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THE WEEKLY GAZETTE
TWO EDITIONS,
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FIRST EDITION.

MIDNIGHT.

THE RAILROAD HORROR.

Full Particulars of the Accident on the Lake Shore Road.

Forty Persons Roasted Alive.

Description by an Eye Witness.

How the Accident Occurred.

A Terrible Scene.

The telegraph on Wednesday night gave us meagre particulars of a terrible accident on the Lake Shore Railroad, which occurred on that day near a place called Angola, twenty-one miles from Buffalo, the train from the West, due at Buffalo at 1:30, running off the track at that point. We have the following additional particulars:

The train was the New York Express, from Cleveland. It was detained two hours, by a broken bridge on the Cleveland and Toledo road, and was composed of three first-class coaches filled with passengers, a smoking car and two baggage cars, under the conductorship of Mr. B. Frank Sherman, of Buffalo. Silver Creek was the last station stopped at prior to the accident, and Angola was passed about three o'clock, the train going, as it is stated, at a speed of about twenty miles an hour from Angola to the bridge over Big Sisters creek. However, the road is a down grade, and it is possible that the train was going at a much greater speed than the above when the casualty occurred. Be that as it may, everything was apparently all right when the bridge was reached; and when the train had crossed half way over, a fearful jerk was experienced by those aboard, and the moment that the rear coach was detached, and went plunging off the bridge and down the creek below, a distance of some thirty or forty feet. The brakes were at once applied, but before the train could be stopped, the coupling of the second coach had become broken, and it, too, got off the track and rolled down the embankment. So suddenly had all this happened, that not one of the inmates of either of the two coaches had time to make his escape, without a moment's warning some forty or fifty persons were hurried into the presence of their Maker. The scene which presented to the eyes of the inmates of the other cars, when the train was stopped, was fearful in the extreme. The car which first went over the precipice took fire instantly, and before any persons could get out, the flames made such rapid headway that in a few moments it was all ablaze. Those persons on the platform succeeded in render all the assistance they could, but only some four or five persons were saved from the burning car. The remainder, some forty or fifty men, women and children, were consumed with the car. While that portion of the passengers who had escaped injury gave their attention to the burning car, the balance attended to the others which had also taken fire. Fortunately the flames in the latter instance were extinguished before they had made much headway, and as speedily as possible the injured, dead and dying were taken from the car, and with the few remaining coaches the dead were conveyed to residences near at hand. How many perished in the burning car it is impossible to say, and very probably will not be known for some time. The place where the first car struck, after leaving the track on the bridge, was difficult of access. After rescuing the half dozen or so of persons before the flames had made much headway, no attempt was made Wednesday night to disturb the remains of those who perished in the burning car. That was attended to Thursday morning.

THE DEAD AND WOUNDED.

Following are the names of the dead and wounded, so far as known:

Killed.—Joseph Fuller and wife, Spartansburg, Pa.; Mr. Graves, W. H. Rose, North East, Pa.; E. R. Sherman, Buffalo, parent agent; Mrs. W. Freeman, Norwich, Delaware; Mrs. Frank Shedden and child, North East, Pa.; Frank Walker and his son Julius Walker, Buffalo; two men, name unknown; Mr. John W. Strong, Buffalo; Mr. Hubbard, St. Catharines.

Wounded.—An unknown woman badly injured; Mrs. Christiana Long, of Minnesota, injured about the head and body; Mrs. Hanson, of Oil Creek, injured, cannot recover; Mrs. Fisher, of Minnesota, badly injured and insensible; Chas. Wood, of Buffalo, seriously injured; H. M. Bussell, of Trenton, Tennessee, badly hurt in the back, and also jaw; Mrs. Mary Stevens, of Corfu, badly injured; H. E. Fisher, of Minnesota, in dangerous condition; W. H. Moore and wife, of Ionia, Michigan, injured in back and head; Mary E. Sayles and Maria Sayles, both of Corfu, both seriously injured, but not dangerous; Henry Jackson, of Illinois, badly; Miss L. M. Babcock, of Syracuse, N. Y., bruised, but not dangerous; a middle aged man, unknown, dying; Robt. Steward and wife, of Oneida county, N. Y., slightly injured; T. W. Moore, of Iowa, badly bruised on head and body; Robt. Rebenburg, of Albion, seriously injured; Mrs. E. Hamilton, of Buffalo, slightly injured; Eugene Howard, of Buffalo, slightly.

A few others were in other houses in the neighborhood, injured, but the number was not great—probably eight or ten in all.

The following persons were taken to Buffalo, all slightly injured: G. W. Lane, Cresbe, Iowa and sister; Rudolph Lane, Creston, Iowa; Garret Hurdle, Corry, Pa., head and internally; Michael Copelan, Minneapolis, Minn., head; W. R. Gregory, Syracuse, chest; Isadore Mayer, New York, agent of Madame Ristori; head and back; H. H. Thomas, Rochester, leg broken; R. C. Morris, New London, Conn., head and back; M. McCarthy, Lowell, head and side; W. L. Felton, New York, head and body; Mrs. J. Tyneron, Kenosha, Wisconsin, badly cut about the head; W. H. Teller, Utica, head and body.

In addition to the above, the following received slight injuries: R. M. Russell, Franklin, Penn.; J. Brown, Buffalo; J. Cuyer, New York; J. C. Krild, Salem, Mass.; Mrs. J. H. Thomas, Kenosha, Wis.; Mary Moore, Brooklyn; Daniel Carr, Brooklyn.

Among those on the train were Stephen Stewart, of Corry, Pa., President of the Oil Creek Railroad, who is missing. George Hirschlein, of Buffalo, expected on the train, has not been heard from, and fears are entertained for his safety. Frank Sherman, conductor of the train, was injured in the shoulder and on the head. The list below shows the hotels in Buffalo to which the few seriously injured who arrived Wednesday evening were consigned, and the nature of their wounds:

National Hotel—Richard C. Morris, New London, Conn.; slight cut on the forehead and contused; Mrs. John M. Tyneron, Kenosha, Wis.; slight contusion on left temple; John C. Cripp, Salem, Pa., slightly contused on the back of the head; James Welsh, Brooklyn, scratch wound and cut on the wrist; William H. Teller, Utica, slight wounds on the head and two on the left arm; F. Gregory, Shenectady, N. Y., injuries not known; Mrs. Tarkline, Canada, injuries not known.

Tifft House—Mr. and Mrs. R. G. Stewart, Oneida, slightly injured; W. T. Pelton, New York, bruised.

Mansion House—L. L. Lombard, New York, bruised on the head and chest.

CAUSE OF THE ACCIDENT.

An examination of the track showed that the disaster could not have been occasioned by an oil, and must have been from a defective wheel or axle. The real cause will probably never be ascertained.

ADDITIONAL PARTICULARS.

A dispatch from Buffalo states great depression is felt there over the fearful calamity. E. E. Forbury, of Buffalo, was a patent agent, and was just returning from Cincinnati after a successful visit. Frank Walker, a young civil engineer, killed, was the son of Julius Walker, jeweler, of Buffalo. Joseph Lewis, a recent graduate of Williams College, was also killed. Francis M. Dale and Robert Hickson, of Buffalo, were both slightly injured. At the United States Hotel are Richard Reed, Sinclairville, New York, hurt severely in the spine and side, and will probably recover; L. C. Chase, of Arkwright, New York, severely hurt.

At an early hour Thursday forenoon a train arrived at Buffalo from the scene of the disaster, bringing fourteen coffins containing fifteen bodies—one a mother and child; also seven boxes containing the remains of about twenty-four or twenty-five persons.

In the car that was consumed were seats for forty-eight persons, all filled, and a number standing; probably not less than fifty persons in all, of which only three are known to have escaped.

There are a few more that may be recognized, but the most of those in the consumed car were burnt to ashes. The screams of those inside could be heard for over fifteen minutes.

FROM AN EYE-WITNESS.

From the Erie *Dispatch* we obtain the following additional particulars:

The train passed Angola station on a speed of twenty-five miles an hour, and upon leaving the "frog" which connected the double tracks at the station, the last truck of the last car jumped the rails and pounded along on the ties. The signal bell was sounded, but the train was on a down grade, with snow on the rails, and before any perceptible effect could be produced upon its speed it had reached the centre of a high embankment located a few rods east of the station, and the last car was running wild over the embankment and bridge. Within ten seconds of the time when the entire train might have gotten entirely over the bridge and embankments, the last car swung around so as to leave the road bed entirely, and at the most precipitous point of the embankment went over, on a steep slope, into a gulf forty feet below. The action of this car caused the one ahead of it to leave the track and rush madly down the opposite side of the embankment, a few rods further along, at least twenty-five feet below the road bed.

Now comes the horror of the scene. These two cars having parted with the train, which could not be stopped until some distance had been made, the last one of the train, and the first to leave the track, went over on its end with a force which caused every passenger, the stoves and all the seats of the car, to sink like a dead weight in the lower end. It turned a complete somersault, and stopped on its side near the bottom of the precipice, forty feet below the track. The other car rolled down and rested on its side. The signal of "down brake" had attracted the attention of the people at the station, but none of them were able to reach the scene soon enough to render efficient assistance. We gather from what we soon afterwards saw and from the lips of those who were first present, the following particulars of—

THE SCENE.

The last car of the train had no more than stopped its somersaults before it was on fire. The nature of the engine, together with the steep declivity, would not admit of immediate assistance, even though hundreds of people had been at hand. Not one could go down the bank hurriedly without fear of death. The men who were first at the scene managed to reach the car by going down, one holding upon another, thus forming a line from the track to the car. But they were too late. The men, women, and children in the car had been so severely injured by the fall and fright that they were alarmed and helpless, and before the feeble assistance which was hastily organized reached them, the car was so far enveloped in flames that their rescue was impossible. The scene at this time cannot be described. The voices of men directed to heaven for help, the shrieks and prayers of women asking for assistance, and the wailing of children, was the most soul-piercing and agonizing sounds which ever reached mortal ear. The flames were quickly upon it, and arms were protruded through the shattered windows, heads were extended, and the cry for help was instantified by the increase of heat, of pain, of agony, and the certain prospect of destruction. The male passengers on this scene, we cannot describe it. Our ears will never lose the sound of the plaintive wails, the beseeching for help, the heart-rending shrieks, the fiery scene and the last, last look. The few men who could, who were not struck dumb, worked manfully. They succeeded in taking out three persons, who were removed elsewhere to die, but they could not subdue the flames which were roasting their fellow beings alive. They could not assuage the prayers of the agonized victims of Death. They could do nothing but look at them roast, listen to them shriek, sicken at the sight, and pray God to deliver them from another such scene. As the odor of burning flesh, human flesh, arose upon the air, it seemed as though the spot had turned into a vary hell, and when shrieks came from the flames and smoke, hands were held aloft in rough the grim atmosphere, the world and flesh seemed a mockery and worm in reality. Let us close this horrible scene by saying that from the best information we could obtain, but five out of forty of the passengers in this car escaped. The rest—fifty forty—were *burned alive!*

Meanwhile the other car was more fortunate. It did not take fire. The first man out of it was the conductor of the train, who was severely injured. Others came out, and when assistance arrived many were found injured and dazed. It was soon cleared of its mortal contents—much sooner than the flames could consume the other car and its contents. As the injured ones crept, or were brought forth from this car, they were removed to the residence of a gentleman near by, who threw open his house and dispatched messengers for help. At one time we counted twelve wounded men and women in this house, who appeared to be dying. A little distance off there was another house, where several more were as badly injured. All that could be done by the assistance at hand was done with a will, but there were no physicians, no stretchers, nothing to afford anything like what the nature of the case demanded.

Inside of two hours from the time the accident occurred physicians and a corps of nurses came from Buffalo, under order of the railroad company, and the physicians immediately set to work with a will. They did what was in their limited power, but their assistance availed but little, except in cases of trifling injuries.

Most of the victims were beyond the help of man.

Then came the frantic inquiry after friends, the rush to and from of passengers who had been saved and had friends or relatives on the train. The appeals and importunities of many of them we will never forget. Shocked almost beyond endurance by the scene passing, they could only ask for information in that feeble frantic way which cannot be answered at such times to their satisfaction. All of them found that some cherished one was missed, but whether dead or dying could not be immediately ascertained.

At the hotel near the station was a man named Hubbard, from St. Catharines, C. W., who was one of the few taken from the burning car. His feet and legs were burned to a crisp. His body was blackened and blistered to the waist. His right arm was torn from the body, and remained attached only by the skin. He lay there two long hours in agony, and at last death came to his relief.

AMONG THE DEAD.

The dead taken from the cars, and those who died from their injuries, were removed to the freight house of the station. At the time of our visit there were sixteen of those bodies laid along close together as they had been brought in, presenting a ghastly and shocking sight. Some of them were burned. The atmosphere was loaded with the odor of burning flesh. Most of them seemed to have been killed outright by the concussion of the rolling car which came to rest on fire. There were fifteen of them we have said but three of these, so far as we could discover, had been burned. The balance had been killed or died of wounds received in the car which did not burn. And according to the best estimates there were at least thirty-two persons who went to ashes with the car which burned. We looked along the line, Wm. H. Ross, of North East, was the only face we recognized. But the Coroner was ready to commence an examination. The Claim Agent of the road was also present. A Buffalo physician proceeded to divest pockets of their contents, which he handed to the Coroner, who examined them and called them aloud to the reporters, after which they were delivered to the receiver. It was a sorrowful task.

THE CAUSE OF THE ACCIDENT.

When the train ran off the frog, near the station, as appeared by the rail and the gutter caused on the ties by the wheels, a broken *hanger* caused the wheel to assume the rail, which, of course, threw the truck off the track. The car seems to have passed over the road some distance in this manner, until it neared the centre of the bridge. Here, by some sudden action, the car was thrown wide from the track, and immediately took the leap to the abyss below. As it swung around in the air it threw the second car off in a contrary direction, and the coupling of the second car having broken, that joining the two together parted, leaving one car on the north and the other on the south side of the track.

STRANGE PHENOMENA.

The strangest part of the accident is that it should occur at this particular place and in such manner as to cause the greatest destruction of life. If the train had run ten seconds before this the cars had left the track they would have rolled over a nearly level ground without probably doing much damage. Or if they had left the track ten seconds sooner the disaster could not have been so great. The cars jumped the precipice at its highest point, and the one which took fire was on the side the least accessible.

SECOND EDITION.

THREE O'CLOCK A. M.

FROM WASHINGTON.

The Assassination of Lincoln.

North Carolina Freedmen.

The President and Stanton.

New Orleans Riots.

(By Telegraph to the Pittsburgh Gazette.)

WASHINGTON, Dec. 19, 1867.

LINCOLN'S ASSASSINATION.

The President sent to the House this afternoon a communication from the State Department, relative to the visit of one George H. Sharpe to Europe, under orders of that Department, to ascertain whether any citizen of the United States in that quarter, other than those hitherto suspected, is charged with having been concerned in the assassination of President Lincoln and the attempted assassination of the Secretary of State. Mr. Sharpe's visit seems to have been for the purpose of identifying persons connected with Surratt, and ascertain whether the latter had dealings with any rebels either in England or on the Continent, while on his way to the Papal States. He accompanied at the British Foreign Office that on the 13th of October, 1865, Surratt obtained a passport through the influence of leading rebel sympathizers in England to visit the Papal States. Mr. Sharpe then proceeded to Rome, where he had been informed Surratt had left many important papers. He found nothing but Surratt's passport, which it seems had been obtained from the Papal authorities in behalf of Canada, and had also received the vise of the United States Consul General there. Mr. Sharpe states his researches at length, Mr. Sharpe closes by saying that in his opinion no legal or official steps should be taken for the apprehension of any persons in Europe, who were former citizens of the United States, without a call for the action of this Government.

FREEDMEN IN NORTH CAROLINA.

Mr. Miles, the Freedmen's Bureau Commissioner for North Carolina, has written a strong letter to Gen. Howard, urging that the Bureau must not be discontinued until reconstruction is fully accomplished. He says, in his judgment, at no period since the close of the war has the Bureau been of greater advantage than now. A very large proportion of white voters in the State, at the late election, either voted against the Constitution or wilfully remained away so that their absence might abstract the force of Reconstruction. He says, if there is a strong political force organizing and canvassing for the solo purpose of voting down any Constitution the Convention may adopt, thus defeating the reconstruction acts. This opposition is controlled and led by men who have been notoriously antagonistic to the Government for years, and spared no efforts to effect their object. If the reconstruction in the design, it is possible they may be in the condition of the blacks, which would be horrible. The negroes that civil courts are, as a general rule, in the hands of men who are opposed to reconstruction. The report of the Commissioner of the Bureau created a feeling of alarm and sorrow among the colored people and their friends. Much more great joy is expressed by their enemies and the enemies of the government.

MINISTER TO ECUADOR.

It is said the President has tendered the nomination of Minister resident to Ecuador to Hon. Thomas H. Ford, of Ohio.

[From Our Regular Correspondent.]

Gen. Hancock and Gov. Pease—The Secretary of War and the New Orleans Riots—The Dent Letter—Two Private Letters to the President—Mr Sherman's Bill.

WASHINGTON, Dec. 17, 1867.

There is already evidence that General Hancock will find it exceedingly difficult if not impossible to do the bidding of his would-be masters in New Orleans. From private letters received from that city by a distinguished member of Congress, which you have seen and have been permitted to read, it appears that every means have been used by the rebels there to appropriate the General. It is also well understood that he went there anxious to please the President, if he could do it and at the same time retain his self respect. Counting upon this anxiety—or perhaps willingness is the better word—it was doubtless believed by the crafty rebels that he would easily fall into their toils. Between the hours of six and twelve of his first evening in the city he had one hundred and twenty-six of the leading and influential disloyal persons. On his first appearance in public he was greeted with storms of hurrahs from the rebels seem even now to count upon him as a possession with title undisputed. This opinion seems to be shared to a great extent, too, by the Republican press. Both may be true. Yet there is good ground to hope that Gen. Hancock, like his predecessors, will soon find there is but one path for the true soldier to pursue.

This rush upon him by the resident rebels was not made solely or principally from by Mr. Pease, who recommended him to remove a large number of present officials and appoint in their places men who had been active in the "Confederacy," assuring him that the test oath could be *mancuvered*. Then he saw at once the animus of those men. He told them he would not hurry in the matter; that he would take his own time, *but would appoint no secessionists under any circumstances*. May we not hope that the President may ever yet be disappointed in the motives of his Lieutenant Gen. Sheridan and Gen. Mower also went there with all the susceptibilities and feelings of the regular soldier. They had no motive and no desire to do anything but their duty. Yet they were, as it were, driven by the energy, the despotism of the hot and fiery spirits which rule in that community, to plant themselves where we have seen them finally standing, and it looks as if Gen. Hancock will be pushed into the same position.

But another matter usurps public attention here now, and that is the matter of

THE SECRETARY OF WAR AND THE NEW ORLEANS RIOTS.

You have before this published in your columns the special plea on the case of Johnson *vs. the Secretary of War*, Hon. E. M. Stanton. That portion of it where the President speaks of his wounded dignity—of that high position which this inconclusive Stanton regards so little—is rather amusing—coming from a man who was inaugurated Vice President under so peculiar circumstances, and afterwards "swung round the circle" and made speeches! One might think Mr. Stanton excusable for not finding a very large *dignity* of dignity left in said executive to *lay down* before. And secondly, as to Mr Stanton's being opposed to the enactment of the Tenure of Office bill—that is surely in proof that he didn't anticipate being in a position to take advantage of it. But after it is enacted, is it against Mr. Stanton that he claims his rights under it?

Those two charges in the President's message are therefore merely spiteful and will carry just as much weight as each reader may choose to give them in his own mind, and no more. The *unsignated and wicked slander* against your former fellow-citizen is found, however, in the dreadful intimation (the President does not openly allege it) that had Mr. Stanton called his (the President's) attention to General Baird's dispatch to him (Mr. Stanton) on the 28th of July, then "the riot would have been averted." This dispatch was in the following words:

NEW ORLEANS, July 28, 1866.

To Hon. E. M. Stanton, Secretary of War:

A Convention has been called, with the sanction of Governor Wells, to meet here on Monday. The Lieutenant Governor and city authorities think it unlawful, and propose to break it up by arresting the delegates. I have given no orders on the subject, but have warned his parties that I could not countenance or permit such action without instructions to that effect from the President. Please instruct me at once by telegraph.

[Signed.] A. BAIRD,
Major General.

That is the telegram. Now, why did not Mr. Stanton answer it? He has himself, in a letter to the Investigating Committee, dated January 31, 1867, answered the question. Thus:

On the forenoon of Sunday, the 29th of July last, I received at my residence in this city (Washington) a telegram from General Baird—(given above). This telegram was *the first intimation to me* that a Convention was to be held at New Orleans, or that there was any difference or controversy on the subject of a Convention or assemblage to be held there. From General Baird's telegram it appeared that the Convention was to meet with the sanction of the Governor of Louisiana; that its legality was questioned by persons who proposed to break it up by arresting the members, and that General Baird had warned the city authorities that he would not permit this to be done without instructions from the President, and he applied to me for instructions. There was no intimation in the telegram that force or violence was threatened by those opposed to the Convention, or that it was apprehended by General Baird. Upon consideration it appeared to me that his warning to the city authorities was all that the case then required, for I saw no reason to instruct him to withdraw protection from a Convention sanctioned by the Governor, and in the event of any attempt at arrest, General Baird's interference would bring up the case with all the facts for such instructions as might be proper, and in the meantime under his general authority he would take measures to maintain the peace within his command. On Tuesday, the 31st of July, the morning papers contained telegraphic dispatches in respect to the occurrences at New Orleans and *on the same day I was informed* of the communications that had passed between the President and Gov. Wells, Lt. Gov. Voorhees and Attorney General Herron.

Here, then, is a full and direct answer to the evil intimations which from time to time have been thrown out against Mr. Stanton in connection with this order, and which now have been brought to a point over the signature of Andrew Johnson. But now, in the interest of justice and fair dealing, let us look at the case for a few moments. The telegram of Gen. Baird, *as a matter entirely new to Mr. Stanton*, reaches him at his residence on Sunday. A convention is to be held with the sanction of a loyal Governor, an officer of our army has declared his intention to protect that gathering unless otherwise ordered, *i. e.* ordered not to protect it from arrest. Why should Mr. Stanton, on Sunday especially, distinrb this which seemed a perfectly just and fair arrangement as it stood? Should he order Gen. Baird to withdraw the protection afforded in the arrest? On the next day came the riot. So well had the secret of Munroe's preparations been kept that "the rebel sympathizers, expectedly," even to Gen. Baird, for, as he testifies himself, he had no thought that they would go so far as to attempt it, and that the police would join in the affair; but only that there was a design to arrest the members of the Convention, in the ground, whose business it was to know all about what was to be expected, did not anticipate that Mr. Stanton blamed for not preventing, though the whole matter *was to him entirely new*. And the leads me to say that it is obvious clear that the whole matter of the pending trouble, whatever it might be, was studiously kept from the knowledge of his *friends*.

What are the facts! Mr. J. A. Rosier, a prominent lawyer of New Orleans, was sent to Washington by members of the Legislature to advise with the Executive relative to the Convention. He arrived here on Friday before the riots. He states that "his President agreed with him that the civil authorities of Mr. Munroe & Co., "*should be supported and maintained*."

Even as early as March, 1866, a committee from the Louisiana Legislature came here to advise with the Convention, then only talked of, and they informed to New Orleans, on the 8th of that month, that "*the prevailing opinion of the President and the Secretary of State* was adverse to action favorable to a Convention." Yet, in the face of this, Mr. Stanton *first heard of on the day before the riot* had been before the President *more than four months*.

But the Secretary, says the message, was to blame for not bringing to the President's attention the fact that instructions were asked for! We are left to infer that the Executive was in darkness as to the policy pursued, though he failed to see the *one solitary telegram* which Mr. Stanton received! And yet on the day before the riot he (Stanton) telegraphed to the Lieutenant Governor of Louisiana—*not* to the Governor, observe, who was a loyal man—to be temperate! then recently out of the rebel service—as follows:

"The riot will be expected to-morrow. Take care that no obstruct or interfere with the proceedings of the Courts." This telegram was in reply to one sent on the same date from Voorhees and Herron—the latter State's Attorney then, and recently a Brigadier General in our army—stating that "it will be *impossible* to execute civil process" (arrest the members of the Convention) "without a riot!"

We thus learn that President Johnson was perfectly apprised on Saturday, before the Monday of the slaughter, that there would be, in all probability, a riot, and that he could have prevented it, prior to loyal Governor Wells, the proper officer to be addressed—but to the rebels Voorhees and Herron! We assumed then that the military would act with them in the course they proposed to pursue, on not finding the civil authority! Is there, then, a man in his senses who supposes that the President didn't know the character of Voorhees, Herron and Baird? Is there a man who has read his pleadings, who can believe that he might become Mayor! But after four days' talk and consideration the President he didn't know that a riot was apprehended! Yet he says he fully appreciate the effect his advice as to the use of the military would have on the men in the South!

On the night of September 8th, 1866, President Johnson made his famous speech to the rebels, in which he said to a great extent, too, by the Republican press, Both may be true. Yet there is good ground to hope that Gen. Hancock, like his predecessors, will soon find there is but one path for the true soldier to pursue.

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THE SECRETARY OF WAR AND THE NEW ORLEANS RIOTS.

You have before this published in your columns the special plea on the case of Johnson *vs. the Secretary of War*, Hon. E. M. Stanton. That portion of it where the President speaks of his wounded dignity—of that high position which this inconclusive Stanton regards so little—is rather amusing—coming from a man who was inaugurated Vice President under so peculiar circumstances, and afterwards "swung round the circle" and made speeches! One might think Mr. Stanton excusable for not finding a very large *dignity* of dignity left in said executive to *lay down* before. And secondly, as to Mr Stanton's being opposed to the enactment of the Tenure of Office bill—that is surely in proof that he didn't anticipate being in a position to take advantage of it. But after it is enacted, is it against Mr. Stanton that he claims his rights under it?

Those two charges in the President's message are therefore merely spiteful and will carry just as much weight as each reader may choose to give them in his own mind, and no more. The *unsignated and wicked slander* against your former fellow-citizen is found, however, in the dreadful intimation (the President does not openly allege it) that had Mr. Stanton called his (the President's) attention to General Baird's dispatch to him (Mr. Stanton) on the 28th of July, then "the riot would have been averted." This dispatch was in the following words:

NEW ORLEANS, July 28, 1866.

To Hon. E. M. Stanton, Secretary of War:

A Convention has been called, with the sanction of Governor Wells, to meet here on Monday. The Lieutenant Governor and city authorities think it unlawful, and propose to break it up by arresting the delegates. I have given no orders on the subject, but have warned his parties that I could not countenance or permit such action without instructions to that effect from the President. Please instruct me at once by telegraph.

[Signed.] A. BAIRD,
Major General.

That is the telegram. Now, why did not Mr. Stanton answer it? He has himself, in a letter to the Investigating Committee, dated January 31, 1867, answered the question. Thus:

On the forenoon of Sunday, the 29th of July last, I received at my residence in this city (Washington) a telegram from General Baird—(given above). This telegram was *the first intimation to me* that a Convention was to be held at New Orleans, or that there was any differences or controversy on the subject of a Convention or assemblage to be held there. From General Baird's telegram it appeared that the Convention was to meet with the sanction of the Governor of Louisiana; that its legality was questioned by persons who proposed to break it up by arresting the members, and that General Baird had warned the city authorities that he would not permit this to be done without instructions from the President, and he applied to me for instructions. There was no intimation in the telegram that force or violence was threatened by those opposed to the Convention, or that it was apprehended by General Baird. Upon consideration it appeared to me that his warning to the city authorities was all that the case then required, for I saw no reason to instruct him to withdraw protection from a Convention sanctioned by the Governor, and in the event of any attempt at arrest, General Baird's interference would bring up the case with all the facts for such instructions as might be proper, and in the meantime under his general authority he would take measures to maintain the peace within his command. On Tuesday, the 31st of July, the morning papers contained telegraphic dispatches in respect to the occurrences at New Orleans and *on the same day I was informed* of the communications that had passed between the President and Gov. Wells, Lt. Gov. Voorhees and Attorney General Herron.

Here, then, is a full and direct answer to the evil intimations which from time to time have been thrown out against Mr. Stanton in connection with this order, and which now have been brought to a point over the signature of Andrew Johnson. But now, in the interest of justice and fair dealing, let us look at the case for a few moments. The telegram of Gen. Baird, *as a matter entirely new to Mr. Stanton*, reaches him at his residence on Sunday. A convention is to be held with the sanction of a loyal Governor; an officer of our army has declared his intention to protect that gathering unless otherwise ordered, *i. e.* ordered not to protect it from arrest. Why should Mr. Stanton, on Sunday especially, distirb this which seemed a perfectly just and fair arrangement as it stood? Should he order Gen. Baird to withdraw the protection afforded in the arrest? On the next day came the riot. So well had the secret of Munroe's preparations been kept that "the rebel sympathizers, expectedly," even to Gen. Baird, for, as he testifies himself, he had no thought that they would go so far as to attempt it, and that the police would join in the affair; but only that there was a design to arrest the members of the Convention, in the ground, whose business it was to know all about what was to be expected, did not anticipate that Mr. Stanton blamed for not preventing, though the whole matter *was to him entirely new*. And this leads me to say that it is obvious clear that the whole matter of the pending trouble, whatever it might be, was studiously kept from the knowledge of his *friends*.

What are the facts! Mr. J. A. Rosier, a prominent lawyer of New Orleans, was sent to Washington by members of the Legislature to advise with the Executive relative to the Convention. He arrived here on Friday before the riots. He states that "his President agreed with him that the civil authorities of Mr. Munroe & Co., "*should be supported and maintained*."

Even as early as March, 1866, a committee from the Louisiana Legislature came here to advise with the Convention, then only talked of, and they informed to New Orleans, on the 8th of that month, that "*the prevailing opinion of the President and the Secretary of State* was adverse to action favorable to a Convention." Yet, in the face of this, Mr. Stanton *first heard of on the day before the riot* had been before the President *more than four months*.

But the Secretary, says the message, was to blame for not bringing to the President's attention the fact that instructions were asked for! We are left to infer that the Executive was in darkness as to the policy pursued, though he failed to see the *one solitary telegram* which Mr. Stanton received! And yet on the day before the riot he (Stanton) telegraphed to the Lieutenant Governor of Louisiana—*not* to the Governor, observe, who was a loyal man—to be temperate! then recently out of the rebel service—as follows:

"The riot will be expected to-morrow. Take care that no obstruct or interfere with the proceedings of the Courts." This telegram was in reply to one sent on the same date from Voorhees and Herron—the latter State's Attorney then, and recently a Brigadier General in our army—stating that "it will be *impossible* to execute civil process" (arrest the members of the Convention) "without a riot!"

We thus learn that President Johnson was perfectly apprised on Saturday, before the Monday of the slaughter, that there would be, in all probability, a riot, and that he could have prevented it, prior to loyal Governor Wells, the proper officer to be addressed—but to the rebels Voorhees and Herron! We assumed then that the military would act with *them* in the course they proposed to pursue, on not finding the civil authority! Is there, then, a man in his senses who supposes that the President didn't know the character of Voorhees, Herron and Baird? Is there a man who has read his pleadings, who can believe that he might become Mayor! But after four days' talk and consideration the President he didn't know that a riot was apprehended! Yet he says he fully appreciate the effect his advice as to the use of the military would have on the men in the South!

On the night of September 8th, 1866, President Johnson made his famous speech to the rebels, in which he said to a great extent, too, by the Republican press, Both may be true. Yet there is good ground to hope that Gen. Hancock, like his predecessors, will soon find there is but one path for the true soldier to pursue.

FROM EUROPE.

Gladstone on the Fenian Question.

The Nitro-Glycerine Explosion.

Italian Reserves Called into Service.

(By Telegraph to the Pittsburgh Gazette.)

GREAT BRITAIN.

MR. GLADSTONE ON THE FENIANS.

LONDON, December 19.—Mr. Gladstone made a speech to the miners and other operatives of Weirnith, in Chester county, yesterday, in the course of which he reviewed the Fenian question. He did not hesitate to ascribe the existence of Fenianism to England's wretched mismanagement and misgovernment of Ireland.

FENIAN PLOT.

LONDON, December 19.—It is reported a paper has been found in Wolverhampton which shows that the Fenians in England had organized a plot to plunder all the armories of the militia forces.

THE SCHLESWIG QUESTION.

LONDON, December 19.—The report of the revival of negotiations between Prussia and Denmark, in regard to Schleswig, is doubted, but it is said active negotiations will be resumed in January.

NITRO-GLYCERINE EXPLOSION.

LONDON, December 19.—The explosion of nitro-glycerine at New Castle-on-Tyne was more serious than reported. The Sheriff and town Surveyor, who were badly injured, have since died, and eight persons all told have lost their lives by the explosion.

ITALY.

RESERVES CALLED INTO SERVICE.

FLORENCE, Dec. 19.—The Government has issued orders calling into active service additional military reserves.

FORTIETH CONGRESS.

Rights of American Citizens Abroad—Deficiency Appropriation—Efforts to Have Passed Part of the Cotton and Currency Bills—Bill to Relieve Sufferers—Deserted Mutter on Negro Suffrage, etc.

(By Telegraph to the Pittsburgh Gazette.)

WASHINGTON, Dec. 19, 1867.

SENATE.

The House bill, amending the supplementary reconstruction acts, was referred to the Judiciary Committee.

Mr. SHERMAN presented a memorial from citizens of Cincinnati, including the members of City Councils, asking for the adoption of measures to secure the rights of American citizens abroad from foreign aggression, and also asking some explicit definition of American citizenship.

The memorial, after considerable discussion, was referred to the Committee on Foreign Relations.

Mr. MORRILL, of Maine, reported back the House bill making appropriations for the Deficiency Appropriation bill, with amendments appropriating for the deficiencies to pay ex-clerks of Senate committees, pages, &c., $35,000, which was agreed to.

Mr. WILSON offered an amendment striking out the proposition against members of the Senate and House receiving more than mileage, postage and twenty-five dollars per annum for newspapers and stationery, and made it apply to all officers of the Government.

After debate Mr. Buckalew's amendment was rejected.

Mr. WILSON then moved to add at the end of the amended proviso, as follows: "Provided further, that no newspaper, periodical or other matter shall be ordered or paid for any member of either House by any officer thereof."

The amendment was adopted.

At four o'clock Mr. MORTON tried to call up the bill to prevent the further retirement of currency.

Mr. SHERMAN moved to resume the consideration of unfinished business, the cotton bill.

The Clerk read, at the instance of Mr. SHERMAN, a letter from the Secretary of the Treasury stating it was not the intention to retire or cancel any three hundred millions of greenbacks, nor will the condition of the financial affairs permit in making the usual contraction in July next, and recommending the adoption of an early return to specie payments as most indispensable to the national prosperity, it will be impossible, without the curtailment of circulation. He will not continue to exercise his power of contraction, which he has reason to suppose that he will not be sustained in doing so by Congress, nor until Congress has decided upon a policy in regard to the currency of the government. There will, therefore, be no contraction during the present month of December.

Mr. ANTHONY moved to adjourn. Agreed to.

HOUSE OF REPRESENTATIVES.

On motion of Mr. CULLUM, the Military Committee was instructed to inquire into the expediency of modifying the law for the settlement of military claims so that all claims for additional bounty under the act of July 28, 1866, shall be settled or adjusted by the second Auditor of the Treasury. Adopted.

Mr. BENJAMIN asked leave to introduce a concurrent resolution of thanks to Major Gen. Hancock for patriotic exercise of duty, and for his timely vindication of the supremacy of the civil law as guaranteed by the Constitution.

Mr. SPALDING objected and insisted on the regular order of business.

The House resumed the cons