions of several physicians to save him. Mr V. was but twenty-nine years of age: he was unmarried, and lived with his brother in Buttonwood street above Tenth. His funeral will take place on Sunday afternoon. The deceased was much respected by a very large circle of friends, and he enjoyed the confidence of his employers to the fullest degree. A report is in circulation that he was employed upon the Camden and Ansbay Railroad at the time of the Burlington disaster, but this, we are assured, is entirely false. He had no connection whatever with the accident.

Incidents of the Disaster.—Like all such terrible events, this calamity was marked by incidents that exhibited the noblest feelings of humanity. Among the many instances of noble heroism of which we hear are the following:

Near the scene of the accident stands Mr Hitting's hotel. At this house there are several boarders, ladies and gentlemen, who have secured summer lodgings there to avoid our heated city. The boarders at this hotel were early at the scene of the disaster, and rendered every service in their power, but what was calculated most to melt the stoutest heart was the following incident:—A little feeble infant was found in the ruins of one of the cars, piteously crying for its mother. No mother appeared to answer the summons, she was doubtless crushed to death. Quick as thought Mrs. G., one of the boarders at Hitting's, seized the little sufferer and placed it to her own breast, and there, under the burning rays of the sun, this woman, robbing perhaps, her own infant of its nourishment, was sustaining this orphan, while all around was noise and confusion, and groans, and suffering and death.

Among the surgeons who were present and who laboured with so much industry that they seemed to be ubiquitous, were Drs. Green, Henry, Corson, Martien, Foulke, Bolton, and Shelmerdine.

The weather yesterday was terribly hot, and the sun gleared down with dreadful intensity upon the poor victims, and upon those who toiled to relieve their sufferings.

An eye witness describes one car that took fire, and which was in flames in an instant.—as soon as possible the car was broken open, but no living soul was left in it. The inmates were all dead and enveloped in the fierce flames.

The place where the accident occurred is called Camp Hill Station. It is fourteen miles from the city. The road curves twice, so that, to say 500 yards, the approaching locomotives could not be seen by their respective engineers. The ground of the road is "made," an embankment running along for about 100 to 150 yards. This embankment is about 26 feet in height.—The track is single, and when the locomotives rushed together they reared up upon end, dashing each other to pieces, and becoming amalgamated, as it were, in an apparently inextricable mass of iron and brass. The bottoms of the two engines struck together and the entire mass fell over upon their sides upon the western slope of the embankment.

Three of the cars of the excursion train caught fire like a flash, and in a very few moments nothing was left of them but the wheels, the other iron work, and a few charred timbers and smouldering pieces of the human frame.

There are two hotels, two dwelling houses, a blacksmiths' shop and a small shed within about 300 yards of the scene, and to these places the wounded were first carried. Not a tree is to be seen for a considerable distance on any side, and the fierce sun beat down upon the dead, the wounded, their rescuers, and their half crazed friends who were flocking to the scene, all running, on foot, in waggons and every species of vehicle that could be procured in the city.

As most of the victims were Irish, of course the demonstrations of grief which met one's helpless ears were of the most violent character. They surpassed anything within the range of the reportorial experience.

The bodies of those who were burned beyond recognition were gathered together. In a blacksmiths' shop near where the accident occurred, we counted twenty-one burned bodies. Under a temporary shed lay the bodies of eight other human beings, so charred as to be utterly unrecognizable. Near where the engines came in collision portions of human bodies lay among the smoking timbers and bent iron.

We will not shock our readers by a description of these bodies. All were burned in the most horrible manner, and of the whole number there were many that were so mutilated that there is not the slightest hope of their being identified. Very few had any vestige of their clothing left on their bodies, and the heads and limbs of many were burned entirely off! This morning there were fifteen bodies at the Master street depot that cannot possibly be recognised.

Some of the bodies of the victims were entirely consumed. Ex-Lieut. Davis in searching among the ashes under some portions of the machinery, found a few calcined human bones in two places. They were, without doubt, all that was left of two human beings, whose remains could readily be held in the palm of the hand. Two or three trains ran to and fro between the city and the scene of the disaster during the afternoon. The friends of the sufferers crowded upon the up trains despite the exertions of the police to prevent a rush, and some of the more daring ones actually rode upon the cow catcher in front of the locomotive.

The trains brought down the dead and the wounded. The latter were placed on the seats as comfortably as circumstances would permit, and every attention possible was shown by the physicians, the employees of the road, the police in charge of the train, and by the friends of victims.

The scene in the cars beggars description for horror. Every conceivable kind and degree of wound was to be seen, and nothing save signs of agony from the wounded or their affected friends and relatives met one's eye at every turn.

The trains were run to town quite slowly and carefully, and as they passed along crowds of persons from the roadsides and the windows of dwellings on the line of the road gazed mournfully open the cars and their mournful freight.

When the train reached the outer depot, they were immediately beset by an anxious, earnest, tearful crowd of men, women, and children, who pressed eagerly forward to the doors of the cars, and were kept back with great difficulty.

As soon as the intelligence of the calamity reached the city, the principal of St Joseph's Hospital, and three Sisters of Charity attached to the institution, immediately prepared to the scene. The Sisters were to be seen moving about like angels of mercy among the wounded.

Mr E. V. McCoy, a merchant, doing business in Second street, was among the passengers in the down train, but saved himself by jumping from the platform of the rear car.—He immediately went to work to relieve the wounded and take from the burning cars those that he could rescue.

A large number of policemen were sent up to the scene, and performed good service in preserving order, moving the dead, &c. A very strong police force was upon duty during the day and night in the old district of Kensington.

About half-past 8 o'clock last night, Mr William Lee, the engineer of the down train, was arrested by officer Byerly, of the second district, on the Pennsylvania Railroad, and locked up in the fourth ward station house. He is held at the instance of Coroner Delavan, until

an investigation is had as to the cause of the sad calamity.

Among the strange incidents of this disaster was the following:—A boy, 13 years of age was in the foremost car of the wrecked train. When the crash took place he was thrown out through a break in the car, and escaped uninjured. He was so much scared that he ran all the way to the city, and he was the first to carry the intelligence to C. B. F. O'Neil, Esq., whose family was upon the train. They all escaped injury.

Another boy, about the same age, had a father and mother upon the train. Upon hearing the news he started from the city to walk to the scene. He was picked up by the five o'clock train, when about ten miles from the city. He was nearly exhausted when discovered.

Appearance of Kensington this Morning.—St. Michael's Church, &c.—Although the excitement has subsided in a great measure in the northern portion of the City, yet in passing along the streets the signs of general mourning are very plainly visible. Grief-stricken fathers, mother, sisters and brothers are met at every turn, and from very many door knobs hangs the crape insignia of death.

Large numbers of persons visited St. Michael's Church at Second and Jefferson Streets, supposing that the remains of Father Sheridan would be laid in state at the church. The corpse was not to be seen this morning, but the public will be permitted to view it to-morrow, at which time the funeral ceremonies of the Roman Catholic Church will be performed, with unusual pomp and ceremony.

Most of the victims of the disaster have been brought to the city by the various trains of last night and to-day, although, a few still remain in the vicinity of Fort Washington, where their injuries are being attended to in taverns and private residences.

The Burning of the Steamer Northern Indiana—Fifty Lives supposed to be Lost.—Buffalo, July 18, 1856.—We have the following additional particulars of the burning of the Northern Indiana. The fire originated in the wood work around one of the chimneys, and spread very rapidly. The vessel burned to the water's edge in fifty minutes.

Mr Wetmore, the first mate, commanding in the absence of Captain Pheat, exerted himself to the utmost to save the passengers, and was the last to leave the burning vessel. He stood at his post, throwing doors, life-preservers, stools, &c., to the passengers, who, wild with excitement, were leaping overboard in masses. The weather was pleasant, and a dead calm prevailed, and Mr Wetmore says that could he have controlled the recklessness of the passengers in jumping overboard, not one of them would have been lost. During the excitement some of the firemen and deck hands launched a small boat, into which several of them jumped, but it was drawn under the wheels of the steamer, and they were lost.

The steamer was towed in shore by the propeller Republic, and now lies in Pigeon Bay, above Point au Pelce, in ten feet of water. Her hull is said to be uninjured. With favorable weather she can be towed into port.

With regard to the number lost the reports are conflicting, and a correct estimate cannot be made, as the trip sheets were destroyed. Mr Marsh, the clerk of the vessel, arrived at Detroit this morning. He says that not less than fifty have been lost.

The Propeller Republic, supposed to have saved a number of the passengers, arrived at Detroit this morning with several of the crew, but with only two of the passengers.

SOUTH AMERICA.

The Outbreak in Venezuela—Two British Subjects Shot.—Another outbreak has taken place in Venezuela, and from the particulars which have reached us, it appears to be of a rather formidable character. The insurgents are led on by Generals Bracho, Morine and the two Figaros. They have already taken four towns—Maturin, Tobasco, Urao and Barrancas. They are on their way to Bolivar, which is not in a state to offer any resistance, all the guns being dismounted. The insurgents appear to have it all their own way, and the President, General Monagas, is unable to resist their progress. The rebels have already involved themselves in difficulties with the British Government, by seizing two English schooners and shooting two British subjects. They will be called to account for this and will have to pay a sharp reckoning.

NEW BRUNSWICK.

The Murder on the Marsh Road.—The Coroner's Jury, after a careful investigation of this case, during four days, have returned a verdict of Wilful Murder against Thomas Smith as principal, and James Culbert and John Griffin as accessories. Griffin has surrendered, and is now in custody—the others are still at large. There seems to have been very culpable neglect to secure the accused parties. We understand that the officers who found the dead body, and brought it to the dead-house, on the night of the murder, remained with it two hours (for what purpose we do not understand), instead of making immediate inquiry concerning the cause of death. This matter requires looking into; as the public safety demands that those whose duty it is to put the law in motion should be instantly on the alert.—St. John's Morning Courier.

Arrival of Troops.—Four companies of the 76th Regiment arrived here on Saturday afternoon, in the Eastern State, from Halifax. Two companies marched to the Barracks, and the