













fine young man, and Aaron Wilkinson, the stock being told "all was right," proceeded onwards with

before the train had reached more than half way to the junction of the wooden with the earth-rail-line, near what is called the timber-belt viaduct near the Blue Anchor-road, the engine exploded with a report which was heard as far off as the station. The explosion was heard it and the reflection at the moment was that the fire and steam was so strong, that Deptford Dockyard and the station at the Bricklayers Arms were quite illuminated. There were three guards on the train, and a man accompanying the driver, who sprang into which the three crew were thrown, and hence, they discovered that the engine had broken completely over the side of the railway, and that the tender had broken through the lattice work of the rails left side of the line, on to the ground, a depth of about 15 feet. The engine and tender were immediately begun to search for the engine and stoker. The latter they found about twenty feet from the train, bleeding most profusely from an arm severely wounded in the head. He was also much scalded by the sudden escape of the steam that had burst from the boiler.

The most judicious measures were used, and Mr. Harvey, the deputy superintendent of the luggage department, having now come up with assistants from the station, the poor fellow was without delay conveyed to the Bricklayers' Arms station, and then to the hospital. The man, who was a native of London, made for Buckley, and he was first perceived by the whiteness of his trousers, the knee of which lay exposed from beneath one of the luggage trucks remaining upon the line. By great exertion the load was lifted from the back of the unfortunate man, and he was then lifted bodily into a munition van, which scene immediately after the accident baffles description. One of the trucks, piled full of bales of merchandise, *etc.*, having by the violence of the shock been shattered to pieces, the various articles were scattered in all directions, and a stream of sparks issued from the engine lay in a field of several yards from the line. The engine lay in a field, and the wheels of the spot on the line where the accident occurred, the wheels deeply embedded in the earth, and the boilers, and the machinery literally splintered to pieces. The side of the railway, which consists of a single track, was broken up, and the rails were torn from the Greenwich bridge to the junction with the

New Cross line, over which the engine and tender feeblely turned away for about eighteen feet. Upon inspection further inquiries, we found that that intended passenger train was the only one that could have been stopped. It was considered very good luck up to the time of the disaster. What caused the collision has not yet been ascertained. The poor fellow Wilkinson was said to be so seriously injured that his recovery was considered doubtful. Informing us that he had been expelled from the accident, we gleaned from him. It is most providential that at the time of the accident no passengers were with the train. The authorities of the railway union in declaring that the unfortunate deceased was a most sober and steady man, respected by his associates as well as those who knew him. Both he and the stoker were married.

FURTHER PARTICULARS.—As soon as possible the line was cleared of all obstructions, so that the regular traffic might not be impeded, and it was endeavored to have the men who had assembled on the scene leave the Cubitt, by the locomotive engineer, and Gregory, of the Tordoun line, considered it necessary to forward immediate intelligence of what had happened to Colonel Pasley, the inspector-general of railways, and Mr. Giffard, the assistant secretary, when a strict examination was being into, the result of which is as follows:—The bursting of the locomotive being the supposed cause of the accident, their first object was to examine the engine as it lay embedded in the earth. After getting off the wheels and axle-pieces, they arranged to examine the boiler

depth of four feet, then turned over. They found the fire-box was blown out as well as the whole of the fire bars, and the inner casing, between the fire-box and the outer casing the steam generated in the boiler was also turned over. The report is to examine what effect the explosion had had on the viaduct, and the probable cause of her getting in the same. They found, upon inquiry, that there had been two explosions, the first apparently took place about eight o'clock, and the second about nine o'clock. The fire-bars at the bottom of the fire-box had been blown completely through the viaduct into No. 134, making a hole three or four feet square. The second explosion not only blew the fire-bars but also the rails of No. 133, but the force of the explosion was not sufficient to blow the fire-box out of the steam, that the engine jumped, and derailed partly on the rails and partly at a distance of eight

or ten yards, crushing the immense pieces of timber and the ironwork that supported the viaduct. The front door of the smoke-box was discovered about 100 yards distant. Although General Pasley's opinion was not published publicly, we understand that he attributes the cause to a flaw in the copper, or a defect in rivetting the casing.

THE LATE DREAFTFUL EXPLOSION ON THE DOVER RAILWAY.—ADDITIONAL PARTICULARS.—This unfortunate occurrence, which is unparalleled, it is said, in railway accidents, has attracted the most serious attention of the officers and directors belonging to the line, as well as of the other metropolitan railway officers, several of whom have inspected the spot and the cause of collecting information; for it has been ascertained that the explosion was caused by the

while running, to explode and cause such havoc as was experienced in the present occasion. It has been stated, that Colonel Pasley examined the shattered engine a few hours after the accident, and he has since sent his report to the Board of Trade. We have subsequently learned that the explosion was caused by a transverse crack in the valve rod, which, when the engine was thrown, it is said, additional light was thrown on the explosion. In the examination of the engine on Wednesday last, part of the inner casting round the arch-box was found to have been blown away, and the cause was ascertained to have been the escape of the fluid into the arch beneath, a considerable distance from where the engine is fired. The current opinion then was that the explosion had been caused either by some flaw in the copper casing, or else from some defect in rivetting it. Yesterday morning, however, Mr. Wm. H. Smith, Mr. John Cubitt, the engineer of the line, Mr. George A. Smith, and other gentlemen, it was discovered that the valve was "hard down," from which it was inferred that the explosion arose solely from the circumstance that the engine-driver having neglected to open the valve.

caused the casing to collapse and the explosion then followed. Upon further consideration, this might have resulted from the engine capizing and making a double turn over, as she must have done previously, in view of the fact that the engine was not quite certain, struck one of the iron rails, for the indication is still clearly perceptible, and this might have driven the valve into the position described. The motion of the engine was not such as to suggest that it was found with the steam shut off, by which some of the railway officers conclude that the driver had suspected something was wrong, and had shut off the steam. The engine of the six-girder, which lies at the Bricklayers' Arms station, is a fine specimen of a locomotive, upwards of six feet in height, and from the appearance it is probable that death was instantaneous. The neck was broken, and also the left arm when the engine was thrown overboard. In view of the circumstances, it is that he was not in the least degraded, which his unfortunate companion was completely so. During the time that the men were removing the waggons off the line, the accident occurred, and the driver was exposed to his life. He, with several other men, was clearing the line, when a waggon fell from the top

fell through one of the muskets and was killed almost instantaneously. When picked up he was found to be perfectly insensible. Without loss of time he was conveyed to Guy's Hospital, where he received surgical assistance, and he was enabled in the course of the day to return to his own lodgings. On Thursday morning, however, he died. The doctor who was on duty that night at the hospital, the Hon. Mr. Wilkinson, was told that a change had taken place for the better, and that the surgeons entertained sanguine hopes of his ultimate recovery.

**DEATH OF AARON WILKINSON, THE STOKER.—**This young man, Aaron Wilkinson, the stoker of the *Great Eastern*, who was killed by the explosion of the boiler on Wednesday morning, has led to such lamentable results, expired at a late hour on Thursday night at Guy's Hospital. The unfortunate young man, who was only 20 years of age, ever since his admission in a hopeless state, from the fearful manner in which he was killed, had all his ribs broken, and his skull fractured. He received the most unremitted attention from the principal medical gentlemen of the establishment. He was in a state of stupor from the time of his admission until his death.

THE INQUEST ON ROBERT BUCKLEY, THE ENGINE-NEER.—On Friday afternoon an inquest was held at the residence of the late Mr. Buckley, at the layers' Arms station, upon the body of Robert Buckley, who met with his death by the explosion of the boiler of the engine of the luggage train last Tuesday night, the particulars of which will be found in our issue of the 20th inst. The coroner, Mr. W. J. Pettit, of the details which will be found in our account of the accident. We give the following from the evidence of Mr. Edward Berry, of the firm of Berry, Curtis, and Kennedy, engineers, Liverpool. "I am a partner in the firm of Berry, Curtis, and Kennedy, engineers, Liverpool. I was living at Woburn, and having heard of the accident I proceeded up the line and examined the engine and tender, endeavouring to find out the cause of the explosion. I found the engine and tender in good order, but the boiler of the engine was driven out of its place of plate about three feet and a half by three feet and a half, extending from the fire door to the point where it is fixed to the tube plate. The chimney was broken, and the smoke-box end of the boiler was broken, and the safety valve was much injured, the former having an impression of the rail upon it. The front axle was broken and the wheel off. The tender and engine were about 100 yards from the place where the connection between the two, consists of a screw and two strong



all Medicine Venders.











**IN CIRCUIT, DEC. 10.—MURDER.**—Was aged 22, farm labourer, and John Fie-  
shoemaker, brothers, were placed at the  
bar by the coroner's inquisition in re-  
spectful murder of Mr. William Inchbold at  
in the parish of Aldborough, in the West  
of the latter with feloniously harbouring  
and aiding William Kendrew, well known  
for committing a felony in shooting Wm.  
Mr. Wilkins stated the case to the jury,  
called thirty witnesses, who clearly proved  
of circumstantial evidence, the case, which  
which have been recently before the public.  
The additional evidence given by the  
prisoners—William Kendrew said he  
the Wednesday night before Mr. Inchbold  
I went to bed at nine o'clock that night  
as with me. My son William came to me  
at five o'clock that night. He came to me  
he would come in, but I didn't want to take  
that time of night. He said, "If I didn't  
door he'd got a double-barrelled gun, and  
my brains out." I let him in, and on Friday  
my house on that night, and on Friday  
Sept. the 27th; I went to work in the  
and at night when I returned William told  
I never saw him again until now. I found  
his rustian coat of mine was gone then, and  
was an old tear coat of William's. My  
other prisoner, brought back my coat, and  
was present when the police-officer searched  
the gun. The gun was found in a pig-sty.  
The charges that you find—Evidence was ad-  
mitted of the choppers of the charge against John Ken-  
drew, it did not appear to be conclusive. The  
did, and, after an absence of ten minutes,  
with a verdict of Guilty against both  
and of Acquittal as regards John Ken-  
drew's Lordship, in a most impressive and  
manner, pronounced upon him the sentence  
and told him to give up all hope of escape  
his wretched man appeared wholly un-  
to left the bar in the most careless manner,  
as he went, "Thank ye, if that be all."

DUGLAS M'GOWAN, of 17, Great Windmill  
Haymarket, in the City of Westminster, at the  
same Street as Parish, for the Pro-  
secution against FRANK O'CONNOR, Esq., and published  
HEWITT, of No. 18, Charles-street, Brinsford,  
Walworth, in the Parish of St. Mary, Newington,  
the County of Surrey, at the Office, No. 36,  
in the Parish of St. Mary-le-Strand, in the  
Westminster.

Saturday, December 14, 1844.