

**AN ACT To Incorporate the Metropolitan Rail Road Company.**

**Section 1.** Be it enacted by the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That it shall be lawful to open books in the town of Camden, under the direction of Andrew Wallace, John Bryce, John Glass, James Boatwright, and B. L. McLughlin, or any three of them; and at Camden, under the direction of C. Shannon, John Conroy, C. Matheson, William McWille, and John Rosser, or any three of them; and at Cheraw, under the direction of James Wright, Daniel S. Harlee, Brown Bryan, Nicholas Punch, and Duncan McNair, or any three of them; and at Darlington Court House, under the direction of E. W. Charles, W. W. Harlee, G. W. Dargan, G. W. J. McCall, and E. A. Law, or any three of them; and at Sumterville, under the direction of Alister Garden, F. J. Moses, W. Haynesworth, C. W. Miller, and W. M. Miller, or any three of them; and at such other places, and under the direction of such other persons as any four of the Commissioners herein before named to superintend the receiving of subscriptions at Camden shall direct, for the purpose of receiving subscriptions to an amount not exceeding two millions of dollars, in shares of one hundred dollars each, for the purpose of effecting a communication by a Rail Road from the termination of the Raleigh and Columbia Rail Road, at the North Carolina line, through or near Cheraw, and through or near Camden, to some other point to be selected by the Company hereby incorporated, in or near the town of Columbia, South Carolina, or to such other point on the Louisville, Cincinnati and Charleston Rail Road, or any branch thereof, as may be determined on by the company hereby incorporated, with the concurrence of the Louisville, Cincinnati and Charleston Rail Road Company, and for providing every necessary and convenient for the purpose of transportation on the same: Provided, that nothing herein contained, shall be construed so as to impair any right or privileges heretofore granted to the South Carolina Canal and Rail Road Company.

**Sec. 2.** The times and places for receiving subscriptions shall be fixed by the Commissioners at Camden, above mentioned, and shall be advertised in one or more newspapers published in the towns of Columbia, Camden and Cheraw and the books for receiving the same, shall not be closed in less than ten days; and if it shall appear that more than twenty thousand shares of the capital stock aforesaid, stock shall have been subscribed for within the said ten days it shall be the duty of the Commissioners at Camden, or any three of them, to reduce the number of shares subscribed for, among the subscribers, in fair and equal proportions, to the amount of stock subscribed for respectively by each, until the amount of stock shall be reduced to twenty thousand. But if the whole amount shall not be subscribed for within ten days from the time the books be opened to receive the subscriptions, then the books may be closed or continued open, or closed and re-opened, without further notice, as a majority of the about mentioned Commissioners at Camden, may judge to be most expedient, until the whole number of shares shall be subscribed for.

**Sec. 3.** When five thousand shares shall be subscribed for in the manner aforesaid, provided the same shall be done within two years after the passing of this Act, the subscribers, their executors, administrators or assigns, shall be, and they are hereby declared to be incorporated into a company by the name and style of the Metropolitan Rail Road Company, and by that name shall be capable in law of purchasing, holding, selling, leasing and conveying estates real and personal and mixed, so far as shall be necessary for the purposes hereinafter mentioned, and no further, and shall have perpetual succession, and by said corporate name sue and be sued, and may have and use a common seal, which they may have power to alter or renew at pleasure, and shall have and enjoy, and may exercise all powers, rights and privileges which other corporate bodies may lawfully do, for the purposes mentioned in this Act, and may make all such by-laws, rules and regulations, not inconsistent with the laws of this State, or of the United States, as shall be necessary for the well ordering and conducting the affairs of the company.

**Sec. 4.** Upon any subscription of stock as aforesaid, there shall be paid at the time of subscribing, to the Commissioners or their agents appointed to receive such subscriptions the sum of five dollars, on every share subscribed, to be deposited in some specie paying Bank in this State, to the credit of the Metropolitan Rail Road Company, and the residue thereof shall be paid in such instalment, and at such times as may be required by the President and Directors of the said company.

**Sec. 5.** When five hundred thousand dollars, or more, of the stock shall have been subscribed, public notice of that event shall be given by any three or more of the said Commissioners at Camden, who shall have power at the same time, to call a general meeting of the subscribers, at such convenient place and time, as they shall name in said notice.

**Sec. 6.** To constitute any such meeting, a number of persons entitled to a majority of all the votes which could be given upon all the shares subscribed, shall be present, either in person or by proxy, and it a sufficient number to constitute a meeting do not attend on that day, those who attend shall have power to adjourn from time to time, until a meeting shall be formed.

**Sec. 7.** The subscribers, at their general meeting, before directed, and the proprietors of stock, at every annual meeting thereafter, shall elect a President and six Directors, who shall continue in office, unless sooner removed, until the next annual meeting after their election, and until their suc-

cessors shall be elected; but the said President and Directors, or any of them, may at any time be removed, and the vacancy thereby occasioned, be filled by a majority of votes given at any general meeting. The President, with any three or more of the Directors, or in the event of the sickness, absence or inability of the President, any four or more of the Directors, who shall appoint one of their own body President, shall constitute a board for the management of business. In the case of vacancy in the office of President or any Director, arising from death, resignation, removal or disability, such vacancy may be supplied by the appointment of the Board, until the next annual meeting.

**Sec. 8.** The President and Directors of said Company, shall be, and they are hereby invested with all the rights and powers necessary for the construction, repair and maintaining of a Rail Road to be located as aforesaid, with as many sets of tracks as they, or a majority of them may deem necessary, and may cause to be made; and also to make and construct all works whatsoever, which may be necessary and expedient, in order to the proper completion of said Rail Road.

**Sec. 9.** The President and Directors shall have power to make contracts with any person or persons, on behalf of the said Company, for making the said Rail Road, and performing all other works respecting the same, which they shall judge necessary and proper, and to require from the subscribers, from time to time, such advances of money on their respective shares, as the wants of the Company may demand, until the whole of their subscriptions shall be advanced; to call, on any emergency, a general meeting of the subscribers, giving one month's notice thereof, in one of the newspapers printed in the towns of Columbia, Camden or Cheraw; to appoint a Treasurer, Clerk, or such other officers as they may require to transact all the business of the Company, during the intervals between the general meetings of the stockholders.

**Sec. 10.** If any stockholder shall fail to pay the sum required of him by the President and Directors, or by a majority of them, within one month after the same shall have been advertised in one of the newspapers published in the towns of Columbia, Camden or Cheraw, it shall and may be lawful for the President and Directors, or a majority of them, to sell at public auction, and to convey to the purchaser, the share or shares of such stockholder so failing or refusing, giving one month's previous notice of the time and place of sale in manner aforesaid; and after retaining the sum due, and all other charges of the sale, out of the proceeds thereof, to pay the sum over to the former owner, or his legal representative.

**Sec. 11.** Be it further enacted, That if the capital stock of the Company hereby incorporated, shall be found insufficient for the purpose of this Act, it shall and may be lawful for the President and Directors of the Company, or a majority of them, from time to time to increase the said capital stock to an amount not exceeding three millions of dollars, by the addition of as many shares as they may deem necessary—first giving the individual stockholders for the time, or her legal representatives, in proportion to the amount of stock respectively held by them, and opening books in the town of Columbia, and such other places as the President and Directors may think proper, for any balance of the said capital stock created which may not be taken by the stock holders for the time being, or in their behalf; and the subscribers for such additional shares of the capital stock of the said Company, are hereby declared to be thenceforth incorporated into the said Company, with all the privileges and advantages, and subject to all the liabilities of the original stockholders.

**Sec. 12.** Be it further enacted, That the President and Directors, or a majority of them, shall have power to borrow money for the objects of this Act: to issue certificates or other evidences of such loans, and to make the same convertible into the stock of the Company, at the pleasure of the holder; Provided, that the capital shall not thereby be increased to an amount exceeding three millions of dollars; and to pledge the property of the Company for the payment of the same with its interest: Provided, that no certificate of loan convertible into stock, or creating any lien or mortgage on the property of the Company shall be issued by the President and Directors, unless the expediency of making a loan on such terms, and of issuing such certificates, shall have first been determined on, at a general meeting of the stockholders, by two-thirds of the votes which could be legally given in favor of the same.

**Sec. 13.** Be it further, enacted, That the said President and Directors, their officers, agents and servants shall have full power and authority to enter upon all lands and tenements through which they may desire to conduct their Rail Road, to lay out the same according to their pleasure, so the dwelling-house, yard and of no persons be invaded without his consent; and that they shall have power to enter in, and lay out such contiguous lands as they may desire to occupy as sites for depots, toll houses, war-houses engine sheds, work shops, water stations and other buildings for the necessary accommodation of their officers, agents and servants, their horses, mules, and other cattle, and for the protection of property entrusted to their care: Provided, however, that the land so laid out on the line of the Rail Road shall not exceed (except at depots and fillings) two hundred feet in width; and at such deep cuts and fillings, shall not exceed a width sufficient for the construction of the banks and deposits of waste earth, and that the adjoining land for the sites of buildings, unless the President and Directors can agree with the owner or owners for the purchase of the same) shall not exceed five acres on any one parcel.

**Sec. 14.** Where any lands or right of way, may be required by the said Company

for the purpose of constructing their road, and for want of agreement as to the value thereof, or from any other cause, the same cannot be purchased from the owner or owners, the same may be taken at a valuation to be made by five Commissioners, or a majority of them, to be appointed by any Court of Record having law jurisdiction in the District where some part of the land or right of way is situated; and the said Commissioners, before they act, shall severally take an oath before some Justice of the Peace, faithfully and impartially to discharge the duty assigned them. In making said valuation, the Commissioners shall take into consideration the loss or damage which may occur to the owner, or owners, in consequence of the land being taken, or the right of way surrendered, and also the benefit and advantage he, she, or they, may receive from the erection or establishment of the Rail Road or works, and shall state particularly the nature and amount of each, and the excess of loss and damage over and above the benefit and advantage, shall form the measure of valuation of the said land or right of way. The proceedings of the said Commissioners, accompanied with a full description of the said land, or right of way, shall be returned under the hands and seals of a majority of the Commissioners, to the Court from which the commission issued, there to remain of record. In case either party to the proceedings, shall appeal from the valuation to be next session of the Court granting the commission, and give reasonable notice to the opposite party of such appeal, the Court shall order a new valuation to be made by a Jury, who shall be charged there with in the same term, or as soon as practicable, and their verdict shall be final and conclusive between the parties, unless a new trial shall be granted; and the lands or right of way so valued by the Commissioners or Jury, shall vest in the said Company in fee simple, so soon as the valuation may be paid, or when refused may be rendered; when there shall be an appeal as aforesaid, from the valuation of Commissioners, by either of the parties, the same shall not prevent the works intended to be constructed from proceeding; but when the appeal is made by the Company, requiring the surrender, they shall be at liberty to proceed in their work, only on condition of giving the opposite party a bond with good security, to be approved of by the Clerk of the Court where the valuation is returned, in a penalty equal to double the said valuation, conditioned for the payment of the said valuation and interest, in case the same be sustained, and in case it be reversed, for the payment of the valuation thereafter to be made by the Jury, and confirmed by the Court.

**Sec. 15.** In the absence of any contract or contracts, with the said Company, in relation to lands through which the said road or its branches may pass, signed by the owner thereof, (or by his agent, or any claimant, or person in possession thereof, which may be confirmed by the owner thereof,) it shall be presumed that the land upon which the road or any of its branches may be constructed, together with a space of one hundred feet on each side of the centre of said road, has been granted to the Company by the owner or owners thereof; and the said Company shall have good right and title thereto, and shall have, hold and enjoy the same, as long as the same be used only for the purposes of the said road, and no longer, unless the person or persons owning the said land at the time that part of the said road, which may be on the said land was finished, or those claiming under him, her, or them, shall apply for an assessment of the value of the said lands as hereinafter directed, within ten years next after the said part was finished; and in case the said owner or owners, or those claiming under him, her, or them, shall not apply for such assessment within ten years next after the said part was finished, he, she, or they, shall be forever barred from recovering the said land, or having any assessment or compensation therefor; provided, nothing herein contained shall affect the rights of *feme covert*, or infants, until two years after the removal of their disabilities.

**Sec. 16.** All lands not heretofore granted to any person, nor appropriated by law to the use of the State, within one hundred feet of the centre of the said road or its branches, which may be constructed by the said Company, shall vest in the Company as soon as the line of the road is definitely laid out through it, and any grant thereafter shall be void.

**Sec. 17.** If any person or persons shall intrude upon the said Rail Road, or any branch thereof, or part thereof, by any manner of use thereof, or of the rights and privileges connected therewith, without the permission, contrary to the will of the said Company, he, she, or they, shall forthwith forfeit to the said Company, all the vehicles that may be recovered by suit at law, and the person or persons so intruding may also be indicted for misdemeanor, and upon conviction, fined and imprisoned by any Court of competent jurisdiction.

**Sec. 18.** If any person shall wilfully and maliciously destroy, or in any manner hurt, damage, or obstruct, or shall wilfully and maliciously cause, or aid, or assist, or counsel and advise any other person, or persons, to destroy, or in manner to hurt, damage, injure, or obstruct said Rail Road, or any branch thereof, or any bridge or vehicle used for, or in transportation thereon, such person or persons so offending, shall be liable to be indicted therefor, and on conviction, shall be imprisoned not more than one month, and pay fine not exceeding five hundred dollars, nor less than twenty dollars, at the discretion of the Court before which such conviction shall take place, and shall be further liable to pay all the expenses of repairing the same; and it shall not be competent for any person so offending against the provisions of this clause, to defend himself, by pleading, or giving in evidence that he was the owner, or agent, or servant of the owner of the land where such destruction, hurt, damage, injury, or obstruction was done or caused, at the time the same was caused, or done.

**Sec. 19.** Every obstruction to the safe and free passage of vehicles on the said road, or its branches, shall be deemed a public nuisance, and may be abated as such, by any officer, agent or servant of the Company; and the person causing such obstruction, may be indicted and punished for creating a public nuisance.

**Sec. 20.** Whenever, in the construction of said Rail Road, it shall be necessary to cross or intersect any established road, or way, it shall be the duty of the said President and Directors so construct the said Rail Road across such established roads or ways as not to impede the passage or transportation of persons or property, along the same: Provided, however, that in order to prevent the frequent crossing of established roads or ways, in case it may be necessary to occupy the same, it may be lawful for the said President and Directors to change the said roads at points they may deem it expedient to do so; and that for entering upon or taking any land that may be necessary therefor, they shall be, and are hereby authorized to proceed under the provisions of this Act, as in the case of lands necessary for their Rail Road. Provided, further, that previous to the making of any such change, the said Company shall make and prepare a road equally good with the portion of the road proposed to be substituted; but nothing herein contained shall be so construed as to make it incumbent on the said Company to keep in repair any portion of any road, which they may have changed as aforesaid: Provided, also, the Commissioner of the roads, in the Districts or Parishes in which such alterations shall be desired, shall assent to such alterations, and approve of the substitutes when completed.

**Sec. 21.** All machines, wagons, vehicles and carriages purchased as aforesaid, with the funds of the Company, or engaged in the business of transportation on said Rail Road, and all the works of said Company constructed, or property acquired under an authority of this Act, and all profits which shall accrue from the same, shall be vested in the respective stockholders forever, in proportion to their respective shares, and the same shall be deemed personal estate, and shall be exempt from any public charge or tax whatever for the term of fifteen years, and thereafter the Legislature may impose a tax not exceeding twenty-five cents per annum per share on each share of the capital stock, whenever the annual profits thereof shall exceed six per cent.

**Sec. 22.** Upon the road hereby authorized; the Company shall have the exclusive right of transportation; when it is completed, they shall at all times furnish and keep in good repair, the necessary carriages and other requisites for the safe and convenient transportation of persons and property; and it shall be their duty at all times, upon the payment or tender of the tolls hereby allowed, to transport to any depot on the road, which the owner of the goods may indicate, and there to deliver all articles which be delivered to them for transportation, or offered to them in proper condition to be transported.

**Sec. 23.** They shall give no undue preference to the property of one person over that of another, but as far as practicable, shall carry each in the order of time in which it shall be delivered, or offered for transportation, with the tolls paid or tendered. If the Company, or any of its officers or agents, shall fail to receive, transport, or deliver, in due time, any property so delivered or offered to them for transportation, or shall fail to take up set down any passenger or passengers, at such convenient point as he or they may desire, upon the payment or tender of the passage money hereby allowed, they shall forfeit and pay to the party so injured, double the amount of the lawful toll paid or tendered, and shall moreover be liable on an action on the case on which full damages, and double costs, shall be recovered.

**Sec. 24.** So soon as any portion of the Rail Road hereby authorized, may be in readiness for transportation, it shall be lawful for the said President and Directors to transport by their officers or agents, or by contractors under them, persons and property on the same; and they shall have power to charge for the transportation of persons, goods, produce, merchandise, and other articles, and for the transportation of the mail, any sum not exceeding the following rates; on persons, not exceeding seven and one half cents per mile for each person, unless the distance which any person may be transported, be less than ten miles, in which case the President and Directors may be entitled to make an extra charge of fifty cents, for taking up and putting down each person so transported; for the transportation of goods, produce, merchandise and other articles, not exceeding fifty cents per hundred pounds on heavy articles, and ten cents per cubic foot on articles of measurement, for every hundred miles; and for the transportation of the mails, such sums as they may agree for.

**Sec. 25.** As soon as thirty miles of the Rail Road hereby authorized, shall be completed, the President and Directors shall annually or semi-annually, declare and make such dividends as they may deem proper, of the net profits arising from the resources of the said Company, after deducting the necessary current and contingent expenses of the said Company, and shall divide the same among the proprietors of the stock of said Company in proportion to their respective shares.

**Sec. 26.** Annual meeting of the subscribers to the stock of the said Company, shall be held at such time and place, in each year, as the stockholders at their first general meeting, or at any subsequent meeting may appoint to constitute which, or any general meeting called by the President and Directors, according to the provisions of this Act, the presence of five proprietors entitled to a majority of all the votes which could be given by all the stockholders, shall be necessary, either in person, or by proxy properly authorized and if a sufficient number do not attend on that day, or any day appointed for a general meeting, called by the Directors aforesaid, the proprietors,

who do attend, may adjourn from time to time until such general meeting shall be had.

**Sec. 27.** In counting all the votes of the said Company, each member shall be allowed one vote for each share not exceeding two shares, one vote for every two shares, above two, and not exceeding ten; and one vote for every five shares above ten, by him held at the time, in the stock of the Company: Provided, however, That no stockholder whether an individual, whether body politic or corporate, shall be entitled to more than sixty votes on any amount of the capital stock of said company, held by him or them.

**Sec. 28.** The President and Directors shall render distinct accounts of their proceedings and disbursements of money to the annual meetings of the stockholders.

**Sec. 29.** The works hereby required of the Metropolitan Rail Road Company, shall be executed with diligence; and if they be not commenced within three years after the passage of this Act, and finished within eight years after the first general meeting of the stockholders, then this charter shall be forfeited.

**Sec. 30.** The President and Directors shall cause to be written or printed, certificates of the shares of the stock in the said Company, and shall deliver one such certificate, signed by the President, and countersigned by the Treasurer, to each person, for the number of shares subscribed by him, which certificate shall be transferable by him, subject however to all payments due or to become due thereon; and such assignees, having first caused the transfer or assignment to be entered in a book of the Company, to be kept for that purpose, shall then forthwith become a member of the Company aforesaid, and shall be liable to pay all sums due or to become due, upon the stock assigned them.

**Sec. 31.** Be it further enacted, That any Rail Road which hereafter may be constructed by the State, or by any Company incorporated by the Legislature, shall be at liberty to cross the road hereby allowed to be constructed, upon a level or otherwise, as may be advantageous: Provided, That the free passage of the Metropolitan Rail Road is not thereby obstructed.

**Sec. 32.** Be it further, enacted, That whenever the Rail Road shall be so crossed or approached by any other Rail Road incorporated by the State, the said Metropolitan Rail Road Company may erect a depot at or near the point of intersection, where they may receive and deliver passengers and freight, and take therefor the same rates of compensation, and be subject to the same regulations as at other depots; and should they fail or refuse to erect such depot, the State, or Company owning such intersecting road, may erect one, and the Company hereby incorporated shall receive and deliver passengers and freight at such depots under the same regulations aforesaid, unless the same shall be rendered impracticable by the situation of the road at such place.

In the Senate House, the nineteenth day of December, in the year of our Lord one thousand eight hundred and thirty-eight and in the sixty-third year of our Sovereignty and Independence of the United States of America.

ANGUS PATTERSON, President of the Senate.  
D. L. WARDLAW, Speaker of the House of Representatives.

**THE GREAT HURRICANE IN ENGLAND.**  
The gale began on Sunday night, January 6, and during the whole of Monday is said to have been one of the most dreadful storms experienced in the course of the present century. In Liverpool, the loss of life, to say nothing of property, has been most lamentable; little, if any, less than twenty deaths having been reported to the coroner. From the number of persons drowned, and otherwise injured, it is to be feared that the whole of the deaths in Liverpool; and as for those at sea, and the surrounding district, very little was known. As several vessels were sunk in the docks, and not less than fifteen were lying ashore at Boole Bay, the probability is, the casualties at sea will have been very great.

The Victoria (steam-tug) came up to Liverpool January 9, with 26 persons from the Pennsylvania, and 22 from the Lockwoods. Capt. Smith and the second mate of the Pennsylvania were washed overboard January 8, and drowned; two men were left in the main and one in the mizen-top, all dead. About 30 persons were lying on the poop of the Lockwoods, all dead, and several drowned in the cabin. The whole of the survivors, except two, who refused to leave the Lockwoods, were brought on shore from both vessels by the Victoria.

The Pennsylvania was on shore on the North Bank. Three of the crew and two passengers attempted to save themselves, January 8, in one of the boats, but only Mr. Thompson, a passenger, got safe ashore.

During the whole of Sunday the wind blew strongly from the southeast, but many vessels, commanded by experienced captains, went to sea, and there was no hint to indicate the frightful storm which followed. Suddenly, however, the wind shifted to the south-west, and, increasing rapidly, it became a perfect hurricane soon after midnight. It continued to blow in this dreadful manner for many hours, without a moments cessation, sweeping down chimneys, tearing up slates by thousands, snapping in pieces large trees, casting down thick walls, driving vessels on shore, and spreading death and destruction on every side. During the whole night the crash of falling slates was incessant; and it is remarkable, that the night police, who were exposed to the whole fury of the storm, should have escaped almost without injury.

The last intelligence of Tuesday night caused the utmost anxiety, in the interim of suspense between that period and yesterday morning, as to the success of the endeavors for the preservation of the passengers and property. The worst fears respecting the ill-fated vessels reported to be in distress were unfortunately confirmed. At an early hour the most earnest inquiries were made in all quarters where it was likely to obtain information. It was soon known that the New York packet ships Pennsylvania and St. Andrew were total wrecks, and that the Lockwoods, a British vessel, was in a similar condition.

The Victoria steam-tug had in the course of Tuesday afternoon made every exertion to save as many as possible of the seamen and passengers from the wrecks. She succeeded in bringing on shore a considerable number from the Lockwoods and St. Andrew; but from eighty to one hundred souls were left in the first-named vessel. Among those preserved was an infant only eighteen months old, whose father and mother were left on board. The Pennsylvania was then lying in the surf, with her hull nearly covered by the sea. The captain, crew, and passengers were in the rigging, and had been there since the vessel struck. The water was making a breach over her.

Late on Tuesday night, Mr. Arthur, the active manager of the steam tug-boats, caused the crew of the Victoria to be increased, and sent her out to the vicinity of the wreck, to see what assistance could be rendered. Unfortunately, the night was dreadfully severe; a boisterous and piercing wind, a keen frost, snow thunder and lightning, continued to augment the sufferings of the poor creatures who were so entirely exposed to the wrath of the elements. It was evident that, if the vessels kept together till morning, many of the suffering success must perish from cold.

Yesterday morning, at seven o'clock, an inward-bound Dublin steamer saw the Pennsylvania and Lockwoods, but could not render their crews and passengers any assistance. The latter were seen in the rigging, and their cries were described as most heart-rending. The Victoria was at anchor about half a mile from the wrecks, waiting the return of daylight to renew her efforts to rescue as many as possible of the survivors.

In the course of the morning, another steam tug-boat (the Hero) was sent outside to render what assistance she could. The anxiety of those on shore to learn the fate of the vessel and the sufferers became intense. It was midday, however, before any thing certain was made known, and the intelligence that then arrived was of such a nature as to make a most melancholy impression on all who heard it. About noon, it was reported that one of the steam tug-boats had arrived, bringing with her the survivors from the wrecks. From her was learned the following melancholy particulars:

On board the Pennsylvania, Captain Smith, (a commander universally esteemed,) the first and second mates, about seven of the crew, and four of the passengers, had all perished. Fortunately six had been saved. The captain and fifty-four of the crew and passengers of the Lockwoods were saved. All the survivors on board this ill-fated vessel were brought away except one man. The wife of this person was on board in a dying state, and he refused to quit her. The sight on board was most heart-rending. Men, women, and children were lying dead over the sides, or hanging lifeless in the rigging, having perished from the severity of the weather.

The following is the best account we been able to collect of the number of persons saved by the steam tug-boats:

On Tuesday, the 8th Jan.—From the St. Andrew, 23; from the Lockwoods, 33.  
On the 9th Jan.—From the Pennsylvania, 26; from the Lockwoods, 22.

This makes a total of 104 saved by the steam tug-boats from the three ships. Between forty and fifty persons are said to have perished in the Lockwoods.

The Lockwoods had on board 108 souls when she sailed of whom one was born on that day. They consisted of 84 passengers, and a crew of 24. Of the crew only one man was drowned, while 52 of the passengers have perished. Of the crew 23 have been saved, and 32 passengers, making a total of 55.

The shore presents a melancholy appearance. The Oxford American packet, which on the Sunday afternoon presented so noble an appearance as she anchored off Seafort, lies now a wreck on the shore, scarcely to be recognized except by the bulk of her hull, as a majestic vessel which but a few hours before so gallantly rode at anchor in the port. Her cargo is of value. She now lies off the Rimrose, and between that point and Liverpool, a short distance of barely three miles, are fourteen other wrecks, one a steamer. Four vessels lie on the shore together, as if carried with one gust of wind.

**A Great Project.**—Governor Porter, of Pennsylvania, has submitted a project of internal improvement to the Legislature of that State, which if carried into effect, will immortalise his name.—He recommends to the Legislature to take such measures as may be necessary to procure the location of a railroad from the States of Ohio, Indiana and Illinois, to St. Louis. Now, says a writer in the Globe, if these Western States should agree, in connection with Pennsylvania, to locate a railroad between these two points, either by the funds of the different States or of companies private individuals, in connection with those States, it would make one of the most splendid lines of internal improvements in the world—a line of continuous railroad from the city of Philadelphia to the city of St. Louis; being perhaps about one thousand miles. This scheme is equally feasible and magnificent. Nothing can prevent the completion of such a road one day or other, but the establishment of a better route, which, undoubtedly, would be the connection of the Baltimore and Ohio Rail Road, at Wheeling and Pittsburg, with roads running from the latter points to the Banks of the Mississippi.—Baltimore Chronicle.

**Thames Tunnel.**—This great work, upon which such vast sums have been expended, is nearly finished. Its present length is eight hundred feet and one hundred feet of masonry is now required to complete it.