

**THE STEAMBOAT EXPLOSION.** The Hartford Daily Review relates, in an Extra, received by the Noon Mail of today, the particulars of the disaster to the new steamboat New England, plying between New York and Hartford. Both her boilers exploded at the same instant, whilst she was landing passengers at Essex, a small village near the mouth of the Connecticut river. *Her engine was not in motion.* The concussion was tremendous. Persons who lived three miles from the place were awakened from their sleep by the shaking of their houses. The whole of the works in the centre and after part of the boat were shattered to fragments, and with a greater part of the baggage of the passengers, scattered to the four winds.

The following are the names of the unfortunate persons who are known to be injured, with those who were dead last evening at 5 o'clock. *Dead*—Allen Pratt, of Hartford, baggage master. Jared Lane, of Killingworth, deck hand. A child of Mrs Thompson, about two years old. A trunk and hat found, and from some papers contained in them the name of the owner was ascertained to be — Estabrook, of Concord, (N. H.) There can be no doubt that he was drowned. Total dead, 4.

*Very badly injured and not likely to survive.* Mr Shepard, merchant of Norwich, (Ct) passenger. Mr J. M. Heron, of Reading, (Ct) passenger. Mr Lyman Warner, of Plymouth, (Ct) dying. Mr Burgess, passenger, from Waterville, Oneida co, (N. Y.) formerly of Colchester, (Ct.) Samuel Pasha and — Bronson, deck hands. Mrs Thompson, (her husband lives in Thompsonville, Ct) from New York, the mother of the child above mentioned. Miss Jane Pruden, of Hartford, chambermaid. One elderly lady whose name was not ascertained. Total 9.

*Badly injured but not considered dangerous.* Dr Stephen B. Whiting, of Reading, (Ct.) R. G. F. Goodrich, of Wethersfield, (Ct) passenger. Mrs Pomeroy, of Northfield, (Mass.) Mrs Stocking, of Middletown. Two children of the Mrs Thompson above mentioned. Mrs Hastings, of Gill, (Mass.) Mr William Savage, of Hartford, clerk of the boat. Giles Farnum, of Killingworth, fireman. Elias Bushnell, of Killingworth, deck hand. Edwin Bell, of Glastenbury, fireman. Three others, two men and one woman, names not ascertained. Total 14.

There were about eighty passengers on board at the time of the disaster, most of whom were fortunately in their births. Those who were in the gentlemen's cabin escaped uninjured, while those on deck, excepting only four or five, were scalded or bruised. The ladies' cabin being on deck was badly shattered, and filled instantly with steam and scalding water. Every birth in this cabin was occupied, even the settees. Those who were in the after part generally escaped, and others who remained in their births. Some sprang instantly from their births into the scalding water, which for a time was ankle deep on the cabin floor. The explosion was succeeded by the screeches and groans of the wounded—the cries of mothers for their children, of wives for their husbands, and brothers and sisters for one another, and for their friends—the bustle and confusion of getting down the boats to save those who were in the water—the whole constituting a scene which utterly beggars description.

The immediate cause of the accident must for a time remain a matter of speculation and surmise. The Engineer was at his post in the engine room, and escaped uninjured. He declares positively that there was not more than *eight inches of steam* at the time. The assistant Engineer says that the *gauge rod was up to the deck.* The pilot says, that when the boat came to the Saybrook landing, she lay at anchor about 20 minutes, during which time *no steam was blown off*, that he felt alarmed and went down and found there was "quite too much steam on," that once afterwards he went down and found matters nearly in the same condition. The place where the boat was anchored is about six miles below the scene of the disaster, and the time that elapsed from her getting under way to her stopping at Essex must have been at least half an hour. *No steam was blown off when she stopped at Essex.*

The boilers were made at the West Point Foundry, of the best copper, and they had been in use only about two months. The directors of the Steamboat Company, on the receipt of the news, immediately despatched the steamboat Massachusetts to the assistance of the sufferers. She returned to Hartford about 10 o'clock last evening with the passengers and some of the wounded.

**A CARD.** The undersigned, passengers on board the steamboat New England, at the time of the late disastrous accident, tender their warmest thanks to the inhabitants of Essex, and its vicinity, for the very kind, unremitting and timely assistance they received from them. They would also express themselves, particularly grateful for the devoted personal attention of the Ladies and Physicians.

Elisha Peck, Wm H. Gardner, Henry M'Kee, Benjamin Savage, O. Fassitt, C. P. Bordenave, R. White, Russel Titus, Eben Parsons, J. W. White, Warren Hastings, Fisher Gay, Mrs Gay, M. Woodward, Augustus T. Stout, J. W. Fassitt, J. Van Dursen, Sarah Hart, Mrs Hamersley, Betsey Crosby, Alex Melville, Sarah Melville, Abigail M'Kee, John S. Riley, Abigail Stocking.

In the above list the reader may recognize the names of several inhabitants of this city.

☞ We learn by a private letter from Hartford, that of those persons reported as being badly injured by the explosion of the steamer New England, the following persons have since died:

Messrs Shepard of Norwich (Conn,) Heron of Reading (Conn,) Dr Whiting, do, Warner of Plymouth (Conn,) and Bronson of Hartford.

The accident occurred at 3 o'clock, A. M.

☞ We learn from another letter, that the New England had been *racing* in the Sound with the steamer Boston, for Providence. The boats left New York in company.