THE INDIANAPOLIS JOURNAL.

ESTABLISHED 1823. INDIANAPOLIS, SATURDAY MORNING, DECEMBER 16, 1893. 3 CENTS. {AT RAILWAY NEWS STANDS ON TRAINS AND SUNDAYS 5 CENTS.

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PRINCESS FLOUR
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Secretary Morton Denounced.

CINCINNATI, Dec. 15.—Ohio State Grange, Patrons of Husbandry, meeting at Sandusky, adopted caustic resolutions against Secretary J. Sterling Morton for his attack upon the granges.

OMAHA, Neb., Dec. 15.—At a meeting of the State Grange here, resolutions have been adopted denouncing Secretary Morton and favoring the re-enactment of the free-coinage law of 1837.

SPRINGFIELD, Ill., Dec. 15.—The State Grange last night passed resolutions favoring free silver; favoring the government purchasing a line of railroad extending from the Atlantic to the Pacific coasts and paying for same in legal tender.

Whenever You See a Friend Suffering with dyspepsia, sick headache, biliousness or any kindred disease, advise him to go to the nearest drug store and procure a bottle of Simmons Liver Regulator.

INTO THE OHIO

Scores of Workmen Meet Death or Injury in a Twinkling.

Thrown Into the River by the Falling of a Span of the Louisville and Jeffersonville Bridge.

EIGHTEEN REPORTED DEAD

And Thirty More Suffering from Wounds and Bruises.

Few on the Structure at the Time of the Collapse Escaped a Fall of Over One Hundred Feet.

CAUSED BY A STRONG WIND

Which Moved the Traveler from Place and Loosened Timbers.

Third Serious Accident Which Has Marked the Enterprise—Money Loss About $175,000.

Special to the Indianapolis Journal.

JEFFERSONVILLE, Ind., Dec. 15.—The Ohio river between this city and Louisville was the scene of an accident this morning by which probably twenty lives were almost instantly blotted out and about thirty men injured. At 10:15 o'clock, as the workmen were engaged in putting the finishing touches on the span between the second and third piers of the new Louisville and Jeffersonville bridge, the span gave way and fell with a crash, burying from fifty to seventy-five workmen beneath it in the river. The crash was heard everywhere throughout the city, and those not near enough to be instantly apprised of the nature of the accident were positive that a tornado or earthquake had visited the city. It took but a few minutes for the news to spread and hundreds gathered on the river front in time to witness the fall of a large amount of false work between the Indiana shore and the pier at the north end of the span which had fallen. Standing on the top of this pier, which is about 10x20 feet, were a large number of workmen, who had run on to the pier when the first noise made by the breaking of the span announced the danger. Two of these were jerked off by a rope fastened to the timbers, and one killed while the other was badly injured. Dr. D. C. Peyton, the bridge company's physician, was also caught under the debris and thrown into the water several times, but managed to swim out and catch a plank from which he was taken by a man in a skiff. Steamers and boats of all descriptions were immediately pressed into service, and the work of taking out the dead and dying was commenced.

The number of killed and wounded is not yet definitely known. It is certain, however, that at least eighteen perished and about thirty were injured. It is thought that a great many more are buried under the debris, and it will probably be several days before it will be found out the exact number of lost. The loss to the bridge company will be at least $100,000, besides delaying the completion of the bridge about three months. It was the intention of the bridge company to have the bridge completed by Jan. 20, 1894. Only a few of the dead have been identified. One of the employes of the company, who has been employed in bridge construction for nine years, informed the Journal correspondent that it was the most disastrous accident he had ever witnessed. Quite a number of fatalities have occurred during the construction of the bridge. At least twenty-five men have been killed while working on the structure previous to to-day's accident.

DETAILS OF THE DISASTER.

How It Happened—The Dead, Missing and Injured.

LOUISVILLE, Ky., Dec. 15.—At about 10:30 o'clock this morning the false work and that part of the middle span of the Louisville & Jeffersonville Bridge Company in place gave way, and, with all the workmen, was precipitated 110 feet into the water below. There was but a moment's warning. Those who escaped going down with the mass of iron and timber started for the piers after the first trembling that indicated the giving way of the false work. The known dead are:

L. G. GARLOCK, Buffalo.
JOHN COURTNEY, Louisville.
F. B. BURNS.
C. MURPHY.
C. W. COOK.

The missing are:

C. F. HOLDERER.
A. SODDEN.
J. CREGAN.
M. SOLAN.
FRANK SIMMONS, Jeffersonville.
G. H. HINKLE.
J. HOLDEN.
J. L. WILSON.
PAT KELLY.
J. T. OWENS.
F. SHERIDAN.
J. ALLEN.
B. F. MOORE.
GEORGE LILLY.
R. L. DERFLINGER, Virginia.
H. P. LISS.

The injured are:

J. MYERS, Lexington, Ky., left leg badly fractured.
HARRY LEE, New Albany, slightly injured.
H. D. PUGH.
E. HILDEBRAND, three ribs fractured, internally injured; will probably die.
G. W. BROWN, Irvington, Ky., arm broken in three places.
C. THARP, Oswego, N. Y., ankle badly sprained.
G. E. SHEEHAN, Greenup, Ky., flesh wound.
A. T. HALL, East Tennessee, badly bruised.
A. PARKS, Scotland, three ribs broken and sprained ankle.
T. GALLOWAY, No. 2707 Sayre street, South Pittsburg, Pa., fractured leg.
F. SHERIFF, No. 461 South State street, Chicago, fatally injured.
E. HOBIN, fatally injured.
W. A. SHARPE, No. 701 Oldham street, Louisville, left arm fractured and hurt internally.

THE TRAVELER MOVED.

The accident was a horrible one, and is the last of a long list of catastrophes that have marked the construction of this bridge. The foreman, in beginning work, noticed that during the night the traveler, which had been put in place last night, had been worked loose by the wind. An order to draw it back into place was given and the men and engines started. The wind was high at the time and the swaying of the false work gradually forced the traveler off the piles on which it was resting. When the end slipped the whole work trembled and the men, realizing their danger, started for the piers. The central bent was the first to give way and the men on it went down to be covered by the mass of iron and timber of the other bents, which fell almost immediately, carrying with them the workmen who failed to reach places of safety on the piers. The north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes after the other parts went down.

As near as can be ascertained there were fifty-one men on the bridge when the alarm was given by the engineer in charge of the work. Of this number several succeeded in reaching the piers. Of those that went down some were covered by a mass of timber from beneath which it will be days before their bodies are recovered. The first crash when the center bent gave way was at 10:25 a. m., and it was then that the great number of fatalities occurred. A few minutes later a bent on which there was but little of the bridge proper gave way on the Indiana side. On this bent it is believed that but one unknown man was killed. He was caught by a rope and dragged beneath the water.

The crash attracted the attention of those on the shore, and many turned away their eyes as they saw the men struggling in mid air in their mad efforts to climb out of danger. When the huge mass of material struck the water all was concealed for an instant by the spray that was thrown high in the air. As the water subsided here and there could be seen men struggling desperately to climb up on the timbers that thrust their ends above the water. A few succeeded in clinging to the places of safety and were quickly rescued by boats that put out from the shore. Others struggled desperately and were carried off by the current to sink almost as rescue was at hand.

A few minutes after the accident the news was sent to all parts of the city. Near the bridge live the wives and children of many of the workmen. These were soon on the river bank. Many were wild with grief and rushed frantically about, wringing their hands and tearing their hair. The office of the bridge company on Campbell street was beseiged with anxious mothers and wives inquiring for their loved ones. Half an hour after the accident there were at least 2,000 people on the river bank and as the news spread they still poured in a steady stream toward the place of the accident.

RESPONSIBILITY.

To whose doors must be laid the responsibility for the terrible disaster will probably never be known. It was doubtless one of those unforeseen accidents that occur in spite of all precautionary measures. Bridge building, probably more than any other thing, is fraught with manifold dangers, and the workmen whose labor is utilized in the work practically take their lives in their own hands. General opinion ascribes the cause of the disaster to the stiff wind that was sweeping over the river. It bore with great force on the ponderous frame work, which necessarily became loosened from the constant strain and swaying of the heavy timbers. A great number of people, before the first span fell, could see the great traveler, rising eighty feet above the piers, swaying and quivering in the wind, in what appeared to be the most alarming manner to those on shore. The motion, however, was hardly noticeable to the workmen, and they had no idea of their deadly peril until the great mass of wood and iron began to sink and the cracking and crashing of the timbers was heard. That the structure was otherwise than safe never occurred to either the engineers in charge or the workmen. Every precaution had been employed to insure the stability of the frame work, and the only thing lacking, as the accident proved, was the failure to take into consideration the action of the wind, the force of which was persistent and powerful. This agency was particularly noticeable to-day, but it has been a force throughout the whole period of construction, blowing with gradual but nevertheless great persistency.

To the great traveler is directly attributable the falling of the span. The constant action of the wind bore it from its resting place on the last pier but one on the Jeffersonville side. The displacement was discovered and the work of putting it back in place was begun, but it was too late. The center of the great span began to sink before the work was accomplished. The wind had done its work and the heavy engines near the pier went crashing down to the water, carrying with them the mass of humanity, mixed in horrible confusion with the timbers and iron. The partial span, the last one, did not fall until twenty minutes after the first had gone down, but it was the direct result of the falling of the first. The great strain occasioned by the sundering and rending of the bridge naturally communicated itself to the unfinished span, and it took its plunge, like the first, into the water. Being mostly frame work, however, it did not sink, but floated slowly down the river. There were said to be four men on it when it fell, and one was undoubtedly killed. The small traveler on this span floated down several hundred yards and then grounded, the heavy timbers splintering like matches, showing the terrific force of the fall. Iron girders weighing many tons were twisted like one might twist a piece of wire into every conceivable shape, and lay with timbers and other huge pieces of iron and lumber in an inextricable mass.

AN ENGINEER'S STORY.

Earle Manchester, a civil engineer who is employed on the bridge, had a very narrow escape from death. To a reporter he said: "I was standing on the span that fell near the Kentucky side, and, seeing that it was about to fall, I called to the men to get off as soon as possible. I had just counted the men who were on the span a few moments before and there were fifty-one in all, not counting myself. When I called the men dropped their tools and ran toward me, but only ten of them could get off. The others went down in a heap. I was so badly frightened that I could not tell how many of them got out, but I only saw one man swim to the shore. The accident was mainly caused by the wind. There was a high gale blowing from the southwest all morning, and I realized that at any time the span might be blown down. Then, too, the pilings under the span, by which it was being supported, were weak. The current is very swift, and a large amount of driftwood was jammed against the supporters. If the wind had not been so high, however, the pilings were sufficiently strong to have done the work. The bridge fell like a pack of cards. It became loosened on the Indiana side first, and swayed gradually across to the opposite side. The span would have been completed this afternoon, and after the traveler had been fastened to the pier there would have been no danger of the wind or current breaking it down."

George W. Brown, one of the foremen in charge of eight men, had a remarkable and very thrilling experience. When the crash came the men made a dash for the Kentucky side of the bridge. Before they reached safety, however, the span fell and the workmen were precipitated into the river. Mr. Brown displayed remarkable presence of mind. He held his breath during the fall, and remembers going to the bottom of the river. The debris was piled above him, but he managed to crawl from under it. He is an expert swimmer, and attempted to put skill to use, and then, for the first time, discovered that his left arm was broken in three places. He managed, however, to grasp a piece of timber with his right arm, and floated down the river until rescued. He says while he was

(Continued on Second Page.)

FURNACE OF FLAMES

Ten Gas Well Diggers Near Anderson Terribly Burned.

Playing Cards in a Shed Heated by a Pipe Through Which the Whole Pressure Was Suddenly Turned On.

SERIOUS RAILWAY WRECKS

Seven Persons Killed on the New York & Pennsylvania Road.

Fifteen Injured Near Pittsburg and Eight More Wounded by an Accident in Rhode Island.

Special to the Indianapolis Journal.

ANDERSON, Ind., Dec. 15.—An accident occurred about nine miles northwest of Anderson, to-day, in which John Closser, aged fifteen, was burned alive with natural gas and nine others, employed in constructing a pipe line, fearfully burned, several of them fatally. The men were in an engine house on the Sanger farm, where Contractor William Decker was engaged in drilling gas wells for the Indianapolis Water and Manufacturers' Gas Company. The men were laying off and were playing pedro in the shanty. The little building was heated by an inch pipe connected with a well showing a pressure of nearly three hundred pounds. One of the men named John Davis undertook to turn off the gas, but made a fatal mistake and turned the entire volume of the well pressure into the building.

An indescribable scene instantly ensued, as the men were enveloped in fiery furnaces of flames that blinded each, and they groped wildly around searching for a point of exit. Finally an end gave way, and eight of the men, more dead than alive, staggered out. It was soon discovered that one was missing. The well was turned off and the crisp and charred remains of young Closser were found. The other injured are:

JAMES DAVIS and HENRY M'CARTY, of Fortville, burned on the face, head and body.
FRANK BEAVER, of Indianapolis, burned on head and body and almost blinded.
C. GOODMAN and P. WEBBER, of Anderson; Goodman is perhaps fatally burned, the flesh falling in places from his body; Webber escaped with some ugly blisters.
JACK CLOSSER, L. SHIVELY and W. M. HILLIGOSS, residing in that neighborhood, were all badly burned, Shively being considered in a dangerous condition.

SEVEN KILLED.

Disastrous Accident on the New York & Pennsylvania Road.

DUNKIRK, N. Y., Dec. 15.—About 7 o'clock to-night a wreck occurred on the New York & Pennsylvania railway about six miles north of here which resulted in the loss of seven lives and the injury of others. The west-bound passenger train that leaves Buffalo at 5:30 p. m. ran over a trestle near Sheridan Crossing which had been weakened by to-day's floods incident to the heavy rains. The trestle bore up when the engine passed over, but succumbed directly after, precipitating the tender, a baggage car and smoker into the creek. The other cars crowded them down and helped to crush them and their occupants. Fortunately, the wreck did not catch fire and the passengers were all rescued alive but five. Two of the crew were killed. The death list is:

OSCAR PORTER, Brockton.
MRS. PORTER, his mother, Brockton.
GEORGE RYAN, Freedonia.
MRS. STOCKHOLM, Dunkirk.
WILLIAM M'KANE, baggagemaster, Buffalo.
HARRY HODGE, conductor.
Two unidentified passengers.

Following is a partial list of the injured:

LOTTIE FREDHOLM, Portland, severely.
BEN ALVIN, Portland, severely.
ENGINEER M'LEAN, Oil City, slightly.
FIREMAN MOSS, arm smashed.

Conductor Hodge had run on the road many years and was a very popular railroad man. Mr. Porter is a grape grower of Brockton.

A wrecking train was sent down from Buffalo at 10 o'clock. Doctors were sent from Silver Creek and Dunkirk to relieve the injured. The dead and the survivors were brought to this city.

HEAD-END COLLISION.

Eight Persons Injured by a New England Accident.

PROVIDENCE, R. I., Dec. 15.—A disastrous head-end collision occurred on the New England road beneath Atwell-avenue bridge this afternoon. The trains colliding were the Pascoag express on the Springfield division and an extra coal train. The former had the right of way. Both were running at high speed. The locomotive of the express is a total wreck and the three coaches are rendered almost worthless. The locomotive of the extra is also badly demolished. The blame is attributed to the dispatcher at the Olneyville station, who failed to hold the express. The fireman and engineer of the extra saved themselves by jumping. The rolling stock took fire immediately after the crash, but was saved by the fire department. The injured are:

GEORGE F. WETHERELL, of Riverside, fireman of the express, ribs broken and fatally scalded.
SENATOR W. O. REED, of Chepachet, several bruises and badly shaken up.
CHARLES O'CONNOR, trainman, flesh wounds about the cheeks and eyes.
SIMON RUBEN, of this city, legs badly bruised.
CHAS. ROSENTHAL, of 98 Chariot street, bruised on the limbs and head.
ARTHUR BARRETT, express messenger, of Willimantic, badly shaken up and bruised.
THOMAS GORDON, of Greenville, cut and bruised.
M. H. LACH, of Pascoag, shoulder sprained and cut about the head.

THREE COACHES WRECKED.

Fifteen Persons Injured in an Accident Near Pittsburg.

PITTSBURG, Dec. 15.—The city-bound accommodation train on the Pittsburg, Virginia & Charleston railroad was derailed at Balford Station, thirty-five miles south of Pittsburg, at 7 o'clock this morning, and three coaches were wrecked. No one was killed, but fifteen persons were injured, a number seriously. Their names are:

CONDUCTOR YOUNG, badly cut about the head; two ribs broken and injured internally; serious.
J. H. LANNON, Brownsville, Pa., head cut and injured internally; serious.
JAMES A. PRYOR, Belmont county, Ohio, shoulder mashed and injured internally; serious.
A. V. PERVIANT, Manor, Pa., slightly injured.
Mr. THOMAS, Pittsburg, head badly cut.
Miss LANNEN, Brownsville, slightly hurt.
PATRICK GILMORE, Lucyville, Pa., cut and bruised.
MRS. PATRICK GILMORE and child, seriously bruised.
JOHN BAILEY, Brownsville, slightly cut about the head and face.
U. C. GROOMS, Peoria, Ill., cut and bruised, not serious.
Mrs. M. L. JEFFRIES, Brownsville, Pa., concussion of the brain; dangerous.
Mrs. THEODORE WATKINS, Charleroi, Pa., seriously cut about the head.
B. B. BELL, Dubois, Pa., bruised and cut.

A number of others received slight bruises and cuts. The accident was caused by the grate bar of the locomotive falling on the track and derailing the locomotive. The engine ran four hundred yards and was then overturned.

Scalded by Molasses.

NEW ORLEANS, Dec. 15.—At Grum's sugar and molasses refinery, at the corner of St. Joseph and South Peters street, at noon to-day, a tank of molasses burst. Paul Lynch was badly scalded. He will die. James Norris and Steve Garthia were both severely but not fatally scalded.

PASSED A CONFEDERATE BILL.

How a Dashing Young Woman Swindled a Virginia Fruit Seller.

Special to the Indianapolis Journal.

WASHINGTON, Dec. 15.—When General Wilcox, of the Union army, occupied Alexandria, Va., in May, 1861, he issued an order forbidding the circulation of confederate money. That order was scrupulously obeyed during war times, and, after the war, it would have required an order equally as stringent to make the good people of that ancient city take money of that description. So it is believed that no money issued from the Richmond government was ever put in circulation there from the date of Wilcox's order until yesterday. The town was visited by a dashing young woman who went up to the stand of a fruit dealer, variously supposed to be a Greek and an Italian, and who conceals his nationality under the not unusual English cognomen of Smith, selected $3 worth of the best fruit he had and presented in payment a $50 bill. He hadn't enough money to give to his excellent customer the necessary change and started out to get it. The dashing young woman stopped him in a pretty, imperious way, assured him she was in a hurry, confided in his honesty, would take what money he had in the way of change, and after she had completed some further purchases up street would return for the rest of her change. The dealer, dazzled by the handsome looks, fine attire, and dashing ways of his fair customer, immediately pulled out his hoard of wealth and counted to her a bewildering lot of dollar bills, silver halves, quarters, dimes and a few nickels, amounting in all to $12, making a pile big enough to fill a Christmas stocking. She took the heterogeneous mass of coins and bills and disappeared. Then he went to change the bill. All he got was information. It was to the effect that the $50 bill was a confederate note and not worth a small red apple! The police have been unable so far to apprehend the dashing young woman, who is supposed to have gone to Alexandria from this city. In the meantime the Greek or Italian John Smith has lost faith in paper and is a convert to hard money.

SUICIDE OF A REFUGEE.

A Russian Who Feared Exile to Siberia Kills Himself at Chicago.

CHICAGO, Dec. 15.—Sigmond Massakowski, a Russian refugee, committed suicide in Lincoln Park last night. John Weysenski, a man claiming to be an agent for a society that extends aid to suffering Russians, told the coroner to-day that the suicide had been an officer in the Czar's army, but being implicated in a political plot four months ago, he had been forced to flee the country in disguise. He left a family in Russia, and fearing detection and being without funds, he killed himself to escape the terrible fate which awaited him should he be captured. The agent said the dead man received secret intelligence that sentence of Siberian exile had been passed upon him and that measures had been taken to compel his wife and family to remain in Russia. Fearing capture and extradition, and knowing that he could never see his family again, the refugee told Weysenski that he would kill himself, and a few hours later was found with a bullet in his brain.

MUCH ADO ABOUT NOTHING.

An Old Dispatch from Minister Stevens to Blaine Revamped.

WASHINGTON, Dec. 15.—There was published this morning a dispatch addressed by Minister John L. Stevens, from Honolulu, to Secretary Blaine, dated March 8, 1892, in which Mr. Stevens asks for instructions in the event of a revolutionary movement. This dispatch is printed in the official Hawaiian correspondence, and is not new. Dispatches of that time referred to an entirely different revolution from the one which has been effected. The revolution Mr. Stevens apprehended at that time was threatened by Robert Wilcox, a half-caste, who attempted to overthrow Kalakaua, in 1889, and was prevented by the white element in the islands.

What Mr. Stevens Says.

BOSTON, Dec. 15.—Ex-Minister to Hawaii John L. Stevens made the following self-explanatory statement to-day:

"Regarding the dispatch to Secretary Blaine, signed by me and published yesterday morning, it is proper to say that no answer was ever received by me, and probably none was ever written. Doubtless Mr. Blaine thought that the standing instructions and usages of the legation, of which I then had charge, and especially Secretary Bayard's dispatch to Minister Merrill, of July 12, 1887, were sufficient for my guidance, thus throwing on the American representatives at Honolulu the responsibility of dealing with facts and emergencies, as to which they could judge more accurately than the Washington officials. All official dispatches received by me during my residence in Honolulu are duly numbered and on file in the legation at Honolulu."

GONE INTO TRAINING.

Corbett Begins To-Day to Prepare for His Fight with Mitchell.

JACKSONVILLE, Fla., Dec. 15.—The Corbett party left for Mayport this afternoon, where the champion will begin training to-morrow for his contest with Mitchell. Prof. John Donaldson said this morning that Corbett could be gotten into perfect condition for the contest within two weeks, the only branch of training he now needs being for wind, and that is usually the last phase of the course, and comprises long running and general sprinting. The Professor expressed himself as greatly pleased at the reports of the advantages at Mayport. Manager Brady will return to his family in New York early next week, to remain until about the 1st of January, after which he will be here until the contest is over.

A private letter received here this morning states that Mitchell will arrive in Jacksonville next Monday, having canceled his engagements in Boston and New Jersey. There is a prospect of lively competition between St. Augustine and Ferrandina as to which will secure the Englishman for his period of preparation for the contest. Both cities will make strong bids.

Glove Contests Legalized.

NEW ORLEANS, Dec. 15.—The jury in the case of the State vs. the Olympic Club, has returned a verdict in favor of the defendants, thus, in effect, legalizing glove contests.

An Alabama "Race War."

BIRMINGHAM, Ala., Dec. 15.—Race trouble is threatened in St. Clair county, where two officers went to-day to levy an assessment on a mule owned by Jake Adams, colored, according to a writ of execution in favor of G. F. Carterberry. They got the mule and were returning to Ashville when twenty-five negroes, who are known, stopped them and at the muzzle of guns compelled them to give up the mule. Warrants have been sworn out for the negroes, who defy arrest and say that any attempt to take them will be met with bloodshed. An armed posse that left Ashville late this evening to serve the warrants has not been heard from yet.

John Y. McKane Still at Large.

POUGHKEEPSIE, N. Y., Dec. 15.—J. A. Weraberg has procured orders of arrest for John Y. McKane and the four other Gravesend election officers who were yesterday sentenced by Judge Barnard. Counsel for McKane have taken an appeal and this acts as a stay of execution on the orders of arrest.

Fine stock Clocks at Marcy's. Low prices.

SILVER TO BE AN ISSUE

Conference of the Leading Advocates of Free Coinage.

New National Party with a White Metal Platform Predicted by Senator Jones as the Outcome.

MR. SOVEREIGN WILL JOIN

And Endeavor to Dupe the Knights of Labor Into Line.

Weaver and Other Populists on Hand—Mr. Voorhees's Financial Bill—Proposed Pension Investigation.

WASHINGTON, Dec. 15.—The conference of leading silver men of the country to devise ways and means to secure free silver coinage opened to-day at the headquarters of the Bimetallic League. Most of the familiar faces of the silver leaders were there, including General Weaver, General Field, Senator Stewart, Captain Kolb, the Alabama leader; Mortimer Whitehead, lecturer of the National Grange; Morton Frewen, the British authority on bimetallism; Colonel Beverly, of Virginia; Judge Sheldon, of Connecticut; General Master Workman Sovereign, of the Knights of Labor, and many others. In all the conferees number about fifty, representing the bone and sinew of the free silver movement. The conference was held behind closed doors. General Warner, president of the Bimetallic League, said that the meeting would probably last for several days, as it was intended to fully canvass the sentiment of the bimetallists and reach some conclusion among them as to the course to be pursued.

The possibilities of a new political party, with free silver coinage as the sole plank of its platform, was among the developments of the day's session. The day was devoted to expressions of opinion from representatives of the different States. This was uniformly to the effect that the working people and farmers were dissatisfied with the course of Congress in repealing the purchase clause of the Sherman act. Senators Jones and Stewart, of Nevada; General Master Workman Sovereign, of the Knights of Labor, and National Lecturer Whitehead, of the Grange, were among the speakers of the afternoon. During the address of Senator Jones an interesting colloquy occurred between him and Mr. Sovereign. The latter suggested that when the labor ranks had assisted toward securing free silver there should be reciprocity by which the silver leaders would assist in securing labor reforms. Senator Jones contended that all labor questions were merged in the money question, and that solution would settle all of them. Mr. Sovereign and the Senator at last met on common grounds in agreeing that the silver question should be made the paramount issue of all labor and industrial organizations.

The speeches have now ended and the conference will turn its attention to-morrow to a programme of political work. Frequent references were made during the speeches to-day to the necessity of organizing a silver party, made up of the elements heretofore gathered under the standards of the Populists, the National Grange, the Knights of Labor, the Farmers' Alliance, etc. The tendency of the conference is towards this new organization. The probability is that the first effort of the united forces will be exerted to carry the congressional elections next fall. It is undecided yet whether this will be done by nominating independent silver candidates for Congress or by indorsing candidates of the old parties who have shown by their records that they favor silver. It is the belief of those attending the conference that a national silver ticket will be put in the field as a result of the present meeting, and that victory will be achieved in the congressional elections. Senator Jones said at the close of the day's conference that this new national party was among the strong probabilities of the meeting.

FINANCIAL DEMAGOGY.

How the Voorhees Silver Bill Is Viewed at the Capital.

WASHINGTON, Dec. 15.—Senator Voorhees's denial that the financial bill introduced in the Senate, yesterday, by himself has the sanction of President Cleveland's administration, has created some surprise among Senators and others who have kept informed upon the financial question. The silver men say they were led to suppose from what Mr. Voorhees said during the debate on the silver repeal question in the extra session that with that bill out of the way the administration would propose a measure for the substantial recognition of silver as money, and they had, therefore, expected that when Mr. Voorhees should bring in a bill it would come with the sanction of the President and the Secretary of the Treasury. They admit, however, that neither Mr. Cleveland nor Mr. Carlisle has given out any utterances to justify the expectation, and accept this as confirmation of Mr. Voorhees's assurance that the bill is entirely his own. There is a well-grounded suspicion, also, that if the administration should really feel friendly to the bill the fact would be suppressed, because of its supposed desire to have foreign governments understand that this country is committed to the gold standard. It is asserted by the supporters of the administration who are not antagonistic to silver that it is the policy of the President, and especially of the Secretary of the Treasury, to thus force England, Germany and other European nations to themselves seek a renewal of the international negotiations for a more liberal use of silver. This is in accord with the assurances made at the Brussels conference, upon Mr. Cleveland's behalf. If this is correct, the administration would certainly not commit itself to a measure providing for the further purchase of silver, even at a time as remote in the future as that proposed by the Voorhees bill. It is also asserted that, for the same reason, the administration would not be likely to suggest legislation looking to the revival of the international conference. There are others not so friendly to Mr. Cleveland who hold that he is, on principle, opposed to any recognition of silver whatever, and that, without regard to international co-operation, he would not lend his sanction to any measure in the interest of that metal. This view does not correspond, however, with the assurance given out by his adherents while the repeal bill was under discussion.

There is little room for doubt that Secretary Carlisle will indorse the first section of the Voorhees bill providing for the coinage of the seigniorage. He has been anxious to find authority for such coinage ever since the treasury deficit began to make itself so painfully manifest, and soon after the adjournment of the extra session he undoubtedly had under contemplation the coinage of this silver without further authority from Congress, believing that the unrepealed portion of the Sherman act afforded that authority. He seems, however, to have changed his mind as to the wisdom of this proceeding, and is now, presumably, waiting on Congress to provide explicit legislation for it. The silver men welcome the measure as a basis for the revival of the