

**REPUBLICAN ADVERTISER**

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**REPUBLICAN STATE CONVENTION**  
The Convention of the Republican State Committee, held at Saratoga Springs, on the 14th day of August, 1870, resolved that a Republican Convention be held at Saratoga, on Wednesday, the 26th day of September, 1870, at 10 o'clock a. m., for the purpose of electing delegates to the National Convention to be held at Chicago, on the 17th of September next.

**THE WAR NEWS.**  
Both the French and Prussians claim honors of a victory near Metz on Sunday, but nothing reliable has yet been received. Besides this all things look bad for the Bonaparte family; at the same time there is a row in Paris, a number were killed and several were wounded, and the police force of Paris was called in force to the spot in order to put a stop to the outbreak. "Down with the Empire" is the cry of the discontented.

**Post Offices.**  
The number of Post Offices throughout the country is greater than ever before known. In the Northern, Eastern and Southern States, a number of new offices have been established. The Western States show a much larger number especially Kansas, Texas, and Missouri, the number is very large. In Kansas alone, in the last four months there has been 212 new offices established. About 900 miles of new railroad has been finished in the State, and the Department is establishing offices upon other routes.

**The Old Admiral.**  
For some days the demise of Admiral Farragut has been hourly expected, and now comes the sad announcement that he is dead. He was an old man, known of the whole people and honored by every son of the Republic for his life had been consecrated to his country. In his death the grief of those who held him dear will not be greater than that of every American citizen who can feel a just pride in our great man.

Admiral Farragut will be succeeded by Vice-Admiral Porter, the son of the man under whom he sailed his first cruise in his country's service. Fifty-nine years ago he received his first wound. Half a century later the rebellion again called him into action and he brought to the service of the Republic all the ardor and all the energy of his youth. The wound he received in the contest between the Essex and Housatonic was his baptism of patriotic devotion. Unscathed he passed through the struggle of a later day; and yet the devotion he so early learned may be said to have been his death-wound for he labored long and unceasingly for his country in her hour of trial, braved every danger, and risked his life and health in her service when repose and peace were becoming to both. Our columns this week present a full and complete account of his services, and show conclusively, we think, that his death was indeed the result of his labors during the rebellion.

Admiral Farragut was a very able man. His services in naval warfare can be compared only with the valor and direction of General Grant in the management of armies. Like Grant, he was free from any love of display, and the simplicity of his character was only equalled by his bravery and his patriotism. The country has had few such devoted men, and none whose memory will be longer or more fervently cherished. His death will bring tears in many eyes and grief to many hearts. The lesson of his life will be long remembered, and like the dying words of Lawrence, the simple story of his services and his sacrifices will continue to animate the arm of the service to which he gave his best years. His memory, like the memory of Washington, will be loved by our children and our children's children, so long as the Republic shall continue to be the hope of liberty and the light of the world. - N. Y. Standard.

**INDIANS ON THE WAR PATH.**  
A Family Carried Off—United States Troops Defeated in a Fight.  
Indians are reported to have made a raid into Cook and Montague Counties, Texas, on the 20th ult., killing a resident, named Conner, and carrying off his wife and five children. A party of sixty men belonging to the United States cavalry pursued the Indians to near Wichita, where a fight occurred, in which two soldiers were killed and six wounded. The troops retreated to near Jackson.

**FIRE AT BELVIDERE.**

On Tuesday morning, an oil train bound east, with orders to run to Belvidere for No. 3 express west, a freight train going west was at the same time standing on the switch with the engine opposite the depot. The oil train broke in two about half a mile west of Belvidere, and coming up in front of the station, being as far as it ventured on the back half of the train could hold that portion of it, but an extra train following, the back locomotive jumped off to flag it, in order that it might save a collision. The broken train came together immediately in front of the depot, hard enough to burst a tank of crude oil, throwing the oil over the platform of the depot and into the ladies' rooms on the east side, and the other, on the engine standing on the switch and into the door yards adjoining.

In an instant everything was in flames. Nothing was saved from the depot to amount to anything. The agent, Mr. P. Smith, was preparing the express matter for train No. 3, and had the door open to his safe, he had also received a large package of money from the Angelica bank and was about taking care of it when the conflagration took place. He was driven from the office without having time to save the door of his safe or save anything except this money which he had in his hand at the time. A box or two of goods in the freight house were gotten out and this was all. Mr. Lockwood, who had resigned as agent there some two weeks ago, had his furniture stowed in the freight room ready to ship. Nothing was saved.

The oil train and the train upon the switch loaded with dispatch freight was mostly consumed in the flames. The dwelling houses opposite the depot on the south side, three in number, was also totally destroyed, but little of the furniture saved. On the switch on the north side of the depot was nine cars, mostly loaded with timber belonging to Phillip Church, and one car load of grain belonging to Norton & Brown, one caboose and an engine burned up. West of the depot was piled 600,000 feet of lumber belonging to Phillip Church, all of which was consumed by the fire, together with three shanties owned and occupied by employees of the R. L. Co. The fire took at about 9 o'clock, A. M., and lasted all day. The losses, as near as we are able to gather them, are as follows: A house owned and occupied by E. Burrows, at the west end of the switch, was damaged to the amount of three hundred dollars. No insurance.

Norton & Brown, of Angelica, a car of grain, \$50. We were unable to obtain the names of parties having freight in the depot. Several moving machines were standing on the platform of the depot, and met with the same fate as the rest. Erie Railroad Co., \$120,000. Phillip Church, lumber and timber, \$30,000—will probably receive about \$1,800 insurance when rated. Mr. P. S. Lockwood, household furniture, stowed in station, \$1,000. No insurance.

Mr. T. Buntingham, baggage master, house and contents, opposite the depot. Loss \$800; insurance \$300. Mr. A. Tuller, operator, house and furniture. Estimated loss, \$1,000. A house belonging to Samuel Hess, opposite of the station, rented to an employee of the company, was totally destroyed. Loss \$500; insurance \$500.

A dwelling house owned and occupied by Mrs. McDonald, a little east of the depot, was damaged to the amount of \$300 fully insured. Only two persons were in any way injured. Mr. Hoen, the engineer on the freight train bound west, and on his engine at the time of the conflagration, was slightly burned; also, Mr. G. F. Howard, of Smith's Mills, brakeman on the oil train, had one hand badly burned, and at the time of their coming together, was thrown upon his back so as to receive some little injury.

The hotel across the road from the depot caught fire twice, but was discovered in time to extinguish it. This is one of the most destructive fires that ever occurred on this division of the Erie railroad, and the loss is heavy on all parties, especially those who owned the dwelling houses, as they were men that did not possess much of this world's goods. Mr. Church will suffer a heavy loss as well as the company, but we can see no person upon which any blame can be attached.

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**Two Trains Collide.**

A bad accident occurred about two and a half miles from Hornellville, on the Buffalo Division. Trains 29 and 36, while running at full speed, came crashing together. The two engines were entirely demolished with a number of cars. Emory Clatman, engineer, and fireman Alexander Chesicle of train 29 were killed, both residents of Buffalo. The engineer and fireman on 36 jumped from their engine just in time to save themselves. The following description of which, together with the cause of it, we copy from the Hornellville Times.

When we got upon the ground, ten o'clock Sunday morning, Ogden, with his wreckers, had got 29 clear from the track and its engine back to the depot. Mr. Brown, Master Mechanic from Buffalo, and D. Kirkpatrick, Track Supervisor, had a large force working on 36, and the track was clear before noon.

Leading the singular features of the wreck was the appearance of the mangled cars. They were as completely piled together as though they had been selected out and piled up by themselves. One box car was wedged all right on the truck with an extra set of trucks driven under it by the force of the collision. Everything from the engine of the terrific force of the collision.

**THE CAUSE OF THE ACCIDENT.**  
Of course an accident of this kind never occurs without some one being to blame. In this instance it lies between the train dispatcher at Buffalo and the operator at Canaseraga.

**THE INQUIRY.**  
Coroner Shattuck held an inquest. The jury consisted of Walter G. Rose, foreman, J. T. Barkley, Samuel Ammack, G. W. Sherwood, Joseph Salisbury, W. W. Barley, Warren Coff, and David Adams.

Mr. Babcock, operator at Canaseraga, Mr. Allison, Train Dispatcher at Buffalo, Vansickle, Conductor of 36, Benedict, Engineer of 36, and Timothy Callahan, Conductor of 29 were sworn witnesses. We have not room for their testimony in full.

The whole case is in the orders given by Dispatcher Allison to Conductor and Engineer of trains 29 and 36. These orders were first to 29. To every signals and not pass Arkport till 36 arrived and not pass Canaseraga without orders. Train 29 was running in obedience to these orders.

His orders to 36 was "Wild cat! Hornellville run to Arkport regardless of 29." This was "31" and "32" returned and "O. K." given. It may be necessary to explain that "31" added to a dispatch means "How do you understand this?" and "32" "I understand that I am to"—and "O. K." means "I understand alike." It will be seen then that when "31" is put to an order the man who receives must return his understanding of the order. If this agrees with the order as originally sent he replies "O. K." which means "we understand alike." This was all gone through with.

The Conductor of 36 then requested Babcock, the operator at Canaseraga, to ask Allison if he could not change the order and make it Hornellville instead of Arkport. His answer was "yes, tell him to hurry up." Babcock swore that he then gave Hornellville in place of Arkport, and again received his "O. K." The order was then copied and given to Vansickle and to the engineer. The order as they received it, it will be seen, read—"Wild cat to Hornellville. Run to Hornellville regardless of 29. Allison swore to the original order just as Babcock did. In regard to the change of the order he testified "The operator then said something to me which I did not get the fore part of. I understood they wanted to go to Hornellville regardless of 5 after he passed 29 at Arkport." To this I said "yes, tell him to hurry up." He said that he did not suppose he was simply given permission to run fast to Hornellville after they had passed 29.

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