# The Sun.

THIRTY-SIXTH YEAR. NEW YORK, FRIDAY, JULY 16, 1869. PRICE TWO CENTS.


## THE LATEST HORROR.

### Railway Holocaust at Mast Hope.

### A FEARFUL COLLISION.

### WRECK OF A PASSENGER TRAIN.

### EIGHT PERSONS ROASTED TO DEATH.

### TWELVE OTHERS WOUNDED.

### STATEMENTS OF THE SURVIVORS.

### LIST OF THE DEAD AND INJURED.

Full Particulars from our Special Reporters.

At Mast Hope station, on the Erie Railway, 29 miles west of Port Jervis, one of those terrible railroad tragedies which periodically shock the public mind, occurred on Wednesday about midnight.

HOW A FREIGHT TRAIN WAS SWITCHED.

A freight train, No. 39, which left Port Jervis about 8 o'clock for the West, was run on the long switch just east of the depot, to admit the passage of two express trains soon to be due, this portion of the Delaware division being a single track. The first of these expresses passed in safety, a few minutes behind time. The second came along just before midnight, some 20 minutes after her time. At the point immediately east of the depot the road makes a very sharp, short curve.

THE ENGINEER ASLEEP.

James Griffin, engineer of the freight train on the switch, though he had been less than four hours on duty had fallen asleep at his post. The conductor of the freight train, J. D. Brown, was in his caboose, forty or fifty cars in the rear. At this juncture, the 8:30 P. M. express train from New York, Charles E. Coffey, Engineer, came sweeping around the curve at 35 or 40 miles an hour, hastening to make up lost time. The noise of his approach startled the sleeping Griffin. He thought the switchman had called to him go ahead, and go ahead he did. Dreamily seizing his lever he turned on steam, and moved a car's length or so, till his fore wheel caught in the frog of the unopened switch, just far enough to thrust the side of his engine across the path of the Express, and in a moment the lightning train was upon him, striking the outer rim of his left cylinder head.

A CLASH OF ENGINES.

The shock to the freight engine threw it off the track, while the express flew in the opposite direction, ran a couple of hundred feet, and swinging around at the outer verge of the depot platform till her head lay east, she turned over bottom upper most, the steam bursting from her broken pipes and the fiery coals from her ruptured furnace, forming an inviting pyre for the sacrifice.

A FUNERAL PYRE.

And the sacrifice came; a dreadful sacrifice. The postal car, with its combustible cargo, leaped upon the blazing pile, followed by the express and baggage cars behind, the latter "telescoping" into the smoking car immediately in its rear.

HOW THE SMOKING-CAR WAS SMASHED.

This telescoping occurred in this wise: The third baggage car, containing the Cincinnati through baggage, was one of the cars of the Atlantic and Great Western, to save reshipment at the end of the Erie line. This car's platform was hung below the line of the car sills, and dropped under the force of the concussion, causing the body of the car to mount the platform of the smoking car in its rear, and the momentum of the train drove the smoking car upon it till it was buried in her half its length.

WHAT SAVED THE REST OF THE TRAIN.

In this smoking car occurred all the maiming and loss of life. All the seven other cars, as well as the smoking car, having Miller's platforms, links, and bumpers, stood the shock, without crushing in or mounting upon each other; this, though the train was going hard upon forty miles an hour to destruction. Not a soul was injured in any car of the five cars in the rear of the smoking car; but without these protections the whole train would have been wrecked, and its inmates have gone with it. We deem this fact of such great importance as to deserve this conspicuous mention.

DEATH IN THE SMOKING CAR.

In the smoking car, asleep and awake, were some fifteen or twenty people, old and young, mainly men, though at least one woman was there with her three children, immigrants bound for the glowing, bounteous West and liberty to live and thrive. They found a haven nearer and more heavenly than they dreamed.

The inburst of the forward cars swept the seats from their fastenings, and buried the wakeful and the sleeping in one vast heap toward the rear. The shock was terrific; the scene that ensued beggars all language to tell. The strong and the weak alike were helpless, bound down by the ruin of iron and wood that whelmed them. The cries of strong men for help, the shrieks of the woman, the wail of her babes, made mournful the midnight air.

SCALDING STEAM AND FIRE AT WORK.

Men rushed to aid with bars and axes. From within and without they worked with a will, but a mightier element than human strength was opposing them. On both sides of the track were the two monstrous engines, with bursted valves, roaring like demons, the escaping steam rolling back into the cars in scalding volumes. From the overturned one, too, rose a fire that, kindling the mail bags and woodwork of the postal car, and swept under the doomed train mighty flames that licked up and soon devoured all but the three rearmost passenger cars.

Before this terrible onset the strongest had to yield. In vain the poor mother strained her babe to her bosom and struggled to free herself and her little ones; in vain the clergyman, uninjured, but helplessly transfixed by the superincumbent mass, appealed to Heaven for succor—in vain, all, all in vain. The helping friends fled weeping before the fiery blast, to which now the blazing depot was adding force and volume, and in a few seconds all that was mortal within that superheated furnace had ceased to be.

THE SHOULDERING REMAINS.

When the flames subsided, and the sun came out upon a heap of mouldering ashes, only a few charred bones, a few stapeless masses that held human hearts and human hopes, but yesterday pulsating with strong life and happiness, now blackened cinders, were gently gathered together, and placed in boxes for sorrowing friends to claim, or strangers to entomb.

THE WORK OF THE FLAMES.

Of the six cars burned nothing remains but the iron work of the trucks. A more complete destruction could hardly be conceived.

THE WOUNDED,

of whom, haply, there were but few—perhaps a dozen, and those apparently not injured to a dangerous extent—were hospitably received in the house of Mr. J. L Selden, near the depot, and all they needed in food, raiment, and nursing generously afforded them by the host and his amiable family.

THE DEPOT TOOK FIRE

from the sparks from the engine. The money and papers in the depot were saved by the agents, but the contents of the telegraph office, including the instruments, were destroyed. The baggage was all destroyed, and so were the express goods with the exception of the contents of the safes. Articles in the express car were principally fruit and vegetables. The safes contained a large amount of money which was uninjured though somewhat scorched. As soon as telegraph communication was restored with new instruments and new wires, about 300 messages were sent by passengers to all parts of the country.

FUTILE ATTEMPTS TO SAVE THE VICTIMS.

Every effort was made by the passengers and employes of the road to save those in the burning cars, but the heat from the flames was too much for them. Eight passengers are known to have been burned and 10 or 12 wounded.

BURNED TO DEATH.

David Baer, a German, having with him $16,000 in Government bonds, was burned. His son endeavored to extricate his father, but could not. He finally succeeded in saving the money or bonds. Mrs. Rhodes, a widow living at 426 West Thirty-third street, lost all her property. Efforts were made for a Coroner's inquest in the afternoon. General Superintendent Rucker, Division Superintendent Redington, and other railroad men were present, but for some reason the inquest was postponed until to-day, when it will be held at Lackawaxen.

THE WOUNDED GOING HOME.

Such of the wounded as were able to travel went West, among them Mrs. Wheaton, to Binghamton. The others left in the morning for Port Jervis, where no pains were spared by the railway company to make them comfortable.

THE NEGLIGENT ENGINEER IN TEARS.

James Griffin, the unhappy cause of this dreadful slaughter, went down by the first train, for Lackawaxen and his home in Susquehanna. He was for thirteen years a fireman on the road, and was then sometimes given to drink, but since his promotion to be engineer, some years since, he has been noted as a steady, sober man. The consequences of his negligence moved the man to bitter, but now alas, unavailing tears.

AID FOR THE SUFFERERS.

Dr. Dusenbury of Honesdale, hastened over in the morning and afforded all the aid in his power to the sufferers.

FACTS AND INCIDENTS.

Among the passengers was the wife of Gen. Stoneman, in company with Capt. Dorr, on her way to join her husband in San Francisco. She was uninjured, but lost three of her five trunks.

Of the passengers' baggage only eleven pieces were saved.

An English lady on her way to join her husband in Louisville lost all her effects.

A Mrs. Rhoades, milliner, of this city, lost all her effects, together with her savings, about $500 in money.

THE REV. DR. HALLECK,

of 399 East Fourteenth street of this city, was a Universalist clergyman. He was on his way to the town of Lisle, Broome county, with his brother-in-law Wheaton, to spend the summer with him, when he was killed. He met his fate with Christian fortitude, sent farewell to his friends, and begged Mr. Wheaton to leave and save himself.

THE BURNED CARS.

All the cars of the passenger train were burned, except the last three sleeping coaches. The mails in the mail cars were partially destroyed. The express car was burned with its contents, except what were contained in the safes. Among the contents burned were three boxes of U. S. Internal Revenue stamps and other valuable miscellaneous express matter.

WHAT WAS SAVED.

The passengers on the ill-fated train, with the railroad employes present, did everything in their power to extinguish the flames, and made every effort possible to rescue the unfortunate victims of the collision from the burning wreck. They succeeded in rescuing some, and they also succeeded in rescuing three of the sleeping coaches, and about one half of the mails.

MISCELLANEOUS DETAILS.

The engineer of the freight train, James Griffin, acknowledges, we understand, that he had been asleep, but he says he thought he heard a signal from the flagman to move on.

As soon as the news of the accident reached Port Jervis, the wrecking train was sent to the scene of disaster, and afterward a special train with physicians and others to attend the wants of the injured.

Passenger trains eastward bound were detained some hours until the track was cleared. Nothing remains of the wreck except the wheels, axles, and iron work of the construction of the cars, the fire having completely destroyed the woodwork and furniture.

Among three or four who were rescued from the wreck was Mr. John Flowers, of New York city, who states that there were, as he thinks, some twelve or fifteen passengers ahead of him in the smoking car, and he thinks not one escaped.

The persons in the smoking car were nearly all immigrants. Not more than three, it is believed, of those who lost their lives were citizens of the United States.

But for the fact that the collision threw some of the freight cars against the side of the express, the five rear coaches might have all been pushed back out of the reach of the fire, as not one of them left the track. This fact is due to the platforms and couplings. These platforms, unlike the old style, are not hung below the sills of the cars, but project from the end of them; thus a concussion affording an equable and most powerful resistance, in conjunction with the spring buffers and couplings, to the mounting of the cars, the disruption of the connections, and consequently preventing them from breaking in pieces. To these facts the absolute safety of five car loads of passengers is wholly due.

The Erie Company not only furnished all assistance needed, but sent its officers up to settle with the injured on equitable terms, and to pay all damages for lost baggage.

The collision was so sudden and unexpected, that Coffrey, the Express train engineer, did not reverse his engine. As he came around on the outside of the sharp curve, the body of the freight train hid the position of the engine from his view, even in the darkness of the night would have revealed it. Had the freight train been too feet further back on the switch, the express would have cleared her.

The affair caused some detention of trains, but the switch enabled a passage to be effected. Yesterday afternoon half the wreck had been cleared away, and the tracks which had been burned up, were laid with new ties and rails, and by this morning will be in working order.

### LIST OF KILLED AND WOUNDED.

THE KILLED OR BURNED TO DEATH.

It is certain that eight, and possibly more, persons were killed or burned to death, and one of the injured men, Dr. Wentworth, thinks the total number was thirteen, all burned to death, but we think he is mistaken. Eight was all that could be found. The names of the only persons seen are as follows:

The Rev. Dr. Halleck, of the Universalist Church, New York city.

Daniel Baer, a Prussian emigrant, who, with his son, Charles Baer, was on his way to Baskel, on the line of the Erie Railway.

Young Baer says that an emigrant family was also burned to death. They consisted of a man, his wife, a little boy 10 years of age, a girl 8 years, and an infant about one year old. They had resided in New York city, and were on their way west to join three older children of the family.

THE INJURED.

As far as can be ascertained, only about ten persons were injured to any extent. Of these, five continued on their journey westward on Thursday morning. The other five were brought to Port Jervis, and are quartered at the Delaware House, where they are receiving the kindest attention. Their names and the nature of their injuries are as follows, none of them being considered in a dangerous condition:

Darwin Wentworth, drover, of Randolph, Cattaraugus, Co., N. Y., internal injuries of chest from inhalation of steam.

John Hunt, Waterford, N. Y., contusions of right leg below the knee.

John Flowers, injury of spine, and suffering from a general shock to the system. Will probably recover. Mr. Flowers resided at 46 New Bowery, New York, but was on his way to settle at La Crosse, Wisconsin.

Godfried Krauze, emigrant, left leg broken below the knee, and contusions of the head and shoulder.

Charles Baer (whose father was burned to death), injury to his foot, slight.

The injured men are being attended by Drs. Hunt and Vanetti, and are doing well.

Mr Wheaton, brother-in-law of the deceased clergyman, Dr. Halleck, a cattle drover, residing in the town of Lisle, Broome county, N. Y., had his foot somewhat crushed. He went to Binghamton by the morning train.

Fingman of up freight train, internal injury, not serious.

Charles E. Coffey, engineer of express train, bruised about the head; gone to Port Jervis.

Fireman on express train, badly burned in hand, and much bruised.

Messenger of United States Express, bruised about the head, but managed to get out his two safes, containing a large amount of money and other valuable property.

STATEMENT OF INJURED PERSONS.

Darwin Wentworth, of Randolph, Cattaraugus county (injured internally), says: I was in the smoking car near the middle. I was lying on one seat, and a stranger, who was asleep, was lying in the seat next to me; he was burned up. The first I knew I was awakened by a crash; the end of the car was stove in, and the seats were nearly all broken and turned bottom side up, turning the passengers under and fastening them down so that they could not get up. I think they were nearly all burned to death; do not think any of them were killed; heard some say they were not injured, they were only fast; think there were eighteen persons in the smoking car, and think there were fifteen burned. There was one woman with three small children, and I think there was another woman sitting in the seat opposite her; I was not thrown under the seat, but the man in front of me went under as the seats were doubling back; I was raised up and caught on my hands and shoulder by the top of the seats, but the cushions being elastic, I jerked myself out; I saw the fire, smoke, and steam rolling in the front end of the car, and then jumped through the glass window, receiving some cuts on my limbs by the broken glass; at that time the car was not on fire, only as the flame was blown in by puffs of wind; just then some one kept hallooing out that there was no one hurt—that there was no one in that car; as I was picking myself up I saw one man jumping off of the rear platform, but am not certain that he came out of the smoking car; I cried that the front end of the car was full of people, and they were burning up; they then rushed in with last run, and I went in and endeavored to relieve a man who was fastened down, but was too weak, and was driven out by the smoke; the other men succeeded in getting out one man uninjured, a drover; I believe his name is Thompson; another man, John Hunt, was cut loose and taken out by the conductor, and these two were all that were rescued from that car as far as I know; the Rev. Dr. Halleck, Universalist minister, of New York city, was in the car, and was burned to death; I heard him say to those who were trying to get him out that he was not hurt, but was only held fast under the seats; I went around on the opposite side of the car, and could see his hands moving; the flesh was nearly burned off; just previous to this, he requested some one to bid his family farewell; at the first smash, while I was between the seats, I could hear the little children calling out, "Mother," "Mother," and afterward, when the car was on fire, I could hear their screeches and screams; the shrieks of the people were awful, such as I hope never again to hear; I think they died a slow death, as until the car became thoroughly on fire, the flame was carried through by sudden drafts of wind; when I came out of the car the second time, a man met me and asked me if I was hurt; I told him I was; he gave me something in a bottle, saying there was opium in it; I took a swallow, which eased my pain; I recollect nothing distinctly that occurred; I think it was near twelve o'clock at night; I am a drover, and took out a four-day accidental insurance for $5,000, but I believe the time expired at dark on Wednesday evening.

John Hunt, of Waterford, New York, who was bruised on the right leg below the knee, makes the following statement: We left Jersey City about 7 o'clock on Wednesday evening; I was in the smoking car near the centre; somewhere near midnight I was sitting up in my seat, when I felt the car off the track; there was a rush of steam, and then the next rear car stove in almost up to the centre; the seats were piled up in front of me, and both my legs were bound fast, the flames commenced coming in, but before they reached me some men came in and broke the seat with hammers and released me; I managed to get out myself; the same seats that bound my legs were holding a man underneath me, and before the men could get him loose the flames reached him and he was burned to death. I could not say how many passengers were in this car, but I saw two women, one of them with some children. As soon as I got clear of the car I went down to the river to bathe my leg and do not know what transpired afterward. Did not know any person in that car.

John Flowers, 46 New Bowery, New York: I was in the smoking car of the train that left Jersey City at 7 o'clock Wednesday evening; about 12 o'clock at night I was lying and dozing on a seat near the centre of the car, when I felt myself thrown from the seat against the back of the other seat, and from the force was thrown back to the seat I had been occupying; when I got up I saw that the front portion of the smoking car was crushed in fragments close to where I was; I heard shrieks of female voices, and saw a man jammed in and so fastened by his legs that it was impossible to rescue him; the shrieks of the females continued for some seconds; I then made my escape by jumping out of the window that was open; about at that moment a German jumped through a window that was closed, and I observed that his head was bleeding profusely, and went to his assistance, but from weakness, caused by the injury I had sustained in my back and the shock, I could do nothing for him; I then noticed that the engine was overthrown against the depot and the smoking-car was on fire; I think that if there had been active assistance all the other cars could have been saved; some gentlemen, seeing that I was injured, assisted me to the hotel; those that were killed or burned were all in front of me toward the head of the car; should think there were ten to twelve in all; back of me near the door was a man, his wife, and four children, and I believe they all escaped; in front, where the screams came from there was a woman and three girls, who appeared to me to be from 13 to 17 years of age, apparently German emigrants; the man who was transfixed appeared to be very patiently waiting for assistance. I was on my way to La Crosse, Wisconsin, where I was going to settle. The overturning of the engine set fire to the depot, communicating with the cars with great rapidity, and it was the most fearful burning fire that I ever witnessed, the air being filled with burning cinders, and the hills illuminated for miles around; it was "awfully grand."

STATEMENT OF MR. BROWN, CONDUCTOR OF THE FREIGHT TRAIN.

J. D. Brown, conductor of the freight train, first extra 39, from Port Jervis, 8:35 P. M., says: I was on time at Lackawaxen, 10:15 P. M., came to Mast Hope and was in the station time, 10:42. There we for trains seven and three, two night lines west from New York. No. 7 passed me at 10:52, or thereabouts, some two or three minutes late. No. 3, second train of night line west, due here at 11:22, passed my caboose at 11:8 or 10, 20 or 27 minutes late. My caboose was 42 cars back of the spur in switch. When the engine or first car of No. 3 night express, passed my caboose, I felt my train move ahead; I had not ordered it ahead, and supposed the engineer was merely taking the slack of train. My train continued moving, and I supposed No. 3 had passed me; I stood at the hind door of the caboose looking out as No. 3 passed. My train suddenly stopped, nearly throwing me over, and I supposed my engineer had reversed. Instantly I came ahead, supposing he had reached the switch and it not being open had got off the track. As I came ahead, met the flagman of the express train coming back to flag my extra; I supposed it was my flagman coming back, and that we were off, but coming up to him saw he was not my man, and he told me No. 3 had run into the side of the freight train.

When I got up I found my engineer had pulled out from the switch just far enough on the main line to let No. 3 hit him. The blow was comparatively light to the freight train, bursting the cylinder head, and stripping off one side of the cup of the engine, and throwing it from the track. I suppose that No. 3 engine was thrown off the track, and running some distance the truck slewed, and it turned over, striking the corner of the platform of the depot. No. 3 had nine cars—one postal car, one express and baggage together, one baggage car, one smoking coach, one day coach, and four sleeping cars. The postal car by some means left the track, one end down the bank. The day coach and smoking coach were, I think, jammed up together. The passengers were getting out of the train. Five rear cars of the express train were on the track. The passengers killed and injured were in the smoking car. Heard people were in them and others trying to get them out. I turned back to my caboose and got an axe and water bucket. When I got back the cars were all burning fiercely. I stepped into the day coach with my lamp and hearing one man groan and try to get out, I think they got him out. The fire communicated from the cars to the depot. The steam and fire swept back under the cars, and soon they were all enveloped in flames.

To the best of my knowledge eight persons were killed—4 men, 1 woman, and 3 children.

STATEMENT OF MR SELDEN.

Mr. James Selden, resident near the depot, relates: I was in bed when the affair occurred, and was called by one of my family. Immediately got up and went to the depot, and found that the engine had turned on the track and was upset two or three cars, which were then burning. The train could not have been more than three to five minutes from the time of the accident. Heard no groans, and inquired if any one was in the burning cars. They told me there was nobody in them. Then I went to work getting the freight out of the depot, which had taken fire. On returning to the wreck I was told that two men had been got out alive—Mr. Wheaton, and an old German who was taken through the window. Heard, when, in that another young German had got out; the passengers appeared not much excited, and had got out; went to the mail car and assisted in getting out the mails, and the mail was turned from the man in charge that registered letters had not been reached. The other contents of the car were newspapers, &c.; that car was burned, and fire kept burning in the express and baggage car; the man in charge of the express car reported getting out two more trunks or chests, pushing them out of the car was on the bank; the fire spread from these cars to the passenger cars; the two last passenger cars were not injured, and a third was burned on the front end, but not badly.

MR. WHEATON'S STATEMENT.

Mr. Wheaton, brother of Dr. Halleck, reports: Was in the smoking car. A few minutes before the collision he went through the car, and should judge that there must have been eleven or twelve asleep on the seats, and they were lost. He was standing talking over his brother when the collision took place. The car seats appeared to have been driven together upon the passengers, his brother included, by the telescoping of the cars. He himself was held by the foot by these seats, and extricated himself by stripping his boot off, and afterward pulled him up. Tried to pull his brother-in-law out, but found him fastened by his thigh. Wheaton says he talked with Halleck some minutes. The fire from the engine caught the waste and oil for lamp, and set the cars on fire. Dr. Halleck said he was not burnt, and did not realize that he was injured, but was pinned in across his thighs. He was unable to get out, nor could the bystanders get him out, though they tried their uttermost. He spoke cheerfully; told Wheaton to leave the car, that he could not be saved. There were eight or ten in the car—a South or German woman and three children included. Two or three gay young men got in at Turner's to smoke; one of them certainly got out subsequently. One was certainly killed. They were fine-looking young men. Mr. Wheaton identified the body of Dr. Halleck, his brother-in-law, by a knife he had carried 15 years.

THE NEWS IN THIS CITY.

The news of the disaster created great excitement in the city yesterday. The *Democrat* was out before 12 o'clock, ahead of all the other evening papers, with full details of the affair, and for an hour was in great demand.

ACCOUNT OF THE OFFICERS OF THE ROAD.

The officers of the Erie Railway furnish the following account of the accident at Mast Hope for the Associated Press; The train called the first extra of No. 39 (through freight, bound West), backed on the switch to get out of the way of train No. 3 (second night express, 6:30 P. M. from New York), but did not clear the main track before the latter struck. The two engines collided, upsetting the engine and mail, express, baggage, and smoking cars of train 3, all of which were burned. There were some emigrants in the smoking car, five or six of whom were killed, and their bodies burned. The Rev. Dr. B. Halleck, of 399 East Fourteenth street, New York, was in the car and was burned to death. So far as known, six or seven were killed. The passengers were transferred to another train, and sent forward at 9 A. M. It is not possible yet to ascertain to whom the blame attaches.

### Alimony in the Ewald Divorce Suit.

Sophia Ewald, who has instituted a suit for divorce from her husband, Robert Ewald, applied to Judge Monell, at the Superior Court, Special Term, for alimony pending the action. Robert pleads that his salary was barely sufficient for his own support, and that he was unable to pay alimony. Judge Monell said it was admitted by the defendant that he was earning by his labor from $12 to $13 per week, and he was justified by other evidence in finding that he is capable of earning at his trade a considerably larger sum. The wife was entitled to be supported by her husband pending the suit, and if the latter had no other means of paying for such support, he must labor for it. Robert was ordered to pay his wife $10 a week, and $25 more to aid her in prosecuting the action.

## THE WORKING WOMEN'S ASSOCIATION.

### Delegates Appointed to the National Labor Union—Miss Susan Makes an Impression at Saratoga, and Reports Thereupon.

The Working Women's Association met last night and adjourned until September. Miss Susan B. Anthony, who was in the chair, announced that the Trustees of Cornell University had decided to admit one hundred girls to the institution, as soon as the necessary work could be found for them, which all pupils were required to perform toward payment of their tuition and expenses. A few, she said, could be admitted at once, if they were willing to undertake domestic labors. Delegates were appointed to the National Labor Convention in Philadelphia, which meets the 16th of August, as follows: Susan B. Anthony, Eleanor Kirk, Ellen Hutchinson, Miss O'Connell, principal of school No. 27 in this city, with Mesdames Shepard, Burleigh, Nortoo, Lozier, Wilbour, and Barlow. Resolutions were passed congratulating the Women Cap Makers' Union upon the success of their late strike. Miss Anthony complimented the Packard Institute upon their offer to instruct fifty girls in bookkeeping free of charge, and then spoke of the marked success of the Woman's Suffrage Convention in Saratoga on Tuesday and Wednesday of this week, from which she had just returned. It had been attended, she said, by large numbers of pleasure seekers of both sexes, and a decided impression had been made.

## THE GRAND JURY AND WALL STREET.

### The Warrants against the Usurers not yet in the Hands of the Officers—Eleven Indictments—282 Per Cent.

There was a rumor in Wall street yesterday that before the clock of Trinity should strike 3 a little batch of notorious usurers who had been indicted by the Grand Jury of the Oyer and Terminer, in response to the charge of Judge Cardozo, were to be arrested and handed over to the tender mercies of the officials of the county jail. But the knowing ones laughed at the report, and significantly shook their heads incredulously. And they were right. The fact is that eleven indictments were found by the Grand Jury against certain brokers for charging 282 per cent for loans, and locking up all the greenbacks in the various banks; that Judge Cardozo had promptly issued attachments against the accused. But they were not arrested, *nor were the papers given to the officers for execution.* They are, it appears, in the hands of the District Attorney, who has withheld the names until the arrests have been made. The delay is almost unaccountable. Wall street has triumphed over Assessor Webster and the Federal authorities, but the State Courts should do their duty.

## HANDS OFF, LOUIS NAPOLEON!

### Secretary Fish upon the Illegal Landing of the French Atlantic Cable—Diplomatic Note to the French and English Ministers, and to the Governor of Massachusetts.

WASHINGTON, July 15.—A copy of the following letter has been addressed to the diplomatic representative of France, also of England, and another copy is to be sent to the Governor of Massachusetts:

DEPARTMENT OF STATE, WASHINGTON, July 16, 1869.

SIR: I have the honor to ask your attention to the subject of the Transatlantic telegraphic connection which, it is understood, is expected to be made between the Empire of France and the shores of the United States, by means of a cable to be laid under the auspices and in the proprietorship of a British private corporation, and under authority of a concession from the Government of France. The project of this enterprise embraces a connection direct from the coast of France to the island of St. Pierre, and thence to a point on the Atlantic coast of the United States. It is only, of course, in respect to this last division of the projected cable connection between the territory of France and of the United States that I have occasion to ask your attention to the views of this Government as to its authority and duty in the premises.

It is not doubted by the Government that the completed cable, so far as it shall be laid within French jurisdiction and the regulation of this mode of foreign intercourse, is with the Government of the United States, and that however suitable certain legislation on the part of State of the United States may become in respect of its proprietary rights in and of such enterprises, the entire question of the allowance or prohibition of such measures of foreign intercourse, commercial and political, and the terms and conditions of its allowance, is under the control of the Government of the United States.

As the projectors of the enterprise now in progress have not received or solicited the permission of this Government, either to the establishment of this telegraphic connection, or so far as we see, for such intercourse with the coast of France, I have thought it proper to call the attention of the diplomatic representatives of the two powers, under whose authority the private rights involved have been acquired, to the jurisdiction and authority of this Government on the subject. In thus distinctly notifying you that in the absence of its assent to or concurrence in the proposed telegraphic connection of the coast of the United States, the proceedings of the parties interested must be taken in submission to the authority of the Government in the premises, I am actuated as well by a desire that these private interests should not suffer unnecessary disappointment, as by the purpose to place before you the authority of the United States on the general subject in its proper light.

The policy of this Government in respect to the allowance and regulation of foreign telegraphic intercourse, received very deliberate consideration from Congress during its session of the last winter, and a bill covering the whole subject was sustained and passed in the Senate, but at so late a day of the session as to have failed for want of time in the House of Representatives. It is quite probable that this bill will announce the policy and purpose of Congress, and the propriety of its provisions can hardly fail to secure assent.

I therefore think it only proper to attention to the enclosed copy of the bill, as probable evidence of what conditions of permission and of regulation of foreign telegraphic intercourse are to be insisted upon by the United States.

Accept, sir, the renewed assurance of my very high consideration. HAMILTON FISH.

Count PAVERNY, &c.

### Return of the Saengerbund.

The festivities at Baltimore over; the singing and drinking and rejoicing—the whole jubilee in fact having come to an end, the component parts of the Northeast Saengerbund began to think of separating and returning to their respective homes. Yesterday at about dusk one detachment came in, with banners on high, and its bands playing with more than youthful vigor, presenting in this respect a marked contrast to the singers at the Boston Jubilee, when, as may be remembered, were carried home with ruptured lungs, filled up like bags of meal in immense express wagons. They marched up to their headquarters at the Germania Assembly Rooms, where, rendered thirsty by their journey, they performed such wonders at the emptying of lager kegs as the old heroes of the Nibelungenlied never dreamt of. At half-past 11 the second detachment came in, fully as vigorous as the first, and marched on to the same pleasant goal.

### Secretary Boutwell and Judge Dent.

Special Despatch to The Sun.

WASHINGTON, July 15.—Secretary Boutwell authorizes your correspondent to contradict the story telegraphed hence that he had an "unpleasantness" with Judge Dent about the appointments in Mississippi. He says that no such conversation ever occurred as reported, nor has Judge Dent ever requested him to make any appointments.

### Fashionable Marriages.

Col. George G. Pride of this city, formerly of Gen. Grant's staff, was married in Galena, Ill., to Miss Mary L. Stillman, of that place, who was a guest of the President's family in Washington last winter.

Gen. Gordon Granger, U. S. A., was married in St. Paul's Church, Evansville, Ind., on Wednesday night, to Miss Maria Letcher, daughter of Dr. Joseph Letcher, of Lexington, Ky.

Mr Isaac Hall was married to Miss Elizabeth Greer at St. John's Chapel, in this city, on Wednesday night.

## PERSONAL INTELLIGENCE.

Bishop McIlvaine is ill in this city.

The Boston *Post* calls Vice-President Colfax *L'homme qui rit.*

Mrs. Joe Jefferson has presented her husband with a little "Rip."

Ex-Gov. Myron H. Clark is at the Crescent Hotel, Saratoga.

The Rev. Theodore L. Cuyler is drinking at Saratoga.

Prof. Blot is teaching the ladies of Springfield, Mass., how to make biscuit and broil beefsteak.

Levy, the cornet player, receives a daily salary of $150 for "tooting" at Saratoga.]

Senator Fenton has purchased his ticket to go to Europe July 24, and will return in September.

The Hon. Edward McPherson, Clerk of the House of Representatives, will sail for Europe on the 28th.

The Kansas Pacific Congressional excursion party arrived in Denver on Wednesday.

Parties are not being benefited to the health of Senator Grimes, he will start on a tour.

The Hon. Amasa J. Parker, the Hon. G. W. Schuyler, superintendent Banking Department, and ex-Adjt. Gen. Marvin, are at Saratoga.

Mr. Bayard Taylor, elected to a non-resident Professorship at Cornell University, accepts and will deliver next March a series of lectures.

Julius R. Van Vechter has been appointed Examiner in the Appraisers' office of the New York Custom House, at $2,000 a year salary, Vice A. W. Peabody, resigned.

Henry Howard, of the British Legation in Washington, and family, Mr. Baimel, British Consul in Baltimore, and the Rev. Dr. Rankin, of St. Luke's Episcopal Church, Baltimore, sailed from that city in the Berlin yesterday for Southampton.

## THE REVOLUTION IN CUBA.

### IMPORTANT ENGAGEMENTS AND A PATRIOT VICTORY.

### Gen. Poello Driven Back by the Insurgents—Vomito at Nuevitas—New Organization of the Patriot Forces—Insurgents Concentrating near Puerto Principe—Fighting at Santiago de Cuba.

HAVANA, July 12, via Key West, July 14, 1869.—Gen. Poello, at the head of 300 Spanish marines, was attacked by a force of patriots near Baga, a small town situated on the same bay as Nuevitas, and not far from that city. The marines were forced to fall back upon Nuevitas, with a loss of 80, including Gen. Poello, killed.

Advices from Nuevitas to the 10th report that cholera was diminishing, but that the vomito had appeared among the troops.

According to the new organization of the patriot forces there are to be only two Major-Generals in the army, of which Gen. Jordan is one, and holds command of the entire Eastern or Bayamo Department, while Gen. Ignacio Agramonte is the other, in command of the Central Department.

The Spaniards are endeavoring to ignore the manner in which their detachment of soldiers was recently captured at Sabana Nueva. It is rumored that Gen. Quesada has ordered the officers to be shot in retaliation for the execution of patriot prisoners.

Further particulars of the fight near Baga have been received. The Spanish force numbered 500 marines, who were surprised by seventy insurgents under Francisco Castillo, ambuscaded behind palm groves. Both sides sustained a spirited fire for half an hour. The marines, being afraid of the machetes carried by the Cubans, refused to obey an order to charge bayonets, and the insurgents, despite the superior numbers of the enemy, retired across an open field in perfect order, firing in full view of the Spaniards, and inflicting severe loss upon them. But one patriot was wounded. The marines fell back to Nuevitas, so exhausted by the effects of the climate that many of them were carried into the city on stretchers.

Gen. Letona has ordered Lieut. Medina to be shot at Puerto Principe.

In the woods surrounding Puerto Principe thousands of insurgents are concentrating, and are only waiting to be armed with the Peabody breech-loading rifles, with bayonets, to assume offensive operations.

Tinker (?) is alive.

Holdquin, one of the insurgent leaders, intends to go to the United States for the purpose of bringing back a force of Americans.

Intelligence from Santiago de Cuba to the 8th instant reports fighting going on at a point thirty miles distant from that city. The patriots were strongly entrenched.

Major Gen. Jordan had joined the Cubans under Gen. Figueredo, and now commands a large force.

The Governor of Baracoa was actively engaged in burning property and killing all who fell into his hands.

## SUCH NEWS AS THE SPANISH AUTHORITIES CHOOSE TO SEND.

### Three Engagements, but no Particulars—The Patriots said to have been Defeated—Scarcity of Provisions in Puerto Principe.

HAVANA, July 15.—Gen. Echaverria, President of the Havana Railroad, has been arrested, and will sail for Spain to-morrow.

Notaries have received orders not to record the sales of confiscated property in certain districts, as a precautionary measure to prevent its destruction by the insurgents.

The volunteers last night serenaded Gens. Ferrer, Canto, and Lesca.

Three recent engagements are reported, in which the insurgents were defeated. No particulars are given.

There is a scarcity of provisions at Puerto Principe, and the authorities are distributing food to the inhabitants.

## EXPEDITIONS TO BE SEIZED BY JUDGE PIERREPONT.

### The Army and Navy Pinced at His Honor's Command—Regulars, Marines, Squadrons, and Cutters at his Service—Cutters Sent to Gardiner's Island.

Yesterday morning there was a flutter among the officials of the Federal building in Chambers street. Deputy Marshals rushed to and fro, and ominously whispered to each other, and then left to make rails upon the army of cigar dealers, who are duly to be bled. They had scarcely disappeared when Mr. Pierrepont rushed into the Marshal's office, bearing in his hand a prodigious envelope, with the official seal of the President of the United States. The Marshal and his deputies kept the subject of the missive a profound secret, and Mr. Pierrepont hastily went out of the building. A rumor was soon circulated that the learned Judge was about to seize some vessels intended to bear arms and men to the ever faithful isle, but such was not the fact. It subsequently appeared, however, that he had received instructions to use the whole forces of the Government to seize such vessels as might be suspected of being fitted out for Cuban expeditions.

At 1 o'clock Mr. Pierrepont returned, when, in answer to the inquiries of the reporter of THE SUN, he exhibited a *commission* which he had just received from Gen. Grant, authorizing him to use all the forces of the army and navy—the revenue cutters, regulars, and marines—to seize all vessels that might be accused of being designed to bring material aid to the struggling people of Cuba, and to arrest all persons that might attempt to violate the neutrality laws. The commission is spread over a wide foolscap paper, and is signed in the most fulsome fully gilt. It is signed by Gen. Grant, and bears the Executive seal.

The District Attorney said that the President had power, under the eighth section of the Neutrality act of 1818, to delegate his authority as commander of the army and navy to any official to prevent violations of the law. When asked what he had done in pursuance of the order, Judge Pierrepont replied that he had visited the Custom House authorities, and asked to have revenue cutters placed at his disposal, and that all the arrangements to carry out his commission would be effected at once.

Shortly after the commission was received orders were sent to the commander of the Navy Yard to send two cutters to Gardiner's Island, to prevent the possibility of an expedition sailing from that point. The vessels left the Navy Yard at 3 P. M.

Mr. Pierrepont will put himself in communication with the military and naval authorities to-day to execute the orders of the President.

### The Men on Gardiner's Island.

Advices from Gardiner's Island received at THE SUN office yesterday inform us that arms, ammunition, tents, and other necessaries were landed on the island two days ago. The men are more comfortably situated than they were, and with their Colonel are sanguine of an early departure for Cuba.

## LONG ISLAND.

Late on Wednesday afternoon, while Mrs. Abraham Russell with her three children were going home in a small boat, in Little Neck Bay, near Flushing, her infant child fell overboard and was drowned. Her daughter, aged 23, leaped overboard to try and save it, and was also drowned. Mrs. Russell herself followed her daughter, and must have drowned but for her young child, a boy six years of age, who caught her by the hair and held her until assistance arrived.

## NEW JERSEY.

Frank Johnes, 517 Market street, Newark, was attacked by cholera yesterday afternoon.

Yesterday the body of an unknown man about 45 years of age, was found lying on the meadows at East Newark, in a mud hole.

"La Coterie" Association of New York will have a grand masquerade ball at the Stetson House, Long Branch, on Thursday, Aug. 5.

Bertha Bardon, 17 years of age, has been missing from 155 South Orange street, Newark, since Sunday last.

The Rev. Dr. Hughes, the new pastor of the Fifth Baptist Church, Newark, was installed yesterday. The Rev. Dr. Dowling preached the sermon.

The Bayonne Yacht Club was to have enjoyed its annual regatta yesterday, but the event was postponed until the 28th of August.

The Hoboken and Jersey City line of hor