The Press.

THURSDAY, SEPTEMBER 22, 1864.

TO THE FRIENDS OF THE SOLDIER IN EVERY COUNTY.

UNION STATE CENTRAL COMMITTEE ROOMS, No. 1105 Chestnut Street.—Our friends in every county and district in Pennsylvania should immediately, without one day's delay, send to the State Committee a correct copy of their whole ticket, giving plainly the name of each candidate for *every office*. All this must be done to enable the tickets to be prepared to send to the several regiments of the State.

County Committees should also *prepare* and send with the Commissions their several county tickets, or send a special agent with the Commissions to carry them.

FORNEY'S WAR PRESS,

FOR THE WEEK ENDING SATURDAY, SEPT. 24, 1864.

I. ENGRAVING—View of the Stockades and Fortifications around the Capitol, Nashville, Tennessee.
II. POETRY—"A Woman's Life," by Alan Vane—"Union Forever"—"The Young McClellan," a lyrical effusion by Corporal O'Griffin—"Who will pay for Butter now?"
III. "WHO PASSES UNDER MY WINDOW, MONSIEUR." (Concluded.)
IV. EDITORIALS—What of the Night?—The Victory in the Shenandoah Valley—Is the War a Failure?—Hood's Remonstrance—Old Democracy of Pennsylvania—European Summary—The Sentiment of American Unity Indestructible—Criticism of the Administration, &c.
V. LETTERS OF "OCCASIONAL."
VI. WAR NEWS.—A Splendid Victory in the Shenandoah Valley—The rebels totally routed by General Sheridan—Full account of the great battle—An Important Movement in Texas—The Mexican Cortinas captures Brownsville—The stars and stripes hoisted, and the city held for the Union—Affairs near Petersburg—Presentation of medals of honor for bravery—Results of the Georgia Campaign—Account of the Capture of Atlanta.
VII. THE VICE PRESIDENCY.—Congressional Record of Hon. George H. Pendleton.
VIII. THE CHICAGO CONVENTION.—Appeal of the National Union Committee to the People.
IX. ADDRESS OF GEN. CARL SCHURZ.—Great Union Gathering at Concert Hall.
X. LITERARY—Notices of New Publications—Review of Reiser's "Poems of the War."
XI. CITY INTELLIGENCE—Presentation of Flags at Camp William Penn—Speeches by General William Birney and Charles Gibbons—The late Lieut Harry Elliott, &c.
XII. RELIGIOUS INTELLIGENCE—God in the Nation: a sermon by Rev. James Neill.
XIII. GENERAL NEWS—Condition of the Crops—Rebel Opinions of the Chicago Platform—The New York Billiard Tournament &c., &c.
XIV. CHESS DEPARTMENT—Items—An Interesting Sketch of Blindfold Playing—Problem—End Game—Chess in Philadelphia, in England, in Germany.
XV. FINANCIAL AND COMMERCIAL.

☞ Specimens of the "WAR PRESS" will be forwarded when requested. The subscription rate for single copies is $2 per year. A deduction from these terms will be allowed when clubs are formed. Single copies, put up in wrappers, ready for mailing, may be obtained at the counter. Price five cents.

A Faction, not a Party.

It has been observed that in most, if not all, of the loyal papers, the political organization which supports the claims of Major General McCLELLAN to the Presidency is styled the "Democratic" party. Such a term, applied to such a body, is most certainly a misnomer. "A *party*," says BURKE in his Present Discontent, "is a body of men united for promoting by their joint endeavors the national interests, upon some particular principle in which they are all agreed." (Works, vol. ii., p. 325.) Now, if we apply this definition to the order of politicians which stands on the Chicago platform, we shall find that in not one single particular will it bear the test. The adherents of this *so-called party* are not "united;" for while they are all, indeed, bent upon doing injury to the Union, and are all eager for the spoils of office, they are divided and disputing among themselves as to the means by which this praiseworthy object is to be attained; very much as if a gang of burglars (if we may be permitted to dignify the Democratic organization by such a comparison), skulking around a house with an eye to the family plate, should quarrel as to whether it were better to force the front door, or sneak in by the kitchen window. No one, save in the bitterest irony, could ever assert that this body of men were endeavoring to "promote the national interests," unless it be ironically meant to insist, as a proud nation to surrender its honor at the bidding of treason, or to kneel and sue for peace at the hands of insurgents in arms; unless it be for the nation's interest to take away two hundred thousand fighting men from the ranks of its armies, simply because they are black; to loose its grasp from the throat of a foe in which the death-rattle is already heard, and to confess that the millions of money and thousands of lives which have been spent during the past four years have all been spent in a bad cause, and have all been spent in vain.

The third requisite for a party in the above definition is, that the body of men should have "some particular principle in which they are all agreed." Has the so-called Democratic party any fixed principle upon which even one-half of its adherents are all agreed? If so, what is it? Is it the principle of the Chicago platform, which demands peace at whatever cost; or the principle of General McCLELLAN's letter of acceptance, which demands Union at whatever cost? Is it the principle of one of its nominees, who asks to share the fate of his army on the field of battle, or is it the principle of the other nominee, who refuses to vote a single dollar to pay a single soldier or buy a single gun? Is it the principle of their chief candidate when he dictated the order for the arrest of the Legislature of a State, or is it the principle of that same candidate when he prates in placid platitudes about liberty and constitutional rights? What is this principle? Where is it to be found? "To hunt for a needle in a hay-stack" is a homely proverbial expression for a hopeless search, but that is an easy task compared with the attempt to find anything bright, sharp, and firm in that dull and tangled mass of rubbish, made up of treasonable platforms and the epistolary effusions of a respectable but weak-minded ex-railroad superintendent.

What term, then, shall be used to designate the Democratic organization? We would respectfully suggest that the word "faction" approaches nearer than any other to a correct expression of the character and objects of that body, and that it ought to be constantly used at all times when loyal men have occasion to speak or write about their political opponents. "National interests," says BOLINGBROKE, in his Dissertation on Parties, (Works, vol. iii., p. 15,) "would be sometimes sacrificed, and always made subservient to personal interests, and that is the *true* characteristic of a faction."

As WILL be seen by the statement of a correspondent, Senator WALL of New Jersey, declares that, in the event of the Democrats being defeated at the polls in November next, General McCLELLAN will place himself at the head of a million of men, and by virtue of military power declare himself President of the United States. As Senator WALL hails from the same State as General McCLELLAN, he should know whereof he speaks. We have looked upon General McCLELLAN as a weak, timid, and irresolute, rather than as a disloyal and criminal man, and however chagrined he might feel at the disappointment of his high anticipations, we cannot believe he would look with favor on any such revolutionary scheme, notwithstanding he has tacitly accepted a platform pledged to revolution in certain contingencies. But suppose the opposite case. Suppose General McCLELLAN *should* be guilty of the anomaly of placing himself at the *head* of an army, and suppose that army even numbered a million of men, does anybody suppose that unpleasant consequences would follow? Does anybody suppose that General McCLELLAN, with ten times a million men, would ever accomplish anything? Possibly he would organize the force, throw up some earthworks, send FITZ JOHN PORTER adrift in a balloon, and perhaps attempt to approach Washington by parallels. Further than this it is unlikely that anything very alarming would occur, and if *these* things should come to pass, we may look for the denouement about the year 1870.

THE communication of "A Voter" should have been sent to the Harrisburg *Telegraph*. If he will refer to the paragraph in *The Press*, he will find that we do not speak our opinions, but those of a respected and reliable cotemporary.

Abatement of City Nuisances.

The ordinance which passed the City Councils on Thursday, enumerating various public nuisances, and imposing penalties in the event of their not being abated is well-intended and generally sensible and, practical, but is capable of being improved. It has sins of omission and commission, which ought to be removed, ere the Mayor's official signature gives it the validity of a local law. We shall touch on a few of these points, confident that others, with closer examination, may discover more.

As to the regulation of awnings, there ought to be a provision that no awning shall be so placed as to cover the name of the street, placed upon some corner houses. Indeed, the name of a street is so seldom so placed that strangers ought not be deprived of the few opportunities thus afforded of discovering where they may be. It would also be advisable to have some certainty as to the names of streets. In one block, "Arch street" may be found inscribed, and in the next it is labelled "Mulberry street." So Sansom street and George street are one and the same.

The prohibition of using handbarrows, wheelbarrows, or handcarts upon the paved footways of the city, except before certain hours in the morning, ought to be accepted as a special compliment by the fair sex, whose fine clothes, expanded as they are by crinoline, balmorals, and odious hoops, are not much improved by coming in contact with these vehicles.

There is a very special order against suffering or permitting snow to remain "more than six working hours after the same may cease to fall;" that is, to remain "on any paved footway or gutter of the city, in front of or adjoining any church, public building, house, store, shop, stable, or tenement of any kind, or the adjoining side yard thereof, or vacant lots." The occupier, or the owner, if unoccupied, of such premises, shall be liable to be fined for neglect in removing such snow. Very good—but, though the Mayor should sign twenty such city ordinances, this section will scarcely be effective. The Mayor, certain other city officials, and some of the judges (who preside in the law courts), are the *occupiers* of the State House, and, not within the memory of that venerable myth, "the oldest inhabitant," has the snow been removed from the front of the State House, which includes the portion occupied by the Mayor's own office. Moreover, the footpaths surrounding the remainder of the block called Independence Square never have the snow removed from them, and the footpaths surrounding Washington, Logan, Franklin, Rittenhouse, and other squares are equally neglected, when the snow falls. What is sauce for goose, the old proverb says, ought to be sauce for gander, and it is manifestly unfair to fine private occupiers or owners of property for not keeping their footpaths and gutters free from snow, when city property is allowed to remain uncleared, until the rain or the sunshine melts or thaws it, and when even the portion occupied by the Mayor himself is sometimes snow-covered for weeks, because no policeman has the boldness to do his duty and summon the said Mayor before a magistrate, to be fined as "occupier," for not having the footpaths before his office kept clear of snow.

The 14th section declares it punishable "to place or suffer to remain, on Sunday, any goods, wares, or merchandise, or any cask, barrel, or other thing, capable of containing the same, on any footway or highway of the city." Surely, this prohibition should be extended to allowing casks, boxes, barrels, &c., to remain on the footpaths at *any* time. It takes not long to haul in or to wheel out such articles, but we find them standing for hours on the foot-paths of some of our principal streets—especially Market, Second, Third, and Front streets—in the way of pedestrians, and, every now and then, damaging wearing apparel by aid of projecting nails. Sections 17 and 18 do not fully cover the case.

The 16th section declares it unlawful "To fly any kite in any of the highways or public squares in the city." The City Councils are probably not ignorant that a great deal of *kite-flying* is of daily occurrence in some of our highways—especially between the hours of 10 and 3, in Third street, and in Walnut street, between Second and Fourth. No prohibition, we suspect, will abolish *that*.

Several sections are very properly devoted to obtain the cessation of the dangerous and absurd, as well as childish, practice of having fireworks, gun and pistol shooting, and so on, within the city limits on any occasion or pretence. It will be very difficult, but not impossible, if the police do their duty, and are sustained in doing it by the authorities, to break down the evil habit of celebrating Washington's Birthday and the glorious Fourth of July in this very manner. It ought to be done, however.

The ordinance, though imperfect, is well meant. Some obvious evils, which may be easily dealt with, are left unnoticed. There ought to be provisions that the passenger railway companies should keep their rails on an even level with the causeway; that, in winter, they should keep the street-crossings swept clear at their own proper charge, and that the use of salt as a snow-dissolver, should be prohibited. The nuisance of pavement washing, at unseasonable hours, should have been dealt with in this ordinance. After years of remonstrance, reproach, and request, from THE PRESS ("alone we did it!") Mayor HENRY ordered that, during the five summer months of the year, May to October, there should be no pavement washing. This regulation was enforced, but in the remaining seven months, October to April, both inclusive, the Biddies and the darkies indulge in the dirty cleanliness of inundating the pavements with water, at all hours—kindly preferring from 11 to 12 in the forenoon, when the streets are most thronged. We have counted, in that hour, with a hard frost setting in, *thirty-two* distinct cases of pavement-flooding and pavement-scrubbing in the three blocks in Spruce street, between Fourteenth and Seventeenth streets. It was painful to see thinly-shod women, alike the fashionable lady and the humble sempstress, compelled, every twenty or thirty paces, to step off the footpath into the puddled highway—preferred to be dirtied by mud to being soaked in water. We earnestly entreat the Mayor to make some corrective provision for pavement-washing during the seven months which his present regulation leaves wholly uncared for.

The ordinance on street nuisances, though not perfect, is a step in advance, and should be gratefully accepted as an instalment. The remainder will be welcomed whenever the Collective Wisdom of our municipal Parliament shall have brought its great sagacity and wondrous industry to frame it.

A COPPERHEAD NEWSPAPER raises the poor little story that President LINCOLN draws his salary in gold. As a matter of information to the unsophisticated, we will answer this petty falsehood. President LINCOLN draws the money due him for his unparalleled labors in the most trying period of our history in the currency of the country. What is more, he has the whole of his fortune, the greater part of which is his salary as President of the United States, invested in the national credit. It has been his habit to leave one year's salary undrawn from the treasury. Will our Copperhead cotemporaries bear this in mind, and remember that the little McCLELLAN is drawing his salary as a Major General without drawing a sword or even handling a pen in behalf of the country and the Government which has given him precocious and undeserved honor.

THE Union citizens of Lycoming, Union, and Snyder counties have nominated for the State Senate Mr. CHARLES H. SHRINER, a gentleman of unswerving loyalty, ability, and integrity. The nomination is generally acceptable, and should be ratified at the polls in October next with a handsome majority.

LET us judge McCLELLAN by his friends. He has no more ardent and gifted admirer than Mr. FERNANDO WOOD. That gentleman, in the course of a recent speech in his favor, says:

"The Chicago Convention's nominee and its platform were apparently inconsistent with each other; and yet, for paramount reasons connected with success, it deemed such a contradictory position reconcilable with good policy."

"Therefore, having none other to vote for but the man thus selected, and, having been a party to the effort to select some other person, I am precluded from opposition to him. *Besides, if elected, I am satisfied he will entertain the views and execute the principles of the great party he will represent, without regard to those he may himself possess.* He will then be *our* agent, the creature of *our* votes."

I. Mr. Wood frankly confesses that the whole Chicago business is a swindle. He places it in a way that would do credit to that eminent scamp, Mr. AUGUSTUS TOMLINSON. Unlike some of our conscience-stricken Copperheads at home, he does not make any lame and whimsical apology for McCLELLAN and his platform. He admits the scheme is a swindle, and frankly avows swindling purposes. "For paramount reasons connected with success," the scheme is arranged. "For these paramount reasons," which we all understand to mean plunder, office, power—bread and meat for hungry men—Mr. Wood is willing to assume a contradictory position. In other words, we will elect McCLELLAN by false pretences, if it cannot be done fairly.

II. Mr. Wood assures us that the swindle will not fail from any misunderstanding. He tells he is satisfied McCLELLAN will not allow his own opinions to prevent his adopting the policy of the Peace cowards. "I am satisfied," says Mr. Wood. He has no doubt, no misapprehension, no fear of betrayal. McCLELLAN will do what these men desire without regard to the opinions "he may himself possess."

III. Still further to illustrate what McCLELLAN will do to satisfy Wood and the Peace cowards, we may recall Mr. Wood's effort to induce New York to secede from the Union, and his protest against the action of the Governor of New York preventing the shipment of arms to the rebels in Georgia. As a further evidence of what the hero of the Chickahominy may be expected to do with a reluctant Congress, we may recall Mr. WOOD's declaration that the Congress of 1862 should be dismissed; that it was "to be done as OLIVER CROMWELL sent home the Rump Parliament, by walking into Parliament and scattering it to the winds."

Mr. Wood is satisfied; but does the nation partake of his satisfaction?

THE following sentence occurs in General McCLELLAN's letter of acceptance, following an exordium upon the many beneficent advantages of conducting the war upon the kid-glove principle: "Thus conducted, the work of reconciliation would have been easy, and we might have reaped the benefits of our many victories on land and sea." That is to say, we have *not* reaped the benefits of our victories, and the war is, consequently, a failure. Yet, *in the same letter*, General McCLELLAN has the effrontery to say: "I could not look in the face of my gallant comrades of the army and navy, who have survived so many bloody battles, and tell them that their labors and the sacrifice of so many of our slain and *wounded brethren had been in vain.*"

THE NEW YORK TRIBUNE makes this public and prominent announcement of JOHN C. FREMONT's intention to retire from the Presidential canvass:

"There have been many rumors of late that Gen. John C. Fremont intended to withdraw his name as a Presidential candidate. We are happy to be able to state, on authority which we do not question, that this is true. A letter from him to that effect is to be published within a day or two. Of the character of the letter itself we know nothing, but we do know something of the character of the man, and believing him to have been governed always by the highest motives, to have had at heart always the good of his country, to have been uninfluenced by any selfish feeling or any partisan purpose, we do not doubt that he withdraws his name from the canvass because he holds that *men*, in this great struggle, are nothing and *principle* everything; that true magnanimity, true dignity, and true patriotism demand of every lover of his country that all personal predilections, and even private judgment, should be sacrificed where the salvation of the country itself is in question."

THE Rev. Dr. BRECKINRIDGE, one of those saintly gentlemen whose devotion to the Union is only surpassed by their devotion to God, thus gives his views of the peace McCLELLAN would bring:

"We love peace—love it for its own sake. They love peace because they are afraid we will first whip the rebels and then punish them. They want peace that they may make new conspiracies, and the peace they propose is disunion peace, which means separation of the States and endless ruin to the whole country. Ten thousand times better would it have been for us to have acquiesced at first, and never shed a drop of blood, than under these circumstances and at this time to make such a peace as that."

General McCLELLAN is now engaged in an electioneering tour. He was last heard from at Newark, N. J., where his friends gave him an "immense ovation." The Democratic clubs received him, and a Democratic politician made him a guest. Drawing the salary of a major general for parading around with political clubs is a profitable and cheap occupation. This is, perhaps, what the *World* would call one of the "iniquities of the Administration."

THE London *Times* is the most malignant enemy of America in Europe. It denounces our cause and has sent men like MACKAY hither to misrepresent and belie us. It has assailed our honor and endeavored to depreciate our securities. It has covered with ridicule every public man, and has found no means too ignoble or unjust to aid its policy.

The London *Times* is eloquently in favor of McCLELLAN. Is it not fair to judge a man by his friendships?

THE Boston *Herald*, a leading journal of New England, and among the most earnest supporters of DOUGLAS in 1860, denounces the Chicago platform, and says:

"The success of the Chicago ticket would be but the beginning of a series of disasters which would come upon us, too horrible to contemplate. For ourselves, we support no such doctrines and no such ticket as that made and put forth at Chicago, and which we believe will be repudiated by the people at the polls."

WE occasionally find charming bits of reading in some of the Copperhead speeches. This extract is from a speech made in Washington on Saturday evening, by a Copperhead orator:

"In the President's grounds they have negro pickaninnies. A lot of pleasant young negro women are there. They have swings, and Old Abe goes out and swings them. I am for peace, and I am for the Constitution and the Union. When we get in power God will take care of the negro and we will take care of the white man."

We presume that as long as people can be found ignorant enough to listen to such trash men will be found base enough to repeat it.

WASHINGTON.

WASHINGTON, Sept. 21, 1864.

A SALUTE FOR SHERIDAN.

A national salute of 100 guns was fired to-day, by order of General LEW. WALLACE, from Fort Federal Hill, in honor of SHERIDAN's victory at the Opequan.

CHANGES IN NAVAL COMMANDS.

Commodore THEODORUS BAILY has been ordered to the command of the Portsmouth Navy Yard, in place of Commodore GEORGE F. PEARSON, who is ordered to the command of the Pacific squadron.

Commodore C. K. STRIBLING is relieved from the Philadelphia Navy Yard, and ordered to the command of the East Gulf squadron.

The report has been widely circulated that Admiral FARRAGUT is now en route to the Mississippi squadron, to deliver it up to another officer, that he will take command of the special West India squadron, and that his flag-ship will be the Vanderbilt, etc. On inquiry it is ascertained there is no truth in any part of the above statement, and besides, there is no "special squadron" in the West Indies.

REBEL HOPES AND ASSUMPTIONS.

The Griffin (Ga.) *Rebel*, a copy of which has been received here, is gratified at its assumed information that the Northern draft has been abandoned, and says: "The pretence that volunteering is going on to an extent which renders the draft unnecessary is thrown out for the benefit of the fanatics who demand a vigorous prosecution of the war." The *Rebel* believes "a few short weeks more of determined, heroic resistance will settle this campaign, and time will do the rest."

REWARD FOR THE FIRST UNION FLAG-BEARER IN RICHMOND.

A citizen of Washington having contributed $100 as a reward to the first man of our army who will unfurl the stars and stripes in the city of Richmond, the money has been sent to Lieutenant General GRANT for that purpose.

THE LOAN SUBSCRIPTIONS.

The subscriptions to the seven-thirty loan for the last two days have been $1,320,000, and to the ten-forty loan $71,000.

THE WAR.

SHERIDAN'S GREAT VICTORY.

The Enemy Demoralized and in Flight.

THE UNION FORCES IN PURSUIT.

SEVEN REBEL GENERALS KILLED AND WOUNDED ON MONDAY.

FIVE THOUSAND PRISONERS TAKEN.

A UNION RAID NEAR GORDONSVILLE.

GENERAL SHERMAN'S LETTER TO HOOD.

A SCORCHING REPLY TO THE REBEL GENERAL'S CHARGES.

Gen. Sherman's Recent Orders Vindicated.

A FIGHT IN SOUTHEASTERN MISSOURI.

MOVEMENTS OF PRICE AND SHELBY IN ARKANSAS.

THE INDIAN WAR IN THE NORTHWEST.

GEN. SULLY'S OFFICIAL REPORT.

Over Five Thousand Indians Routed.

OFFICIAL GAZETTE.

CONTINUED PURSUIT OF THE ENEMY BY SHERIDAN—SEVEN REBEL GENERALS KILLED AND WOUNDED—A UNION RAID TOWARD GORDONSVILLE.

WASHINGTON, Sept. 21—10½ A. M.

This Department has just received the following despatch announcing the continued pursuit of the rebels by General Sheridan:

Cedar Creek, where Sheridan was crossing at three o'clock yesterday afternoon, is a short distance this side of Strasburg. He had pursued the rebels over thirty miles from the point where he attacked them at daylight on Monday:

HARPER'S FERRY, Sept. 21, 1864.

Hon. Edwin M. Stanton, Secretary of War:

Reliable news from the front has been received. Our army was crossing Cedar Creek yesterday at 3 o'clock P. M.

There has been no fighting.

The following list of the rebel generals killed and wounded is correct: Generals Rhodes, Ramseur, Gordon, Terry, Goodwin, Bradley Johnson, and Fitz Lee.

From all I can learn, the prisoners will approximate 5,000.

The indications are that the rebels will not make a stand short of Staunton. They are evidently too much demoralized to make another fight.

JOHN D. STEVENSON, Brig. Gen.

General Grant transmits the following extract from the Richmond *Sentinel* of yesterday:

"A slight ripple of excitement was produced here yesterday by the report that a Yankee raiding party was advancing on Gordonsville, and were within a few miles of that place. The result of all our inquiries on this head is that this report originated in the fact that early yesterday a party of Yankee raiders, whose number is not known, visited Rapidan bridge, and, after destroying it, proceeded to Liberty Mills, five or six miles above, which they also destroyed. From this latter place they are believed to have gone back to Culpeper."

The operation alluded to by the Richmond *Sentinel* was by a force sent out previous to the battle of Monday.

EDWIN M. STANTON,
Secretary of War.

THE SHENANDOAH VALLEY.

SHERIDAN'S PRISONERS OVER FIVE THOUSAND.

WASHINGTON, Sept. 21.—Information received by the Government up to noon to-day makes it certain that Sheridan has secured 5,000 prisoners, and that every hour more are being sent in.

OUR CAVALRY PICKING UP REBEL STRAGGLERS—THE COMMUNICATIONS WITH WHEELING.

WASHINGTON, Sept. 21.—Reports just received from Sheridan's army state that our cavalry is continually picking up rebel stragglers, largely swelling the number of prisoners.

The telegraph and telegraph to Wheeling will be opened in two days.

THE WAR IN GEORGIA.

GENERAL SHERMAN'S REPLY TO GENERAL HOOD.

WASHINGTON, Sept. 21.—The following is the reply of General Sherman to General Hood's charge of "studied and ungenerous cruelty," and which was received in Washington to-day:

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI, IN THE FIELD, ATLANTA, GA., Sept. 10, 1864.

General J. B. Hood, Commanding Army of the Tennessee, Confederate Army:

GENERAL: I have the honor to acknowledge the receipt of your letter, of this date, at the hands of Messrs. Ball and Crew, consenting to the arrangements I had proposed to facilitate the removal South of the people of Atlanta, who prefer to go in that direction.

I enclose you a copy of my orders, which, I am satisfied, accomplish my purpose perfectly. You style the measures proposed "unprecedented," and appeal to the dark history of war for a parallel, as an act of "studied and ungenerous cruelty." It is not unprecedented, for Gen. Johnston himself very wisely and properly removed the families all the way from Dalton down to Atlanta. I see no reason why Atlanta should be excepted. Nor is it necessary to allude to the "dark history of war," when recent and modern examples are so handy. You yourself burned dwelling-houses along your parapet, and I saw to-day fifty houses that you have rendered uninhabitable because they stood in the way of your forts and men. You delegate to humanity as a line so close to the town that every cannon-shot and many musket shots from our line of investment, that overshot their mark, went into the habitations of women and children. General Hardee did the same at Jonesboro, and General Johnston did the same last summer at Dalton, Resaca, etc. I have not accused them of heartless cruelty, but merely instance these cases of very recent occurrence, and could go on and enumerate hundreds of others, and challenge any fair man to judge which of us has the heart of pity for the families of a "brave people." I say it is kindness to the families of Atlanta to remove them now, once from scenes that women and children should not be exposed to, and the "brave people" should scorn to commit their wives and children to the rude barbarians who thus, as you say, violate the laws of war, as illustrated in the pages of its "dark history."

In the name of common sense, I ask you not to appeal to a just God in such a sacrilegious manner.

You who, in the midst of peace and prosperity, have plunged a nation into war, "dark and cruel war;" who dared and badgered us to battle; insulted our flag; seized our arsenals and forts that were in the honorable custody of a peaceful ordnance sergeant; seized and made prisoners of war the very garrisons sent to protect your people against negroes and Indians, long before any overt act was committed by the (to you) hateful Lincoln Government; tried to force Kentucky and Maryland into rebellion despite of themselves; falsified the vote of Louisiana; turned loose your privateers to plunder unarmed ships; robbed Union families by the thousands; burned their homes, and declared, by an act of your Congress, the confiscation of all debts due to Northern men for goods had and received! Talk this to the marines, but not to me, who have seen these things, and who will this day make as great sacrifice for the peace and honor of the South as the best Southerner among you.

If we must be enemies, let us be men, and fight it out as we propose to-day, and not deal in such *hypocritical appeals to God and humanity*. God will judge us in due time, and he will pronounce whether it be more humane to fight with a town full of women and the families of a "brave people" at our back, or to remove them in time to places of safety among their own friends and people.

I am, very respectfully, your obedient servant,
W. T. SHERMAN,
Major General Commanding.

Official copy: L. M. DAYTON, Aid-de-Camp.

MISSOURI AND ARKANSAS.

FIGHT WITH PART OF SHELBY'S COMMAND—PRICE'S ARMY AT POCAHONTAS, ARK.—SHELBY REPORTED AT POWHATAN, ARK., ON THE 12TH, WITH A LARGE FORCE.

ST. LOUIS, Sept. 21.—Despatches to headquarters announce a fight on the 19th inst., at Powder Mills, on Little Rock river, in Southeast Missouri, between detachments of the 3d Missouri militia, under Lieutenant Pope, and a portion of Shelby's command. Our loss was twenty killed and wounded. The rebel loss is unknown.

Wounded prisoners report that Price has his whole army at Pocahontas, Arkansas. One thousand rebels are reported at Chalk Bluff, and four hundred at Kennet, preparing for an attack on Bloomfield, in Stoddart county.

Shelby is reported to have been at Powhatan, Arkansas, on the 12th, with 4,000 to 8,000 men.

THE INDIAN WAR.

OFFICIAL REPORT OF GENERAL SULLY—THE BATTLE ON THE LITTLE MISSOURI—OVER 5,000 INDIANS PUT TO FLIGHT.

General Sully's official report of the battle at "Tah-Kah-O-Kuty Mountain," situated on the Little Missouri, has been received in Washington. There were at least five or six thousand Indian warriors, while Sully's entire force numbered on the field about 2,200 men of all arms of the service. The country is intersected by deep ravines filled with timber, of which the savages took advantage, but by the skilful manœuvres of our officers they were driven in a circle of about three miles to the base of the mountains, beyond the line of skirmishers, and many of them killed.

The Indians fought with skill and extraordinary desperation, but were finally put to flight.

By sunset none were on the ground, and our troops that night slept on the battle-field.

Successful operations against the Indians were subsequently made, whose vast quantities of goods, left in the timber and ravines, were destroyed.

Early in August Sully marched towards the Yellow Stone, expecting to again overtake the enemy on his way.

THE ARMY BEFORE PETERSBURG.

ALL QUIET FOR THE LAST THREE DAYS.

WASHINGTON, Sept. 21.—The information from the Army of the Potomac is that nothing of importance has occurred within the past three days. The expected attack of the enemy on Monday did not take place, although from indications it was believed the rebels seriously meditated an assault. Scarcely a shot has been heard along the lines for twenty-four hours. A number of deserters come in every day, but bring no news.

HARRISBURG.

SURGEONS DESPATCHED TO THE VALLEY TO ATTEND TO WOUNDED PENNSYLVANIANS.

HARRISBURG, Sept. 21.—Surgeon General Phillips, with a corps of volunteer surgeons, by a special order of Governor Curtin, has been despatched to the Shenandoah Valley to look after the Pennsylvania wounded in the late brilliant actions in that quarter.

SALUTES FOR SHERIDAN'S VICTORY.

A salute of one hundred guns was fired from Fort Washington, and by special order of the Governor the same number from the Capitol to-day, in honor of General Sheridan's recent victory in the Shenandoah Valley.

THE LAKE ERIE PIRATES.

CAPTURE OF THE PRINCIPAL AND A NUMBER OF ACCOMPLICES—THE OBJECT OF THE RAID.

Commander Carter, of the U. S. steamer Michigan, has telegraphed to Secretary Welles, dated off Johnson's Island, to-day, concerning the capture by pirates of the steamers Parsons and Island Queen. He says they were pursued by him, and that he has got the principal agent a prisoner on board and many of his accomplices. He adds that all is well and safe at present, and that the object of he pirates was to capture the Michigan. It further appears that Colonel Hall has six of the pirates on Johnson's Island.

TERRIBLE RAILROAD ACCIDENT.

COLLISION ON THE PENNSYLVANIA RAILROAD.

TWO CARS DESTROYED BY FIRE.

The Doors Locked and the Passengers Imprisoned

OVER THIRTY BURNED TO DEATH.

PROTEST OF THE SURVIVORS.

[Special Despatch to The Press.]

HARRISBURG, Sept. 21.—A frightful accident occurred on the Pennsylvania Railroad at half past four o'clock this morning. As the train which left Pittsburg at 3.35 P. M. for this place arrived near Thompsontown, which is about thirty-eight miles beyond here, it collided with a coal train which was standing upon the same track. The consequences were terrible. The locomotive was thrown off the track and utterly demolished, the tender was shattered into fragments, and the baggage car was jammed into the first passenger car, and afterwards ran up upon its roof. It is supposed that several persons were crushed to death by this, but the subsequent burning of the car leaves this in doubt. The morning being quite cold, about half an hour before a fire had been kindled in the first car. The stove was instantly upset by the collision, and the hot coals spreading over the floor of the car, the flames burst up and soon enveloped it. Frantic efforts were made by the passengers to escape. They rushed to the doors but found them locked. The key was probably in the pocket of the conductor, who was on this car, and who must have been killed instantly. Many of the passengers were stupefied at the imminency of the danger, and made but feeble efforts to escape. Some endeavored to get out of the windows, but this was difficult, and in some cases impossible. Some, after having thrust their head and shoulders through the windows, were unable to get further, and found a slow and torturing death from the flames. Others had their limbs broken while getting out. By continued efforts, to which was lent all the desperation of dying men, the doors of the car were then finally kicked open, and a few escaped through. It is thought that not more than twenty, if that many, escaped from this car. Probably more than thirty were crushed or burned to death, but in most cases their bodies are utterly consumed, and it will be some time before their number and names can be ascertained. The car was burned to cinders. Of the conductor nothing could be found, except his ticket punch. His name was John Mallison. He is believed to have lived in Middletown. A sergeant of one of our returned regiments was in this car, and succeeded in getting his head and shoulders out of a window, but could get no further. Every effort was made to extricate him from his fearful position, but in vain, and the heat of the fire finally driving away those who were trying to help him, the poor soldier was left to perish. When the car was so much burned that it fell to pieces, a head and arm rolled out, which are supposed to have been those of this unfortunate man.

A lad of 18 years, from Johnstown, who had recently enlisted, had his leg broken and his head cut.

Some of the bereavements suffered are terrible. One woman lost three children, who were burned in this car. Her aunt was also burned. One poor boy, who was badly injured himself, lost his father in the flames. Many parents lost their children, and their agony exceeds the power of words to picture.

The second car caught fire from the first, but from this, although the doors were also locked, I believe all the passengers escaped with their lives, but some of them were badly burned before being rescued. Two died after they were taken out. One was a woman. A man had his legs completely burned off. This car, like the first, was burned to cinders. The other cars (four in number) were saved by the passengers, who uncoupled them and pushed them back out of danger.

Had there been axes on the train many more lives would doubtless have been saved. As it was, there were but three or four to be procured, and these were not obtained immediately upon the occurrence of the accident, when they would have been of the most use. The engineer of the train, by some miraculous chance, escaped. Some of the wounded were taken to the Thompsontown station, and others were distributed among a few houses in the vicinity. Two army surgeons were fortunately upon the part of the train which was uninjured, and they, with a physician residing near by, rendered most efficient assistance to the unfortunate passengers. Other physicians were sent from here. The coal train, the stoppage of which caused the accident, was bound in the same direction, but had stopped beyond its usual time, and had only partially observed the precaution usual on such cars. It is customary to place a man upon the track with a light at a sufficient distance from the waiting train to give the coming one timely warning of the danger. In the present case the man who was stationed to give the warning was only about fifty yards from his train, and the morning being very dark and foggy the light was not seen till too late. The engineer reversed the engine, but the collision could not be prevented. The fault seems to rest entirely with the parties in charge of the coal train.

The train which left Philadelphia at 10.30 on Tuesday night arrived at the scene of the accident shortly after its occurrence. The conductor of this train was very energetic in giving assistance, and is highly spoken of by the passengers. A train of wreckers arrived at Thompsontown Station from here a little before ten A. M., and by two o'clock, by very active labor, the laborers had succeeded in clearing the road of all obstructions, and had put it in working order. Some of the cross ties were burned and had to be replaced with new ones. One rail was broken in two, and others were so bent as to be rendered useless. Many of the wounded arrived here on their way to different places this afternoon, even those dangerously hurt preferring the inconvenience of a journey to remaining among strangers.

PROTEST OF THE SURVIVORS.

The survivors, to the number of eighty-six, subscribed to the following statement:

"THOMPSONTOWN, Pa., Sept. 21.

"We, the passengers whose names are affixed here, protest at having the doors locked on the Pennsylvania Central Railroad, or any other. In the great accident this morning many lives might have been saved had the doors been unlocked. This we know to be true. We ask, for humanity's sake, that all railroads forever after see that the doors are kept unlocked. We think it due to the public to publish this, our protest, and withhold our patronage from all roads that keep their doors locked while in transit."

Signed, Joseph Stibson, M. D., Indiana; Allan Hay, New York; John Romenter, Philadelphia; O. Stone, California; A. F. Brooks, Pennsylvania; C. Trask, Massachusetts, and eighty-two others.

ANOTHER ACCOUNT.

The following statement we received from a gentleman passenger who was on the second passenger car, and who reached the city last evening: The train started from Pittsburg at about half past eight o'clock on Tuesday evening, and proceeded without interruption until about half past four o'clock yesterday morning, when the engine, having whistled for down brakes, almost directly thereafter a collision occurred. The greatest excitement prevailed among the passengers. The car had come suddenly to a halt, and the passengers were thrown from their seats, and many of them were considerably injured by the concussion. A rush was made for the doors of the car, which were found to be locked. The blaze from the burning baggage-car was very bright and alarming, and every exertion was made by the passengers to get out. The windows were found quite difficult means of exit, and many of the passengers were seriously injured by falling out of the windows on their heads. Two of the passenger cars took fire, and the screams from those within were alarming and terrible. The calamity from its commencement to its conclusion was but of about thirty minutes duration, but one who has never been in a situation equally dangerous can imagine how long thirty minutes under such circumstances appear. The injured were properly cared for. The rubbish was removed as soon as possible, and the bodies of two men (one a soldier) and three children, who had been burned to death, were removed. All the baggage in the baggage-car was destroyed. The accident was caused by a collision with a coal train going in the same direction in which the passenger train was moving. The bind part of the coal car which was struck was knocked into atoms, and as may be imagined, little was left of it. Many of the passengers were asleep at the time of the occurrence, and their feelings upon awaking to the misery which surrounded them can be imagined. They cannot be described. A train was sent from Harrisburg which brought the passengers to this city yesterday afternoon. Our informant is uncertain as to the number killed and wounded. The engineer escaped uninjured. The conductor of the train was killed. The blame, so far as our informant could judge, rests entirely upon the persons in charge of the coal train.

ANOTHER ACCOUNT.

HARRISBURG, Sept. 21.—The fast line east on the Pennsylvania Railroad, due here at six o'clock this morning, ran into the rear end of a freight train standing on the track at Thompsontown Station, Juniata county, which resulted in the death of six and the wounding of thirteen of the passengers and attaches of the train. The morning was excessively foggy, which prevented the engineer of the passenger train from seeing the danger, and he only received the signal when it was too late to avoid the collision. Efforts, however, to do so were made, and the velocity of the train was considerably diminished ere the final contact. The