Pittsburgh Gazette.

RUSSELL CHARST...A. W. WILLIAMS, D. T. ELTON...D. E. FERGUSON

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EDITORS and PROPRIETORS.

PITTSBURGH:

FRIDAY MORNING, JULY 1, 1859.

Republican State Ticket.

ACTING GENERAL,
THOMAS E. COCHRAN, of York county.

SURVEYOR GENERAL,
WILLIAM H. KEIM, of Berks county.

Republican County Ticket.

SENATE,
ELIAS H. ISRAEL, Pittsburgh.

ASSEMBLY,
WILLIAM VARNUM, Pittsburgh;
DAVID A. BRESSLEY, Allegheny,
CHARLES L. GOMBRING, Reserve,
DAVID E. HAYARD, Peebles,
WILLIAM EBY, Lower St. Clair.

ASSISTANT LAW JUDGE,
THOMAS MELLON, Collins.

DISTRICT ATTORNEY,
JACOB H. MILLER, Pittsburgh.

TREASURER,
GOODMAN T. COULTER, South Fayette.

COMMISSIONER,
JONATHAN BRAUFF, South Pittsburgh.

AUDITOR,
DAVID CONNELIUS, Switchback.

SURVEYOR,
M. T. ANDERSON, East Deer.

DIRECTOR OF THE POOR,
JOSEPH MILLER, Snowden.

THE PARAGUAY EXPEDITION.—Mr. Buchanan's administration does not possess a single compensating feature or a solitary redeeming trait. It is so essentially at fault in all its operations that the people regard it as the Jews of old foolishly regarded ancient Nazareth—they will not admit that any good can come out of it. When Mr. Jefferson excited the ridicule of the nation by his famous gun boat project, as a means of coast defence, he could with safety rely alike on his splendid achievements as a civilian and a statesman, and thus defy the sarcasms which threatened to overwhelm him. The sage of Monticello could afford to admit that his tastes were not of a military cast—that his talents were more available in the cabinet than in the field—and yet command the respect and admiration of his countrymen. Our President, however, fails miserably in all his official efforts, and although his administration is drawing to a close, his friends and admirers cannot point to a single measure sufficiently meritorious to rescue his reputation from deserved contempt. His efforts to subjugate Kansas—his plan to steal Cuba—his interference in the Mexican imbroglio—his recent doctrines in regard to the rights of foreign born citizens—and his wholesale extravagance in directing the public expenditures—all may be summed up against him as convincing evidence of his want of capacity and honesty. The latest blunder with which he has amused and disgusted the country, is the famous Paraguay Naval Expedition, the inefficiency of which seems to be common talk with the returned officers, who were unfortunately attached to the fleet of rotten ships, which was designed to assert the dignity and represent the power of our government on the Pacific ocean.

All concede that the expedition was fitted out in a manner discreditable to our noble navy, in a manner unprecedented in our history, had gained an enduring reputation for valor and seamenship. The developments that have appeared since the return of this extraordinary fleet, are of a character so humiliating to the character of the nation, that every lover of his country must feel his cheeks covered with blushes at their bare recital. Forney's Washington correspondent thus notices this stupendous humbug, which seems to have been gotten up rather for the purpose of enriching army contractors and naval store-keepers, than for maintaining the honor of the United States, in the presence of its enemies:

"There is much discussion here in relation to the celebrated Paraguay naval expedition. The statements made by the returned officers are really startling. It would appear from their frank and sailor-like representations that those vessels—known as the 'Lyon-well' steamers—were entirely unfitted for the service. They were purchased at enormous prices; they were repaired at the various naval stations, at the expense of the Government, absorbing a large amount of the navy appropriation; and they were the butt and laughing stock, not only of our own officers, but of the British and French officers, who on their arrival at station with wonderment and surprise, 'Are those American war-ships?' said they—'if so, your government is stupid, and your men brave to consent to serve in such miserable apologies for vessels.' As to cruel and inhuman to send gallant and true men on such a service in such vessels.' There is a mystery, not only about the inception of the expedition to Paraguay, but in its inting and about the selection of the officers. The navy is greater when it is understood that the vessels were purchased, and intended, as they were for this service, from persons who are alleged to have, or have had, intimate business, financial and family associations with persons connected with the naval administration of the Government. To hide the inefficiency of this shallow fleet, the names of which have been changed—for instance, the M. W. Chaplin to that euphonious one of Fulton, and so on through the list; these names are to be imposed upon the next Navy Register as so much of the strength of the navy. The best officers and men of the [illegible] sent to 'orders' to them, and to the [illegible] majority of those who imagined the service, the noblest sailors we have, [illegible] graves. It is regarded as [illegible] poorest, these six worthless shallops were [illegible] informed, under survey of naval [illegible] each of whom is an applicant for commands of them; one of whom, I understand, [illegible] ordered, and each one, they say, expects [illegible] favor. The next Congress will give this [illegible] matter a thorough investigation."

We trust the prediction contained in the last sentence may be verified. Such criminal neglect of duty, as the fitting out of this expedition implies, should be exposed to the world, and punished as it deserves.

VINDICATING CONSERVATISM.—The dissatisfied and uneasy politicians in Ohio, who are anxious to get up an opposition, in the shape of a third party candidate, to the Republican candidate for Supreme Judge, assert that this movement is simply a vindication of conservative principles.—They lament the defeat of Swan in the convention, and accordingly consider it their duty to oppose Judge Gholson, his successful competitor, and thus, if possible, elect Whitman, the radical democratic candidate. This would be "vindicating conservatism," indeed!" This disorganizing movement is spoken of in the following terms by the Cincinnati *Gazette*:

"For the alleged fault of the convention in not nominating Judge Swan, and thus seeking a popular endorsement of what they deem his very creditable decision, they wish to nominate a third ticket—we suppose with the name of this excellent Judge thereon, should he consent to the arrangement. That being refused, they would take a new name for the place, or else nominate Judge Whitman outright. The direct tendency of this 'vindicating' movement would be to defeat Judge Gholson, a man eminently conservative, and everywhere known to be such, and to elect in his stead the long-haired radical Judge Whitman; equally known to have been prominent as an ultra Anti-Slavery Democrat. Such he was at least in former years, and he was undoubtedly nominated last May with especial reference to his supposed ability on this radical tack, to draw votes from Judge Swan, whose nomination was then confidently anticipated. That such a consideration influenced the convention in nominating Whitman, and that he really belongs to the radical wing of the Democracy, we venture to say that no well-informed and candid Democrat will deny. The men who now strive to defeat Gholson and elect Whitman, therefore, may be said to be "vindicating conservatism" with a vengeance. We may be excused from participating in such revenge."

A VERY PERTE THING OF IT.—A correspondent of the Missouri *Democrat* says that two flour contractors for the army in Utah, have arrived at Camp Floyd. The letter which is dated, June 23, says that Mr. John Halliday and Col. Marcy have a contract to furnish the army with flour at $28.00 a hundred, and are now laying up flour in the Territory at five and eight dollars a hundred! Which will leave a pretty fair margin. The quality of the flour made in the Territory is no better than "sweepings" in the States.

The letter says that there are probably four partners to this contract: Halliday, Martin, Majors & Waddell, and Secretary Floyd, and that "they will realize $100,000 each, and be at no trouble or expense."

ST. LOUIS, June 28.—*The* $100,000 *Breach of Promise Verdict set Aside.*—The Evening *News* states that Judge Reber, of the Common Pleas Court to-day, set aside the verdict of the Jury in the famous breach of promise case here, in favor of the plaintiff was given $100,000 damages, and granted the defendant a new trial.

It is remarked by a correspondent of the Missouri that one effect of the Dow trial—the conviction of Mr. Dow and his sentence to the penitentiary on a charge of negro stealing, has at least one decided effect. It will make property very scarce along the border.

Terrible Disaster on the Southern Michigan Road.

The city was horrified yesterday morning with a report that an accident, attended with unusual loss of life, had happened near Mishawakie, about 80 miles from this city, to the Express train on the Southern Michigan Road, which left the Depot in Chicago, on Tuesday evening, at 8 o'clock, P. M., with something near 160 passengers in the five cars—two second class and three first class cars—of which the train was made up.

At the spot where the disaster happened, a small stream or "branch" is crossed by the road on an embankment 25 to 30 feet in height. Here, for the passage of the water, is a good stone culvert, which has heretofore proved of sufficient capacity to carry through all that descended the creek. In the afternoon and evening before the accident, that locality was visited by a rain storm of extraordinary severity. The water fell in torrents, raising all the smaller streams, after the lapse of a few hours to an unprecedented height. It is supposed that the drift-wood carried down by the little "branch," of which we speak, accumulated on the upper side of the culvert and caused an obstruction, that every chip, leaf and floating limb made more serious, until the passage of the water was almost entirely stopped. The water thus dammed up attacked the embankment which is of sandy loam—more sand than loam—and soon dissolved it and carried it off, or made it so soft and yielding that as soon as the weight of the train came upon it, it gave way.

Formerly trestel work occupied the place of the culvert and embankment; but it was removed for a more permanent structure which was supposed to be equal to the purpose for which it was made. This culvert has been built for several years, and up to to this time no one doubted its sufficiency.

Statement of Wm. M. Brett, of Elkhorn, Wisconsin.—I was a passenger on the 8 P. M. train of the Southern Michigan Road. I with my wife and others, occupied the first passenger car—the forward one of the first class cars. There were three first class and two second class cars, making the train. I sat near the middle of the car. At the time of the accident I was asleep but dozing. I had just got up and exchanged a few words with my wife. I heard a heavy crash and felt the cars make what appeared to me to be a tremendous leap or plunge. It was but an instant that I felt this motion. It did not seem to me that the occupants of the car were pitched about much. I was not thrown out of my place nor was my wife out of hers. But when the cars struck all the front part of it was demolished by the force of the concussion, and most of those occupying that end of the car must have been instantly killed by the crash. The car fell in the water. Those of us who could hurried to get out. The lights were all extinguished, and the night was cloudy and dark. I got out of a window, as the car lay partially on its side. My wife escaped, she hardly knows how. The scene at the wreck was frightful. The engine, by the giving way of the culvert and embankment, plunged down full thirty feet, and the two second class cars fell near it, one car a little over on its side. It was a fearful pile. Two men in the sleeping car was killed.

Statement of Mr. J. H. Rice, Passenger.—He was in the sleeping car at the time of the accident, which occurred about midnight. The first he knew of anything being the matter was when the water was rushing over the car. The lights were out, and nothing but an occasional flash of lightning was there to see by. He jumped from the cars, but instead of landing on *terra firma*, he leaped into the torrent, but succeeded in making his way to a clump of bushes and got up the bank, afterwards. He heard a great deal of screaming while in the current, and after landing the cries of distress were awful. There being no lights, everything was confusion, and survivors were rushing wildly about the banks of the ravine in search of their missing friends. He says no one was killed in the sleeping car, but one old gentleman jumped out and was drowned in the current.

One woman who was on the train with her husband and five children, ran wildly about all night seeking her family, but without success, until morning, when she found them all dead. She then went to a farm house a few yards off, where after sitting some minutes the wretched wife and mother expired.

Mr. Rice says that a gentleman, with his wife and two children, were on the train on a pleasure trip to the East. But in the accident the parties became separated. The husband found one of the young ones dead in the morning, next he found his wife dead, but with her arms closely embracing the other child, who was saved.

Statement of Thomas Pardee, Esq.—The scene on the banks of the ravine, Mr. Pardee says was truly awful, as one may well suppose, but he says the amount of human misery among the wounded was terrible to behold. In the Mishawaka hotel he saw a fine little boy about nine years old, with his left leg broken, and almost open through the thigh, while the right leg is cut completely off. The lad was failing fast, and it is almost impossible for him to recover.

He was one of a family of five children, with the mother, who were going to meet the father and the husband of this family. The mother was killed, a daughter is missing, and another boy is wounded but not seriously. He is in the same room with his wretched brother, while he saw another of the young ones, six years old, dead, having had his face completely cut off.—The bodies of the females were not much mutilated. By the dress of those dead and identified by Mr. Pardee judges Allen to have been mostly second class passengers.—*Chicago Press.*

HICKMAN ON CASS.—Hon. John Hickman, in reply to a letter addressed to him, gives his views as follows on the Cass Le Clero letter:

WESTCHESTER, Pa., June 25, 1859.—*To Messrs. Patrick McCabe, Bernard Bowen, James Moran, and others.*

GENTLEMEN:—I am in possession of your letter of this date, in which you express a desire to have my views upon the subject of the late Cass Le Clero correspondence. Willing, at all times, to express my opinions, as far as I may have formed them, upon all political questions, I accede to your request, but I must content myself at present, with a concise reply.

Having, from my arrival at manhood up to the present moment, advocated and sustained what I believed to be a sound national policy, conservative of the rights and interest of all our people, and having voted for Mr. Buchanan as a safe representative of that policy, my astonishment and mortification, for the last two years, has not been less than that which you have experience upon finding your confidence betrayed. The charges are not only calculated to weaken confidence but to inspire fear. As the present Administration at Washington has long since determined to pervert the principles of the party which placed it in power, and to sacrifice the welfare of the mass at the bidding, and for the benefit of an aristocrat and centralizing influence, we may expect that henceforward new atrocities will open upon us, and that the oppression of bad government will be unremittingly directed against all who may be opposed to or become the pioneers of our rapidly-extending civilization, and the germs of new States promising friendship and a commanding position to Freedom; further emigration, on this account, is to be discouraged, by announcing to the monarchs of the world that their former subjects will no longer be protected by us, but may be arrested under the instruments for binding their race in chains. I need not say to you that such ungrateful and inhuman conduct, and so utterly subversive of all our professions through three quarters of a century, will never receive my sanction. It is monstrous and unpardonable. It is the largest concession that can be made to despotism, and, if unrebuked, shows that we have become a nation of hypocrites.

In the United States there is but one kind of citizenship. It is absolute and unqualified, and confers a perfect equality of social, religious, legal and political rights upon the native born and the naturalized, with the single exception of the ineligibility of the latter to the Presidency. I have entertained this opinion, without change, for the last twenty-eight years, and the reasons for my belief are embodied in the following propositions:

1. The Declaration of Independence proclaims the equality of all men, and makes the conduct of the English King, in refusing to pass laws encouraging the immigration of foreigners hither, and in obstructing laws for their naturalization, a ground for revolution.

2. The founders of the Republic intended it should be an asylum for the oppressed of all nations; and that can scarcely be regarded an asylum which allows restraints upon the individual who travels, either for business or pleasure, subjecting him to the peril of being forever separated from his family and home. A prison, in this sense, may be considered a refuge from oppression.

3. The Constitution makes no distinction between citizens, with the single exception already noticed.

4. When duties and obligations to government are equal, rights and protection under it ought to be without discrimination.

5. Under the various Administration of the General Government all claims upon our adopted citizen by foreign powers, because of former allegiance, have been denied, and all attempts to enforce them sternly resisted or considered cause of war. This was clearly so in the Koszta case and the war of 1812.

6. The Democratic party, which has mainly controlled the political affairs of the country, has antagonized with every movement, creating distinctions between men on account of their nativity.

7. All offices below the Chief Magistracy being open to foreigners, and our army and naval forces being, in great part, made up of them, would seem to force upon us the maintenance of such doctrines as would call in question for Great Britain to arrest and detain a Secretary of State, a Major General or the Captain of a fleet, whose birth place may chance to have been across a lake and a few miles north of the residence of Mr. Cass.

8. Allegiance to a State means fidelity and subjection to that State. No man can be in allegiance to two States at the same time, any more than he can serve two masters. All our naturalization laws assume that old or implied allegiance may be renounced, and new or express allegiance assumed.

9. The fact that strangers to, and enemies of, our system of government contend for doctrines irreconcilable with those we hold cannot disprove the truth of our positions, inasmuch as the form and principles of our Government, differ radically from those of every other with which we are acquainted. Under such circumstances, we are driven to the necessity of admitting a defect in the ground work of our political structure, or of resisting all encroachment upon it.

You will thus see that I regard any refusal of the United States to defend and protect a naturalized citizen, either at home or abroad, as vigorously and fully as an American-born, destructive alike of the theory, principles and practice of our Government, and demanding the marked rebuke of every consistent Democrat.

I am truly yours,

JNO. HICKMAN.

THE LOUISVILLE CANAL.—A dispatch from Louisville to the Cincinnati *Gazette*, details the result of the late visit to Louisville of the committees appointed to examine and report upon the feasibility of widening and improving the Canal at Louisville:

LOUISVILLE, June 28.—The Committees from Cincinnati, Madison and Louisville, to examine and report in regard to the Louisville Canal, met here this morning. All the officers of the Canal were present, and they answered all inquiries in regard to it unhesitatingly and satisfactorily. All the information that the Committees desired was readily obtained.

In the afternoon, the Committees visited both sides of the Falls, inspecting carefully the proposed site for the Canal on the Indiana side, as well as the present Canal on the Kentucky side.

After spending five hours on the ground, they returned with but one opinion, and that in favor of the improvement of the present Canal.

No conclusion has yet been arrived at in regard to the best mode of improving to be commended. There will be a final meeting of the Committees to-morrow, when a Committee from Jeffersonville will also be present, and is expected to unite in recommending the improvement of the Louisville Canal.

Gurley of your city, and Dunn, of Madison, both members of the next Congress, are here, and both have expressed themselves strongly in favor of the enterprise on the Kentucky side.

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