

CHARLESTON:

SATURDAY MORNING, JUNE 13, 1831.

The Committees of the Cincinnati, Revolution and Seventy-Six Societies, with that of the State Rights and Free Trade Party, of Charleston and its vicinity, appointed to unite and make arrangements for celebrating the approaching anniversary of American Independence, are requested to meet at the Bank Coffee House, East Bay, *This Morning*, at 11 o'clock.

M. I. KEITH,

Chairman of Committee of State Rights and Free Trade Party.

Rail Road Accident.—We regret to state that an accident occurred yesterday on our Rail Road, from the bursting of the boiler of the Locomotive Engine "Best Friend," by which several persons were injured, though none, we hope, dangerously. The bursting of the boiler is ascribed to the negligence of the fireman, who, pressing on the safety valve, (when the Engine was stopped at the revolving platform,) prevented the surplus steam from escaping: the consequence was that immediately on the starting of the Engine the boiler burst, and was thrown to the distance of upwards of twenty feet. Mr. N. W. Darrell, the Engineer, was scalded, from his shoulders, down his back. A negro, belonging to Mrs. Surr, had his thigh broken; and another, belonging to Mr. Lesesne, received a severe cut on his face and a slight one on his breast. The attendant, Mr. Butler, received a slight cut on his head. A number of persons, working on Mr. Easons contract, were near the Car at the time, none of whom were injured. A more particular account of this disaster will probably be published by Mr. Dotterer (Steam Engineer,) who went to the Rail Road yesterday, we understand, for the purpose of examining and reporting on the subject.

Since the above was in type, the following letter from Mr. Dotterer to the Directors of the Rail Road Company, has been handed us for publication:—

CHARLESTON, June 17th, 1831.

Gentlemen—I have just returned from examining the situation of the Locomotive Engine "Best Friend," since the accident of this morning, and have come to the conclusion that the bursting of the Boiler originated from an over-pressure of Steam, and believe it to have occurred from the Safety Valve being held down by one of the negroes attached to the Car, (while the Engineer was attending to the arranging of the Lumber Car) and thereby not permitting the necessary escape of Steam, above the pressure the Engine was allowed to carry, while delayed in altering the position of the Lumber Cars at the upper Revolving Platform.

Yours respectfully,

THOMAS DOTTERER.