THE LONG ISLAND RAILROAD HORROR.

THE CORONER'S INQUISITION.

Popular Feeling in Regard to the Matter.

THE EVIDENCE ADDUCED.

CONDITION OF THE WOUNDED.

Coroner Hendrickson and a jury proceeded to investigate the facts connected with the accident at Willow Tree, on the Long Island Railroad, at one o'clock yesterday afternoon, at Remsen's Hotel, Jamaica, L. I., and, as might be naturally expected, the deepest interest was manifested in the proceedings, as might be gathered from the fact that there was a large number of people present from the surrounding neighborhood, as well as from Brooklyn, where the principal parties who were killed resided. There was evidently a good deal of pent up feeling in the breasts of the assemblage, but it found scarcely any vent, except in low murmurings and whispers. A majority of those residing in the immediate neighborhood where the terrible slaughter occurred seemed, however, to be decidedly of opinion that the track was in a poor condition, to say the least, and that the fatal calamity could have been avoided by the exercise of even ordinary care and supervision by the railroad officials whose province it was to see to the matter. It is but just to say, on the other hand, that the railroad men had their friends among those who assembled at the inquest, and who asserted strenuously that the track was in good condition and no blame was to be attached to Mr. Charlick or his employés.

Mr. Oliver Charlick was present during the proceedings.

The District Attorney of Queens county, Mr. Benjamin W. Downing, and his assistant, Mr. James Covert, conducted the examination of the witnesses on behalf of the people.

TESTIMONY OF DR. WILLIAM D. WOOD.

I am a practising physician, residing at Jamaica; have been practising fifteen years; I am aware of the occurrence of the accident on the Long Island Railroad; it took place on Friday last; I do not know the hour of the day it occurred, or upon what train; I was called to Remsen's Hotel to attend some of the sufferers; I found there a gentleman named Abraham Von Gasbeck, of Hoboken; there were seventeen wounds on both limbs; in the afternoon, by request of the Coroner, I made a post-mortem examination of six bodies lying here; the first one was George H. Van Nostrand; the left leg was broken into fragments about midway; I found four wounds on the lower portion of the right leg; the hinder portion of his body, from the hip to the knee, was completely mashed to a jelly; the next one was Mrs. John W. Pray; both of her legs were fractured below the knee, and a protrusion of the bowels, both arms broken, and the skull broken to pieces and separated; there were no further injuries to Mrs. Pray; the next one was Mr. William C. Rushmore; the greater portion of the bowels protruded, both arms broken and skull fractured on the left and right side and front; the next was Mr. Ofestes M. Pray; he had a fracture of the left leg just above the ankle, fracture of the left knee, protrusion of bowels and spine forced out of position and fracture of the breast bone, skull broken in and flesh of the left hand scraped out; he had also two wounds over the left eye and his left elbow fractured; the next was Patrick Shanahan, compound fracture of the thigh bone and several bruises on the right and left arms; the sixth one was Mrs. Jennie Adams, who I understood was a year and ten months old, fracture of the skull and several scratches about her body; that completed the list of the killed; I believe the cause of the death of each of these persons was from the injuries received.

To a juror—I have no knowledge how they received these injuries.

TESTIMONY OF I. W. BARTON.

I am superintendent of the Long Island Railroad; have been so for about eighteen months; John H. White was in charge of the train going east that day and George Weaver was the engineer; there were two brakesmen—George Van Nostrand and Wm. Bowers; Leander Wood was the baggage master; the fireman's name of the train was Ephraim Baker; Craig is an employé of the road, but was not connected with it; he was merely riding up to Huntington on business; there were three cars on the train; they had an engine called the thirty wheel; she is not a new engine; she has been on the road three or four years; it is lighter than the other engines we have; there are two engines lighter, the Woodbury and Northport; this one is about the lightest engine we run on through trains along the road; I am acquainted with the cars on the train; they were about two months out of the shop, after having been repaired; could not say how long they have been on the road; when I came on the road they might have been run eight or nine years; at the time they were in the shop they got new trucks put into them, new wheels and new axles; the truck was not all entirely new; there were some new parts put into it, but the wheels and axles were new and the pedestals were new; the springs were new; the floor timbers were new; the floors themselves were renewed; I am speaking now more particularly of the hind car—the one the accident occurred in; the master of car repairs, Mr. Edward Olmstead, knows what new repairs were done; I looked at the cars when they came out of the shop.

Q. Who is the person authorized to examine the cars and pass on their fitness or unfitness to be run on the road? A. Mr. Olmstead, the master of the car repairs; I have been employed on other roads and am acquainted with the style of making cars and connecting axles, &c.; there is no particular difference in the way these trucks were hung and others; these trucks were side-bearing trucks; some roads do not allow their trucks to bear on the side of the car; these bear on the side of the car the same as the New York Central or the Hudson River; on the Harlem road they do not bear on the side of the car, because they could not carve them in the short turns;

By Mr. O'Donnell, foreman of the jury—Was this hind car on the train on which the accident occurred lighter or heavier than the ordinary cars you run over the road? A. This car was a shorter and lighter car; she was probably a ton lighter than our heaviest cars.

Q. In case of a breaking of the axle tree or underwork are there not some appliances in the shape of chains to hold them up? A. Some roads have chains on the trucks to keep them from slewing; some roads have not; it may be an improvement to have chains on in some cases; we have no chains on any of our cars; I was present at the scene of the disaster about an hour and a half after it occurred and examined the condition of the road and the remains of the car; the breaking of this rail is the only way I can account for the causing of the accident; noting of the running gear of the car broke—that is, the wheels or the axles; I don't know whether the breaking of this rail might have been the effect instead of the cause or no; the slewing process might have broken the rail; the whole of that road presented the appearance as though something was slewing along; it looked as if the truck had gone corner ways through the ground; when I got there I found the track had been torn up for some little distance and some of the rails; I think the tearing of the bottom out of the car commenced soon after the truck left the track, because you could see the mark where the wheel dug into the ground. [The witness here went on to state that the track was in as good condition as necessary; that new iron and ties had been laid on portions of it where they were needed; that one part of the fractured rail appeared to be a fresh one and the other an old one, and that he could not account for accident.]

Mr. O'Donnell—Who is this roadmaster that takes his orders immediately from you? A. Joseph S. Craig; he is here; the engineer is also here; conductor—tell me why the Long Island Railroad does not use chains? A. Because they rattle and make a great deal of noise, and they also wear the truck out.

Q. But with them there would be greater safety? A. Well, if the cars ran off the track it would; the only times I have seen the bottoms of cars torn was when they had no chains on them; I was sixteen years on the New York and Harlem road before this one; this road is better than that; I have walked along portions of this track when I first came on this road; it rides as good as the New York and Harlem does, or as the generality of roads; I had never been on a railroad before the New York and Harlem; I commenced there as a brakeman, and got up to be Assistant Superintendent for three years; the remains of this car and the running gear are at Hunter's Point, so that the jury can inspect it; if the cars were all on the track the engine could have been stopped before the car was drawn so far; we generally have one brakeman to two cars, but in this case we had three brakemen to two cars; one brakeman can brake two cars, because they are double acting brakes; I think that engine weighs about twenty-five tons; we have an engine thirty tons—the engine of the freight train; she went over this track about three hours before the accident.

TESTIMONY OF GEORGE WEAVER.

I am in the employ of the Long Island Railroad Railroad Company, and have been for two and a half years; for the last six months have been engineer; during the previous part of the two and a half years I was fireman; I was fireman on the Great Western road in England; this was my first experience in this country as an engineer; I ran a stationary engine for five or six months in England; I ran this train as engineer at the time of the accident; started from Hunter's Point at half past ten; that was our usual starting time; we were about four minutes late; I looked at my watch as soon as I heard the signal from the conductor to start; I stopped first at Woodside; was not on time there; stopped next at Winfield; do not recollect whether we made any other stop until we arrived at Jamaica; started from Jamaica and did not stop at Willow Tree; we were seven minutes behind time when we left Jamaica; should leave Jamaica at eleven o'clock and left at seven minutes after; do not think I had made up any of this lost time at the time of the accident; I can't tell ordinarily the rate of speed; I regulate it according to the time we have to run by; I don't think I could tell the rate of speed I had been running on other days before this; I might approximate it with a little study; if we are behind time we must generally pick out the smooth spots where there is new iron to make it up; the road where the accident occurred was a grade commencing to rise; after you leave Willow Tree it is a little down—nearly level; I would have been as likely to make up the time running along by Willow Tree as any other part of the road; I think we were only running eighteen to twenty miles an hour; our usual speed is twenty-five to thirty miles an hour, as an average thing; I have been on a train on the Long Island Railroad that ran thirty miles an hour; I had not run at that rate of speed during that day; I thought I would not make the time up too quick for fear of an accident; I was increasing the rate of speed at the time the accident occurred; I was six minutes going from Jamaica to where the accident occurred; I looked at my watch just before the accident occurred, and went back and compared my watch with the conductor's after the accident; my attention was first attracted by the jerking of the cars; then I shut off the steam and reversed the engine and came back and saw them all strewed about the track; I did not know of the accident until it was all over; as soon as I shut the steam off and pulled the reverse lever, together with the jerk, stopped the engine immediately; I got no warning from the conductor; the usual warning is the ringing of the bell; the jerk did that; when I got back to the broken car the conductor got out of the rear car; I have never passed an examination; I get fifty-five dollars a month; the usual pay is seventy or eighty or ninety dollars; I feel competent to take charge of a train; the master mechanic knows, as engineer, whether we are fit or not; sometimes we are in his shop a few weeks at a time; do not spend any regular time under him.

To a Juror—I am not a machinist by trade; I know no other business but firemen.

To the District Attorney—I saw the cars were all broken up and the people all strewed about on the track in a very bad condition; the conductor came out of the car and I asked him if he sent any one with word to Jamaica, and he said yes; the first I found on the track was George Van Nostrand, the brakesman; I saw the last breath go out of him; his feet were close to the hind end of the car; the passengers I next saw, but did not know their names; the next I saw was a small man apparently; he was doubled up so that you could not tell how large he was; next I saw a woman with her head all mashed in; I do not think I saw any more, because I did not go down the track; I went back to my engine; I saw a large man lying on the track when I came back; I saw Mr. Craig, wounded, lying on the embankment; I then went to Queens, and the condition of things was pretty much the same when I got back; the large man was dead, and had been removed; I have run this thirlow Weed engine about two months; was in daily habit of running her; she was lighter than any of the rest; I was in the habit of having these same two cars on this trip; they had been going pretty much every day for weeks before; it never occurred to me that the hind car was the lighter car; when we come west the car to the rear was generally the head car; as regards the lightness of the car they generally put them where they please; the switcher in the yard makes up the train; as a railroad man, I think it would make no difference where they were put.

To a Juror—I am not nor never have been in the habit of indulging in intoxicating liquor; I was in an accident just below Woodside on this road just about twelve months ago; I think the track is better west than east; it being more hilly on the west, you can't make up your time; it is not quite so smooth from here to Mineola; there are bits of low jumps and joits from here to Mineola; I was increasing my rate of speed along there; I have seen others do the same thing; I should think this car was not over a ton lighter than a first class car; it was a shorter car; it would not carry so many passengers as the large cars; it would carry about forty to forty-five; I should not think it was as well calculated to stand a shock of this kind as a first class car; this was a car that had just been repaired out of the shop; it was one of those small cars built some years ago.

To a juror—One part of this rail is a fresh break and the other an old break; the break on the end is fresh; the break on the side is not so fresh, but I think it was done at the same time; I should not think it safe to run at an increased rate of speed over a piece of rail lying in the chair like this; Ephraim Baker was my fireman on that day.

TESTIMONY OF EPHRAIM BAKER.

I am fireman in the employ of the Long Island Railroad Company; have been for six months; this is my first experience in railroading; I was on this train in the capacity of fireman; the first I felt of the accident was a sudden jerk, and the bellrope pulled, and we stopped as soon as we could, and I covered up my fires, so that she should not get too hot; the engineer said there were a good many people killed; I saw the hind car on its bottom, with the wheels all out from under it; I did not know any but the brakeman, Van Nostrand; I came to him first; he was lying partly under the hind car; did not know him at first; there were two brakemen on the cars; they usually have two for four cars; I saw the people strewn down the middle of the track, and I then went to Queens with the engine; I do not know that I could tell ordinarily whether I was going fifteen or twenty miles; could tell if we were going thirty miles; on this occasion we were going at the usual rate, twenty miles an hour; the engineer when we left Jamaica said we were seven minutes late, and I looked at my watch; the time the accident occurred we had about 100 pounds of steam on; ordinarily if we were behind time we made it up in the next half hour; we generally made it up between Jamaica and Westbury; the reason we make up for time between Jamaica and Mineola is because the track is smooth and there are two short stops; I would know if we were going at an increase of speed by looking at passing objects; when we were behind time we generally kept a good fire; we did so whether we were behind time or not; nothing was said about increasing the speed between Jamaica and Willow Tree; I was a farmer before I became a fireman; the condition of the track east is very good; it is not as smooth as from here to Hunter's Point, because that is new iron; we can feel the joints on the road as we pass over; don't know what time it took from Jamaica until the occurrence of the accident; this engineer is a very careful sort of a man; we were not going any faster than we usually go; I receive $45 a month; engineers generally receive $70; $80 and $90 is the highest on this road; I know nothing about his reputation as an engineer; my ambition is to be an engineer; can't tell when I expect to be.

TESTIMONY OF LEANDER WOOD.

I am ten years altogether in the employ of the Long Island Railroad Company; I was three years out of the employ; during the ten years I have at different times been acting as conductor and baggage master; at the time of the accident I was baggage master and was in the baggage car, which is a half smoking and half passenger car; I think the train was running at the usual speed, twenty miles an hour; I was sitting in the car and felt a jolting, and the next instant I felt a twitch of the car, and went to the door and saw the car overturned; I felt the jolt under the car I was sitting in and immediately after felt a twitching of the train, and on looking out I found the hindmost car off the track; I could not tell that the jolt happened prior to the accident; it was not a very heavy jolt; it was something more than common; it was a jolt up; the time that intervened between the jolt and accident was very short; I stepped right to the door of the baggage car; I was sitting on the south side of the car; could not tell exactly on which side of the car the jolt was; after the train stopped I got out and found the hind car off, and saw Van Nostrand lying there, covered with dirt and dust; I asked the conductor if I had not better go to Jamaica and telegraph down, and he said I had better, and I did go and telegraph to the superintendent; I saw a man badly mangled and twisted up in a heap; I next saw a woman with her head stove in; I also saw a lady on the south side of the track, and Mr. Pray; that is all I noticed that were killed; all I know about the car that was smashed is its being on train since it came out of the shop; I knew it was a lighter car than any of the rest.

To a juror—I do not know how long this car has been in use on this road; the track is very good from here to Hunter's Point; the track east from here is not quite so good, but should think it is in a fair condition; I have been running over the road as baggage master for the last seven months; I think the road from here to Mineola is not quite as smooth as from here to Hunter's Point; I have noticed jolts on that part of it; at the time of the accident I think we were running about twenty miles an hour; I have observed repairs going on on the road; they generally had a good gang of men.

TESTIMONY OF EDWARD A. LAWRENCE.

I was not there when the accident occurred; I reside in Flushing; I was at Jamaica on Saturday, the day after the accident; I visited the scene of the accident in company with several gentlemen; I visited the track about twelve or one on Saturday; the track was pretty much repaired; the general appearance and condition of the track as I saw it struck me as being as good as it ought to be; I saw this tie, which looked to be a good sound tie; I saw three ties taken out, and saw the truck had split the end of one; one tie I saw in the cart nearer the train that appeared to be a little decayed; I did not see any rotten tie in the road; I saw a tie that was slightly decayed and split; I do not know of my own knowledge that this was the tie where the accident occurred; I saw a broken rail, and rather carefully examined it and could not find a flaw in the iron; in fact it looked to me to be a better rail than any other rail about there; I am not a machinist or a railroad man, but can make a wheelbarrow; I have been a farmer but now am an auctioneer; I was told if I did not come here I would be subpœnaed.

TESTIMONY OF THOMAS SMITH.

I reside at Jamaica; was not in the cars at the time of the accident; I was on the ground on Friday evening, between five and six o'clock; I walked out on the track from Jamaica with a young —— a little over a mile from Jamaica; when we started we found the track in pretty good order until we got about half-way to the scene of the accident; I counted five ties lying in succession, one after the other, with no spike on the side; one place I noticed, where the connection of the rails was, there was a long chair put in; the rail on the outside below was broken, and one end of the chair was on a tie and the other was not on any tie; beyond the Willow Tree station we met three gentlemen who were examining the track; Mr. O'Donnell was one of these gentlemen, and he stooped down and picked out a spike from the outside of the rail in the chair with his fingers; I then went on to where the accident happened, and the track had been replaced there; I saw where the car had gone off, and it lay there with the truck; I think there were two spikes left on the inside of the chair; could not say about the outside; my impression is there was no spike on the outside; there were several ties lying there that were greatly decayed, that I think had been taken out that afternoon and replaced; I had no doubt but what they had been taken from under the track that day; they were full of dirt.

To Mr. O'Donnell—In a number of places we found when we stepped on the rails they were loose; I suppose they had two inches play between tie and rail; I noticed at the scene of the accident men at work pounding the dirt under the ties; I could see they were new ties and new spikes put in on that day; the track was quite loose where this long chair was put in; when you got on to the rail it worked up and down; I am a farmer, and have lived in the town of Jamaica all my life; where the rails joined together the tops of the rails were marked; I would rather go afoot than ride in cars over such a track.

TESTIMONY OF LUTHER C. VOORHIES.

I reside in New York city; for the last ten or fifteen years I have been railroading; my last connection was with the New York and Flushing as superintendent for two and a half years; was three years connected with the North Pennsylvania Railroad; I was for several years in various capacities in the New Jersey Central; I have examined the pieces of iron produced here; I should say that small piece does not belong to the large piece; if they were examined by an expert they are very different in shape; the throat of this rail is much shorter and has a longer base than the other; these two pieces never went through the same roll. (The witness here showed the pieces of rail to the jury and explained the difference in them.) I should think the break was a clean break; a flaw on the side very often occurs in a bar of iron; that is not a fresh break in the chair; I consider myself an expert; I was not subpœnaed here to-day; I came here by invitation of Mr. Charlick to go up and look at the track; in the iron of this broken rail the pieces do not compare or match; I would not consider this split piece of iron safe lying in a split chair; would not consider it safe in a sound chair with a sound tie; the break on the end and that on the bottom of the short piece I could not say whether they were made at the one time or not; one has a fresher appearance and looks as if it had been passed over by iron; in my opinion car wheels passing over that and the continual mashing caused thereby would give the broken iron that appearance.

It being now near seven o'clock the inquest was adjourned until to-morrow (Wednesday) morning, at nine o'clock.

Condition of the Wounded.

Edward Van Geesback, one of the victims of Friday's accident, lies at Remsen's Hotel, in the village of Jamaica. His nurse reported that he was not as well yesterday as he had been. Fever has set in, and this, the physician in attendance says, argues unfavorably for his ultimate recovery. It has been discovered that he has received upon his body thirty-two wounds, and these are independent of those upon his head.

Mr. Emil Magnus, lying at the house of Mr. John Gillespie, is reported to be very much better, but his wife, lying at the same house, is said to be much worse than she has been; fever has set in.

Substantially the same is reported of Mr. and Mrs. Harvey B. Adams, lying at the house of Daniel H. Carpenter. Mr. Adams is said to be very much better, but Mrs. Adams is infinitely worse.

From different sources it is learned that the balance of the injured are rapidly recovering, and Mr. D. W. Craig, who was very severely injured, is progressing so rapidly that it is thought he will be out during the latter part of this week.

THE GRAND BILLIARD TOURNAMENT.

The Contest for the Championship—Initial Game Between Henry Rhines, of Chicago, and Melvin Foster, of New York—Foster the Winner by Eighty-nine Points.

The great contest for the billiard championship of the world, over which the billiardists on this side of the Atlantic have been all agog for the past six months, was inaugurated last evening at Irving Hall under the most encouraging auspices. There was a large attendance of the lovers of the game, who witnessed some really magnificent playing between Mr. Henry Rhines, of Chicago, and Mr. Melvin Foster, of this city. There are eight contestants for the supremacy of the cue, the winner of the greatest number of games during the tournament to be declared the champion of the world and to receive the handsome champion cue, which is a splendid piece of workmanship. It is twenty-four inches in length, of solid ivory, the point being a large diamond estimated to be worth $170. The cue is heavily inlaid with pearl and bound with solid gold, while the gold trimmings are studded with pearls, amethysts and other precious stones representing in color the four billiard balls. The butt of the cue is set off with the representation of an American eagle, engraved on fine tortoise shell. It is valued at $600.

The game, of which there will be twenty-eight, exclusive of ties, was the American carrom game, played on a standard table and consisting of 1,200 points. The "push" shot, as well as "jaw," was prohibited, and carroms on the white and red balls counting three points, as though made on the two red balls, misses counting one and the white balls of the players going into the pockets counting three for the opposing party.

Playing commenced shortly after eight o'clock, amid profound silence, Mr. Tieman acting as referee and call judge, and lasted till twelve o'clock. In "stringing" for the lead Mr. Rhines won the choice of shot, and let Mr. Foster lead off, which was done by that gentleman fine style, and ended in a run of 33. This was followed by a failure to count on the part of Mr. Rhines, and another run by Foster of 24. Another miss by Mr. Rhines was followed by another run of by 57 Foster, who again left the balls safe inside the "string," and again did Mr. Rhines fail to score. This was followed by a run of 6 by Foster, who gave another miss to leave them safe. The game at this point stood, Foster 99, Rhines 5, which latter were scored by the misses and pockets of Foster. Rhines then made his first count and by skillful play got the red balls in the lower corner of the table and succeeded in scoring eighty-seven. This was really Mr. Rhines' first good opportunity to count, and he showed himself a perfect master of the cue. Both players were cool and cautious, and from beginning to end the game was one of much interest. The mace was frequently brought into requisition and some nice shots were made with it by both players. After a number of small counts on either side the score was called and stood, on the even innings, Rhines, 276; Foster, 168. Rhines kept gradually creeping ahead of his opponent, and after the first 500 points had been turned the game stood, on the even innings, Rhines 522 to Foster's 329. On the thirty-fourth innings Rhines made a run of 147, making the score Rhine, 706; Foster, 368. On the thirty-seventh innings the score stood Rhines 889 to Foster's 389. The game here changed in favor of Foster, who made a series of long runs, as follows:—159, 156, 105, while his opponent scarcely made any. Foster was now pulling uphandsomely, and on the forty-sixth innings the game stood Rhines 944 to Foster's 809. After some more skilful playing on the part of Foster he succeeded in overhauling his opponent, the score standing on the fifty-first innings Foster 1,010, Rhines 1,007. The game from this out was very exciting and eventually resulted in favor of Foster, who went out ahead of his opponent 89 points, the score standing Foster 1,200 to Rhines 1,011. The largest runs made during the game were 159 by Foster and Rhines 150.

THE LABOR MOVEMENT.

Meeting of Carpenters at Demilt Hall.

A mass meeting of carpenters, under the auspices of the Carpenters' and Joiners' Consolidated Union, was held last night at Demilt Hall, corner of Second avenue and twenty-third street, for the purpose of taking into consideration the advantages of a more thorough organization of the members of this trade. The attendance was large, but the meeting seemed to lack something of the enthusiasm not unfrequently seen at similar gatherings. Anthony Kelly presided, and Henry Hughes acted as secretary. After the objects of the meeting had been stated by the chairman a preamble and resolutions were read and unanimously adopted justifying their action.

Edward Gridley was the first speaker. He said that the organization of carpenters ought to be larger and stronger than that of the bricklayers, as they were a more numerous body of artisans. He then made allusion to the benefits that had accrued to the plasterers of this city from their thorough organization. By it they had reduced their hours of labor from ten to eight, and added a large percentage to their daily wages. They have put themselves into a position in which they are comparatively independent of their bosses, and the other trades which have not organized into unions are comparatively slaves to them. It was objected to the unions that their tendency was to bring on strikes. On the contrary it was argued that the more thorough the union the less the danger of a strike, as then the artisans were a power to be respected. But for the workingmen's unions of the past twenty-five years the laboring men as a class would have been in a position that it would have scelled any man to tell the difference between them and the black slaves. (Applause.) He said it was a disgrace to the city that there was no mechanics' library in it. If such a library were established, open to all mechanics, they would soon be in a position to defy the oppression of Fifth avenue.

Mr. Young, of the Typographical Union, was the next speaker, who cited that organization and its doings as an illustration of the benefits of combining for mutual benefit. Mr. Taylor, of the Stairbuilders' Union, was then introduced, and controverted the objection to unions that they would drive capital from the city. Instead of that he claimed that capitalists would be better off, in that there would be then no more middle men. Mr. Alexander Troup and others also addressed the meeting.

WASHINGTON

END OF THE SENATORIAL WAR

Sumner, Sherman and Pool Negotiate a Peace Between Sprague and Abbott.

A PICKWICKIAN CONCLUSION

General Retraction All Round and Noboby Spanked.

Proposed Reduction of the Squadron in Cuban Waters.

WASHINGTON, April 26, 1869.

Senator Chandler on the Rampage.

Since old Zach Chandler made his famous speech the other day, on the Alabama claims, he has been on the rampage generally, and particularly to-night. Strolling into Welcker's your correspondent beheld Zachariah in a very happy state; in fact, highly so, and heard him declaiming to two gentlemen about the conversion of the Senate to his views expressed four or five years ago on the Alabama question. "Sumner has stolen my thunder, by jingo," exclaimed Zach. "He has only repeated what I said years ago in one of my speeches. Have you ever read that speech, sir? No! you haven't? Well, then you ought to, by Jove. In that speech I used up the whole subject. Gentlemen, I am going home to Michigan, and when I get there I am going to make a speech to sixty thousand boys in blue. I am going to tell them, 'Boys, there's Canada over there; run over and take it.' That's what I am going to say. I am going to England, too (hic—hic—hic), and I am going to walk down Whitehall street with John Bright on one arm and Lord Clarendon on the other. Yes, sir, I am going to do it—you'll see. Then I am going to Russia, too."

"Are you, indeed?" asked Mr. Bodisco, the acting Russian Minister, who formed one of Zach's audience.

"Yes, sir, I am," said Zach.

"Then I must give you letters to take there, including one of introduction to the Emperor Alexander," said Bodisco, winking knowingly.

"Yes, do now. Give me a letter to Aleck, Bodisco. I want a letter to Aleck, sure!" exclaimed Zach, in a particularly blissful manner. Zach was decidedly intoxicated about the Alabama claims and his proposed journey to the Old World.

Reduction of the American Fleet in Cuban Waters.

Statements have recently been published in the newspapers that the government was making extensive preparations to enforce respect to American interests in the Cuban waters and on the island, in view of the civil war now in progress there, and that to this end an unusually large fleet would be sent thither. It has, however, been ascertained from authentic sources that so far from this being the case the number of vessels to be employed in the public service in that direction will not probably be more than six, or two less than heretofore in the squadron, the number being necessarily limited owing to the fact that Congress has made a very great reduction in the *personnel* of the navy. But apart from this the vessels to be sent to that coast are deemed to be sufficient for all legitimate purposes, as no trouble with the Spanish authorities is apprehended. The fitting out of several of the ironclads has no particular significance, but is a part of the plan of the Navy Department to save them and other similar vessels, and especially the machinery, from the decay to which they are now exposed from being out of commission.

Decrease in the Public Debt.

The public debt statement, to be issued Saturday next, will, according to present prospects, exhibit a decrease of probably $2,000,000.

Reports of the National Banks.

The reports of 893, or more than one-half, of the national banks, showing their condition on the 17th inst., have been received at the office of the Comptroller of the Currency, in answer to the recent call.

Clerical Appointments.

No appointments were made by the President today. The Secretary of State, Secretary of the Treasury and Postmaster General being absent, it is not thought any important appointments will be made in their respective departments until their return, unless the public interests shall render it necessary. J. O. Green, of New York, has been appointed Chief Clerk of the Office of the Solicitor of the Treasury, vice M. F. Pleasants, who for many years has held that position. Mr. Pleasants will be retained in office as a second class clerk.

Payment of Nebraska War Claims.

E. B. Taylor, President of the Nebraska State Senate and special agent of the State to recover from the United States government a large sum of money due to Nebraska, left here for Omaha last evening, having fully accomplished the object of his mission by securing the payment of the amount claimed by the State.

Sales of Government Property.

The Secretary of the Treasury has issued an order directing that hereafter all property belonging to the department offered for sale shall be sold by public auction or under sealed proposals. Heretofore it has been the custom to dispose of old furniture, carpets, &c., at private sale to chance purchasers.

THE SPRAGUE-ABBOTT AFFAIR.

WASHINGTON, April 26, 1869.

The Abbott-Sprague Imbroglio Adjusted—No Faces Slapped—Nobody Spanked—No Bloodshed—Wounded Honor Readily Healed.

The day has passed over without any chop-slapping, snoot-smacking, blood-spilling or shooting on the part of the lately high belligerent parties, Sprague and Abbott. Peace has been restored, and New England civilization triumphs over Southern chivalry again. Abbott is satisfied with Sprague and Sprague with Abbott. Pool is charmed with Sherman, and that so-called (by Sprague) "telegraph pole" is delighted with Abbott's colleague, while Sumner is filled with affection for the whole four. So at least anybody ought to infer from the pithy correspondence exchanged this day between Little Rhody and the big Senator from North Carolina. It is all over. No duel is to be. The sensation lovers are not to be gorged with a sanguinary Senatorial combat, and both Sprague and Abbott are not to be cut off in the fullness of their youth and the dawn of their greatness. Sumner, Sherman and Pool have been the pacificators who have conducted the *ante-pacem* negotiations with such consummate skill as not only to cut off the last chance of a hostile meeting at Bladensburg, but also to place on the most affectionate terms the two gentlemen so recently spoiling for mutual annihilation. For reasons stated below the pacificators are not disposed to deal liberally with the correspondents in the matter of the preliminaries to the declaration of peace. Pool, Sherman and Sumner are remarkably uncommunicative on the subject. They know all about it, but excuse themselves from telling it by the plea that it is essentially private, and that, in short, the correspondents and their great boss, the public, have no business to ask anything whatever about it. One says, "You don't want me to violate confidence reposed in me, do you?" another says, "Sir, I am surprised you should come to ask for such information;" and the third, whose name I may give—Pool, of North Carolina—observes, "My good friend, nothing would give me greater pleasure in the world than to serve you in any way, but in this case I feel that I can't do it. The affair has been peacefully and happily terminated, and I don't want to do anything that might cause the slightest unpleasantness to either Mr. Sprague or Mr. Abbott. The affair is satisfactorily adjusted now, and I think the least said about it further the better. Besides, you know, it is a private matter altogether. Why, where I come from such matters are kept strictly secret. If a man intends to go out to fight a duel his next door neighbor don't know anything about it. If he should tell anybody and it got out he and his opponent would be arrested and he lay himself open to the charge of cowardice. I have seen a good many of these things, and, therefore, have some slight experience in such matters. I am not defending, but merely speaking about the way such things are managed in my State. Duelling is indefensible on principle; but in my State the public sentiment, that has encouraged the system and in a measure coerced men to practice it, is more to blame than the men who resort to it from necessity." Senator Pool went on at some length to philosophize on duelling, and then re-stated his objections to divulging what he knew about the peace negotiations. But, fortunately, the letting of the cat out of the bag does not depend in this case entirely upon the peaceful trio of Sumner, Sherman and Pool. Though repulsed by them, he has made attacks in other quarters, and succeeded in gathering up some spicy points connected with the negotiations, and particularly from the ever communicative and genial statesman of Rhode Island, the lucky and progressive Sprague.

About six o'clock this evening I proceeded to Sprague's residence and sent up my card. I was soon joined in the spacious and elegant parlors by "Pet;" Halstead, who came in smiling all over and rubbing his hands like a man who had heard good news or who was just after consummating an unusually advantageous bargain. "Pet" was evidently in jolly good humor, which was probably attributable, in some degree, to the fact that he had just enjoyed a good dinner. "Good evening, Pet; glad to see you looking so well," I said. "Thank you," says Pet, "feeling first rate to-night." "You will excuse my familiarity in calling you 'Pet,' and, by the way, how did you come by that name?" I said.

"Oh, well," he replied, laughing heartily, "that's got a history to it, and I'll tell you all about it some time when you and I are more at leisure. They all call me 'Pet'—at least all my friends. Well, now," he began, as soon as we were seated, "I suppose you want to know all about that 'little affair' to-day?"

"Yes, sir. If you will be kind enough to give me the particulars I'll be much obliged," I replied.

"I used to have something to do with the press myself," Pet said, laughing, for he could not control his good humor, "and I know just about what you would like to have."

"All the better," I said, joining Pet in his merry laugh this time.

"Well, now, first of all," he said, "I'll just run up to the library and bring down the correspondence—the original letters, because I suppose you would like to see them."

He started off up to the library, evidently impressed with the importance of the whole matter and desirous that I should have everything official. "Here they are," he said, entering the parlor with three envelopes in his hand, marked respectively No. 1, No. 2 and No. 3. "There, sir, you can examine them for yourself," and he put the letters into my hand.

After reading them over I said, "Pet, is this all the correspondence on the subject?"

"That is all that passed between the parties. Brief and to the point, ain't it?" he said. "Well, now," he continued, "about the verbal negotiations—that's what you want next. The negotiators were Senators Sumner, Sherman and Pool. Sumner and Sherman came here about ten o'clock this morning and were at once shown up to the library, where the Governor and I were at work over some letters. Sumner began by saying that they had come as the friends of both parties to see whether some amicable arrangement could be made by which the little unpleasantness could be settled. The Governor (meaning Sprague) said he was glad to see them. I couldn't help laughing into myself at the idea of Sumner being engaged as negotiator in an affair of this kind. You know what a high-toned fellow he is, dignified withal, and he has a horror of anything like a duel; but I must say he deserves credit. He acted as if he was an old hand at settling affairs of honor. Sumner took the lead in the matter, Sherman not saying much. I got up and said, 'Gentlemen, you are all Senators here, and I think it would be proper for me to retire;' saying which, I left the room. The Governor, however, soon sent for me, because he said to himself, 'Well, I ought to have some friend here. Sumner and Sherman represent Abbott to a certain extent, and there should be some person to represent me, of course.' I returned to the room. The negotiations then began, the conversation running about as follows:—

Mr. SUMNER (in his most gracious manner addressing Mr. Sprague)—Mr. Senator, there ought not to be any serious difficulty about this matter. I think it due entirely to a misunderstanding between yourself and Senator Abbott, who, I can assure you, has nothing but the most honorable intentions. For the sake of the Senate, as well as of yourself and Senator Abbott, Senator Sherman and myself would be happy to bring about a correction of the misunderstanding.

Mr. SPRAGUE—Well, gentlemen, I can only say that I have nothing personal against Senator Abbott, and I am ready and willing to do whatever is fair and honorable.

Mr. SHERMAN—That is all that is wanted on either side.

Mr. SUMNER—Senator Abbott has proposed a letter addressed to you something after this style—(giving the points of Senator Abbott's letter). Now, would you have any objections to receiving and answering that?

Mr. SPRAGUE—Not at all, and I think I can answer it satisfactorily. You see my speech was written before I went to the Senate, and without any knowledge on my part that Senator Abbot would participate in the debate. I could not, therefore, have meant him in any illustration I had employed.

Mr. SHERMAN—Certainly not.

Mr. SUMNER—Well, everything looks favorable for settlement thus far. Senator Abbott's letter is in the possession of his colleague, Senator Pool, who is active with us in this matter, and he will be here to deliver it.

Senators Sumner and Sherman here left and proceeded to the residence of Senator Pool, on the same street as the mansion of Mr. Sprague, about half way down the block. Having related their interview with Mr. Sprague to Mr. Pool, the three Senators at once proceeded to the mansion of the Senator from Rhode Island, Mr. Pool bearing the message from Mr. Abbott. The three pacificatorial Senators were at once shown up to the library, where Little Rhody and his friend Pet were waiting to receive them. By this time the entire party was in the best of humor. "The winter of their discontent" was beginning to look like glorious summer," and it was evident to all that few flours more would see the big Senator from North Carolina and little Rhody the best of friends.

Mr. SPRAGUE—Be seated, gentlemen.

Mr. SUMNER—Senator Sprague, our friend, Senator Pool, here, has the letter from Senator Abbott, of which we spoke when we were here a short time ago.

SENATOR POOL—Here is the document (pulling the letter out of his pocket), which I have the honor to deliver.

Mr. Sprague took the letter and read it over carefully, his friend "Pet" looking over his shoulder. It was written in Senator Abbott's own handwriting—a bold, clear hand; the quotation of the offensive remarks from Senator Sprague's speech being written out in full and placed in quotation marks, instead of being extracted from the printed speech in the *Globe*. The letter is as follows:—

WASHINGTON, D. C., April 26, 1869.

To Hon. WILLIAM SPRAGUE:—

DEAR SIR—On the 22d instant, in the United States Senate, you uttered the following language:—

"Mr. PRESIDENT—In answer to the tirade of the Senator from Nevada and the Senator from North Carolina, I am reminded of a little illustration. In my travels from the centre here into the rural districts, through the woods and farms of the surrounding neighborhood, chance at one time brought be to a farmhouse. I found, on looking up, a large mastiff and a mongrel puppy dog. The little dog moved on me with rapidity from behind, bit at my heels, and, frightened at his temerity, ran howling away, followed by his larger companion. The Senate will observe that the mongrel, whining puppy, encouraged by the mastiff and emboldened to attack from the shadow of his backer, ran rapidly away, alarmed at his temerity, while the overgrown cur followed, with both ears lapped and his tail between his legs, to a place of safety beside his menaced companion."

This language has been understood as meant, in part, to be applied to me. I am not aware that I gave any occasion in my remarks for you to wish to be offensive or insulting in the reply. I therefore deem it proper to ask that you state distinctly whether you intended to apply any of the above offensive language to myself. I am, sir, very respectfully,

JOSEPH C. ABBOTT.

In the left hand corner on the envelope were the words "By Senator Pool."

Mr. SPRAGUE—Well, there is nothing out of the way in that letter. I can answer it at once.

Mr. Sprague immediately took pen and paper, and amid profound silence wrote as follows:—

WASHINGTON, D. C., April 26, 1869.

To Hon. JOSEPH C. ABBOTT, United States Senate:—

SIR—