

## By Telegraph.

### AMERICAN.

ASHTABULA, 30.—The work of removing the bodies from the wreck is still going on; forty-five have already been brought out, and there are still evidences of many more under the debris. It is impossible to identify more than three of the bodies. All the rest are burned, charred and blackened beyond recognition.

Had it not been for the fire probably not one-third would have been lost. The water in the creek is only about three feet deep. It is thought by some that when it is dragged, a number of bodies may be found.

A stock drover is another witness as to the rapidity with which the fire did its work. He says he was one of the first out of the wreck, and that five minutes had not elapsed before the whole thing was a flame. There was on board a family named Bennett, on their way from New York State to Jefferson, Ashtabula County. The father and mother got out of the wreck, and the children were only saved by being passed from the arms of one man to another over a pile of burning wood. One of the four is seriously injured; all of them were scorched slightly. On Saturday morning, the mother, who was *eniente*, gave birth to a child, the event being hastened by the excitement she has undergone.

Mrs. Frame, of Rochester, who was so badly burned about the lower part of the body, is in a precarious condition, and it is the opinion of Dr. Schneider that she has but a slight chance for life. Shepard, whose rescue was previously described, had one of his legs fearfully crushed, so much so that it had to be amputated.

Nearly a complete list of the injured and saved is at hand. It is remarkable that those not killed were but slightly hurt. The only Californians in the list are J. A. Thompson, injured about the head, A. Maitland, injured about the back and head, Edward Truworth, of Oakland, Cal., ribs broken. The list gives the names and residences of 62 who either escaped or received injuries which were more or less serious. The dead list can only be ascertained when it becomes gradually apparent that those who were known to have been passengers on this ill-fated train do not make their appearance.

CHICAGO, 30.—The *Tribune's* Ashtabula special says the proportions of the Ashtabula horror are now approximately known. The daylight, which gave an opportunity to enumerate the saved, reveals the fact that two out of every three passengers on the train were lost. Of the 160 whom the conductor reports as having been on board, but fifty-nine can be accounted for. The disaster is, dramatically, complete. No element of horror is wanting. The first crash of the bridge; the agonizing moments of suspense as seven laden cars plunged down the fearful leap to the icy river bed; then the fire which came to devour all that had been left alive by the crash; then the water which gurgled up from under the broken ice and offered another form of death; and finally the biting blast, filled with snow, which froze and benumbed those who had escaped the water and fire.

The iron structure was a single span of 159 feet, crossed by a double track, 70 feet above the water; the descent into the valley on either side is precipitous, and as the hills and slopes are filled with heavy drifts of snow, there was no little difficulty in reaching the wreck after the disaster became known. The bridge had been regarded as one of the very best of the kind in the country; had frequently been tested with six locomotives, and trains frequently crossed on both tracks simultaneously without causing more than a slight deflection of the structure.

The disaster occurred shortly before eight o'clock. It was the wildest winter night of the year. The train was moving less than ten miles an hour. The head lamp threw but a short, dim flash of light in front, so thick was the air with the driving snow; the train crept across the bridge. The leading engine had reached the solid ground beyond, and its driver had just given it the steam when something in under the gearing of the bridge snapped. For an instant there was

a confused cracking of beams and girders. As the bridge fell the driver of the locomotive in front had given it a quick head of steam, which tore the drawhead from its tender and liberated it, and the engine shot forward and buried itself in the snow. The other locomotive was drawn backward by the falling train, tumbled over the pier and fell bottom upward on the express car behind. Engineer Folsom escaped with a broken leg. There is no death list to report; there can be none until the list of the missing ones who traveled by the Lake Shore Road on Friday is made up. There are no remains that can ever be identified. Three charred and shapeless lumps, recovered up to noon to-day, are beyond all hope of recognition; for the rest there are a pile of white ashes in which glisten the crumbling particles of calcined bones. In other places there are masses of black charred debris, half under the water, which may contain fragments of bodies, but nothing of human semblance. It is thought their may be a few corpses under the water, as there were women and children who sprang into the water and sank, but none thus far have been recovered.

Doctor A. H. Washburn, Rector of Grace Episcopal Church, Cleveland, who went on board the train at Erie, cannot now be found. George Armstrong, late of the firm of Alcott, Horton & Co., is thought to be amongst the lost. Thirty of the survivors, many of them wounded, were taken to Cleveland this morning.

A large gang of men have gone down to clear away the wreck and prepare for throwing a temporary bridge across the chasm. It will be ten days before the road will be open again.

WASHINGTON, 30.—Secretary Robeson has assured the Secretary of War that the navy department will cordially co-operate with the War Department in the daily simultaneous meteorological observation now made by many nations around the world. The observation will be taken at 7.30 a. m.

NEW YORK, 31.—The second wreck of the ship *Circassian* is the most disastrous that has occurred on Long Island coast since the wreck of the *John Milton* fifteen years ago. She ran ashore in a blinding snow storm. Thirty persons were lost. The crew of the *Milton* were frozen stiff in the rigging, their arms standing straight out in front of them. The men on board the *Circassian* had finished on Friday night all necessary preliminaries for attaching a hawser with which she was to be drawn off during the early hours of the night. The wind freshened a little and the sea began to run very high until about six o'clock, when it began to break clear over her. The men, apprehending danger, went into the fore rigging where they were ordered for greater safety. All on board, thirty-two souls, all told, remained thus exposed until early in the morning, when it was deemed advisable to shift quarters, as the falling of the top hamper, caused by the rolling of the vessel, made it difficult to hold on. The crew was safely transferred to the mizzen, where signals of distress were shown. It was an awful suspense for the poor fellows, lashed to the mast and yards of the ship. They saw attempt after attempt made to establish communication with them and fail. Each failure seemed to measure their purchase upon life. Every effort to get a boat off the shore proved futile.

Captain Henry Hunting, life saving station No. 10, now brought a mortar into service, and several balls, with rope attached, were thrown out to the ship. Its hold was not very secure, and it presently fell off, and the slender thread upon which the thirty-two human lives depended, was snapped for ever. The station men, all the while these endeavors were being made, could see men in the rigging quite plainly, and hear their cries for help. Many of the weather-beaten heroes on the shore, who have been wrecking vessels and saving lives since boyhood, were moved to tears by the piteous importunities of the wretched men off the shore. The violence of the efforts to save them mitigated the suspense they would otherwise have felt during the early hours, but when the last charge was shot off, and nothing else possible to human effort or bravery remained to be done they became unmanned, and many of them wept. The nervous excitement and sudden in-

activity utterly uncapacitated them for any duty. They could not leave the spot, and it only remained for them to remain inactive and see their fellows perish before their eyes. To leave the beach would only add to the terrors of the death that stared its victims in the face, and to remain inactive would probably give cause for unjust reproach from the poor helpless waiters on the wreck.

Captain Hunting and his men remained and tried to answer the calls from the wreck, but nothing that was said on shore was heard on the ship on account of the direction of the wind. In terror and suspense, the morning wore on, the wind having veered around, in the meantime, to the west-south-west. During the early part of the night, before the men went into the rigging, the cables were slackened, but the ship moved only a short distance, and continued through the night to strike the bottom. Every time she struck the men thought she would lose her mast, to which they had lashed themselves. While conscious of the great danger and utter impossibility of saving themselves if the mast should go, by the board, it being of iron, they were unable to slacken the lashing. Some of them, with more self-possession than others, had taken this contingency into their calculations, and had not securely lashed themselves, and among these were the only four saved from the wreck.

At half-past four a. m., the long-dreaded crisis came, and the mizzen mast went by the board with a crash, carrying the mainmast with it. A tremendous swell had struck the *Circassian* aft and raised her very high; when it receded she thumped heavily, and the terrible jar threw the mast over the side, and the masts being of iron went to the bottom immediately, carrying with them twenty-eight souls.

The custom house officer detailed to superintend the landing of the cargo, in his description of the scene, says the ship was lying about 600 feet off the shore. Amid the howling of the tempest and the roar of the waves there were borne to our ears the voices of the poor fellows in the rigging, singing a hymn and praying in chorus to God. There was hardly a dry eye on the shore among us when we heard the thrilling and supreme appeals made to God. Among those on the wreck were ten Shinnecock Indians who, as a rule, are very good men. During this agonizing scene, which lasted for hours, we heard these men praying. The beach was lined with hundreds of people, many of them women, sobbing piteously. Some of them were wives of the doomed men.

Of the twenty-eight persons lost by the wreck of the *Circassian* twelve were of the crew and the remainder were wreckers.

E. A. Woodward, one of the ring conspirators under the Tweed reign, and who was arrested some three months ago in Chicago and lodged in the Tombs here, has been released on his own recognizance. He has surrendered over \$50,000 to the prosecuting counsel. His testimony is to be used in the ring prosecutions. His release does not nullify the indictments against him.

Commodore Vanderbilt was so weak yesterday as to alarm his friends, but he rallied considerably after taking nourishment.

Cardinal McCloskey's health has grown steadily worse ever since his accession to the highest position in the American Catholic Church. His illness, according to his physicians, is peculiar. The publicity attending his high position is in every way against his instincts, and the responsibility attending his duties as cardinal bear heavily upon him.

The *Herald's* London special says no matter how many editorials, breathing confidence in the preservation of peace may appear in the newspapers, the minds of those who are best informed in European politics are filled with gloomy forebodings, and not a few are convinced that 1877 is destined to be a year of sanguinary war, and of sweeping change.

WASHINGTON, 31.—The President said to-night that no application for the use of troops has been made by Gov. Kellogg.

A commission has been appointed by the President to examine the various surveys and report upon the most feasible route for an inter-oceanic ship canal across the Isthmus of Darien. There is every reason to believe that work on this great improvement connecting the

Atlantic and Pacific will be commenced within two years. The Clayton-Bulwer treaty of July 5, 1850, between the United States and Great Britain, guaranteeing the neutrality of this work provides that foreign powers shall be invited to participate with our Government and that of Great Britain in its construction, as the commerce of the entire world is interested in it. The Department of State is now in correspondence with various friendly powers preparatory to the regulation of treaties with them similar to the above mentioned Clayton-Bulwer treaty. The cost of transcontinental ship canal by the Nicaragua route which has been selected, will be about one hundred million dollars, and ten years at least will be required to complete the work. Hence it must be under Government control as the great outlay of capital required for its construction and the length of time before any profits can be realized present too great difficulties in the way of its construction by private enterprise. Should foreign powers, however, co-operate with the United States in the prosecution of this work, the governments participating would become stockholders in it to the extent of their outlay of capital and the management of the canal when completed will be by an international commission, the members of which will represent the respective governments having capital invested in the work.

Schlesser, member of Congress from Southern Texas, received a telegram from Matamoros, to-day, signed by several persons, claiming to be American citizens, complaining that the Mexican General in command is levying a forced loan upon the merchants of the place. They demand the presence of a war vessel and of troops to insure their safety from the demands of the Mexican authorities. Most of the signers bear Mexican names. It is possible that Schlesser may bring the appeal he has received to the attention of Congress, but it is not probable that anything will be done. It is probable that similar complaints will come from many parts of Mexico, and if Congress should attempt to interfere in every case, it would have to raise a new and considerable army and invade Mexico.

DEADWOOD, D. T., 31.—On Wednesday last the Indians made a dash into Spearfish and ran off a large herd of horses. Wm. Smith, who witnessed the transaction, gave the alarm, and a number of mounted men started in pursuit of the Indians, and recaptured all but twenty of the horses. The Indians, about fifteen in number, escaped.

CHEYENNE, 31.—A courier in to Fort Laramie, from the Red Cloud agency, reports that two couriers, a mail carrier and a wood chopper, left Sage Creek early on Christmas morning, two hours before sun-rise, and were struck by a party of thirty friendly Indians within sixteen miles of Red Cloud, who killed the two couriers, named Dillon and Reddy, and mortally wounded the mail carrier Tate, who had two sacks of matter, and also severely wounded the wood chopper. The wounded only arrived at Red Cloud the day before yesterday, being exposed during the interval to intense cold. They were severely frozen. They report hearing more firing in their rear an hour after being attacked. It is supposed that other parties, not yet reported, were attacked. A party has gone out from the Red Cloud agency to search for the bodies.

CLEVELAND, 31.—Ten persons escaped from the county jail this morning after gagging the guard. None have been recaptured.

CHICAGO, 1.—Moody this morning obtained subscriptions to the amount of \$10,000 from personal friends of the late P. P. Bliss, who, with his wife, perished in the Ashtabula horror. This sum will be put out at interest for the benefit of the two sons of these honored citizens of Chicago.

The managers of the trunk lines have decided to advance the rates on grain and on fourth class freight between here and New York five cents, making the rate thirty-five on grain and forty on fourth class. The rate takes effect to-day.

ALBANY, N. Y., 1.—Governor Robinson was inaugurated to-day. Governor Tilden, in a congratulatory speech, declared that it had been his aim to recall to the State the pure administration of a generation ago, to lighten the intolerable burdens on the people, improve the institutions and laws, call into

civil service men of higher ideas of official life, of better training and more general culture. These objects had been pursued through numerous difficulties, believing fully that the people saw the prospect of real reform; nothing worth saving could be lost. He challenged a candid scrutiny of the results. Wasteful and corrupt systems had been destroyed, taxation reduced a half, new remedies for official malversation enacted, the management of public works and prisons reorganized, and commissions preliminary to other reforms instituted. These are valuable results, but there are others even more important. The standard of official conduct has been elevated, and with it the ideas, motives and influences which surround official life as with an atmosphere. The public suspicion of the legislative venality is disappearing. The Chief Executive and administrative trusts of the State have been committed to gentlemen eminent not only for personal probity but for capacity and high ideals of official duty. Genuine reform in the civil service has thus been realized which could not be the product of any mere system or any mere legislation without the effective co-operation of the men conducting the actual administration.

Gov. Robinson replied, thanking Tilden for his encouraging words and returning the compliment by saying that Tilden retired from his position with the approval of the whole country which had called him by an emphatic popular majority to the highest place in the nation. (Continuous applause.) He affirmed that the improvements which Tilden mentioned as his ideal had been accomplished by him, and expressed the hope that he would continue these reforms. He recalled principles laid down by Jefferson in his first inaugural, and called on the citizens to renew their vows of loyalty to them.

The oath was then administered to the Governor and Lieut. Governor.

RALEIGH, N. C., 1.—Vance was quietly inaugurated, to-day, and his address was heartily applauded. He said the situation was extremely critical, and the only reliance was on the patriotism and moderation of Congress. If no peaceable solution was accomplished, and the threatened inauguration was attempted of a man not fairly elected, either the majority of the American people will quietly submit to the great wrong involving the destruction of the constitution, or there will be a resort to violence. The interest of North Carolina and the southern States demanded peace, and that they should not be forward in this matter. In common with the constitutional party in the north we think we have fairly elected our candidate for President. Upon that party and not upon ourselves devolves the propriety and the duty of taking the needed steps towards securing the rights of the majority. But let it not be supposed that we are indifferent to their action, or decline to come to the front because less entitled to do so than others. Blasted we have been by the desolation of war, purged of rashness by the fires of revolution, and sobered both by public calamity and private sorrow as we have been, we yet cherish the love of liberty in our hearts as the mouthpiece of more than a million of people. I believe I can, with propriety, say that North Carolina may confidently be relied upon to sustain that portion of the people of the United States which shall be convinced that it is struggling for the Constitution and laws and public justice. On the one hand, we do not wish it to be understood that we are ready or willing to embark in a revolution, nor on the other hand that we are willing quietly to submit to any outrage that physical force directed by party zeal may see fit to impose, the one course tending to provoke violence, the other to invite oppression. We wish it understood that we will follow the lead of the Constitution men of the north.

CLEVELAND, O., 1.—The *Herald's* Ashtabula special says the search for the bodies was resumed this morning. The wreck men tried a new plan, removing the ice south of the mass of the iron work of the bridge, which formed a sort of dam in the river, but on looking into the clear water they could discover no human remains capable of identification. Some pieces of bone and flesh were recovered, but one could scarcely tell to what part of