THE INDIANAPOLIS JOURNAL.

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TERMS FOR STRIKERS

PRESIDENT LEWIS'S REPLY TO MASTER WORKMAN CONNELLY.

No New Men Will Be Discharged to Make Room for Those Who Quit—Serious Rioting at Brooklyn.

BROOKLYN, N. Y., Jan. 28.—Master Workman Connelly made the offer in behalf of the trolley line strikers to-day to the railroad officials to return to work on the terms which they were working when the men went out, as was foretold he would do. President Lewis replied that the men would be given work on those terms where there were vacancies for them to fill, but he would in no case discharge any new man to make place for the old.

Master Workman Connelly, when seen by a reporter at Mugge's Hall to-night, was in a very indignant state of mind. He complained that false statements had been made in regard to the strike being called off and strikers deserting the ranks. "The strike has not been called off," said Mr. Connelly warmly. "There will be no surrender on the part of the men, no matter what may happen. The statement that our men are deserting is as absurd as it is untrue. I heard that two men did go back, and that number, I imagine, is all the companies will get. There was never less reason for our men to desert than now, for we are better off to-night than we were a week ago, even if we have lost a week's wages."

Two disturbers were shot to-day, one seriously, and there was a good deal of petty rioting.

Incidents of the Day.

BROOKLYN, N. Y., Jan. 28.—So peaceful was the situation here early to-day that the authorities relieved a portion of the militia from duty. The Seventh and Seventy-first regiments and First Battery were sent back to New York. The three street railway corporations engaged in the strike reported cars running on all but a few least important lines. The number of cars to-day was reported to be 624, the usual number being 1,000. It was reported that twenty of the strikers went back to work on the Brooklyn Heights Company's cars to-day.

H. B. Martin, of Minneapolis, one of the members of the executive board, Knights of Labor, was in consultation with Master Workman Connelly at Mugge's Hall during the day. Mr. Martin declared to a reporter that the strike is as far from its termination as it was several days ago. "My colleague, Thomas B. McGuire, of the executive board, and myself intended to leave Brooklyn to-morrow morning, but will stay here for some time, as we find that the state of affairs requires our presence. The companies will be so worried by legal proceedings from this forward that they won't know where they are. I believe the men will win the strike, and that very soon."

When asked if his letter to the presidents was not a virtual admission that the strike was off Mr. Connelly said: "By no means. We shall continue the fight as long as the company holds out against us. There is no truth in the rumor that the strike is off. It is still on, you may rest assured."

"What time limit do you give to the company to give an answer."

"We have set no limit of time, but leave the offer open, so that the company may accept it or reject it."

President Lewis, of the Brooklyn Heights Railroad Company, has forwarded an answer to Master Worman Connelly's letter offering that the men return to work, in which he says: "I beg leave to say that the company will not in any case discharge any of its present employes to make room for others, but will be glad to accept the services of as many of its old employes as are needed to fill the vacancies in the service, upon the terms stated in the advertisement, a copy of which is given below, and which has appeared in the newspapers for the past few days. Men desiring employment may make application at any of our depots. Such applications will be sent immediately to the company's general office, where they will be considered in the order in which they are made."

WIRE CUTTING RENEWED.

Wire cutting was continued on the Fulton-avenue and Broadway lines near East New York during the afternoon. Captain Gorman, with his patrol wagon, made a dash down from the depot every time trouble was reported. No prisoners were taken, however, but the increasing crowds in this section led to the sending out of military guards under command of sergeants with the repair wagons and the working towers.

At the Fulton-avenue stables fifteen of the old men applied for reinstatement this afternoon, and they will be put to work to-morrow morning. No organized trouble is expected, and the strikers are now wearing badges bearing the inscription "I am an ex-conductor (or ex-motorman), but no rioter," and they are urging all enthusiasts to keep order.

A serious riot, in which a number of shots were fired by policemen, and in which one man was probably fatally wounded, occurred this afternoon at Nostrand avenue and the Boulevard. A crowd of two hundred dragged the motorman and conductor from the car and were beating them when roundsman Farrell and three patrolmen came to the rescue. The police charged, using their clubs with good effect, and succeeded in scattering the crowd. A few seconds later the mob returned to the fight, and officer Forbes, who was on duty on the car, drew his revolver and fired a shot at the strikers. Several of the policemen also drew their guns and opened fire on the mob. Stones, bricks and other missiles fell in showers. Several of the police were hit and slightly injured. Michael Madigan, thirty-two years of age, received a bullet wound in the left side. He was removed to the hospital, where he now lies in a precarious conditon.

Notwithstanding the withdrawal of the First Brigade and the reports that the strike had been declared off, there were very lively times in the vicinity of Ridgewood this evening. About 4 o'clock two cars which were started on the Union-avenue line that runs to Greenpoint were attacked by a mob. Captain Kitzer and a mounted squad of police dashed into the crowd, but the mob appeared to be made up of stubborn material. Captain Kitzer gave the word fire, and the police shot over the heads of the crowd, which fled in terror when the revolvers rang out.

Earlier in the afternoon Sergeant Sutton and half a dozen policement raided Odd Fellows' Hall, which is the headquarters of the strikers, and rescued five nonunion men who were held prisoners there. Things quieted down somewhat by nightfall, but hostilities were renewed once more at 8 o'clock. As a Gates-avenue car neared Hamburg street two men jumped on the rear platform and threw the conductor off. The strangers then leaped off and a crowd gathered. The police gave chase and fired a dozen shots at the fugitives. A man named Livermeyer, an electrician in the employ of the company, was shot in the leg during the fusilade, and was taken in an ambulance to St. Catherine Hospital. He claims that he was not hit by the police bullets, but was wounded by a shot fired from a window in the neighborhood. The police had a hand-to-hand tussle with the assembled rioters, and fought with clubbed revolvers. Fully a dozen of the attacking party were injured. The police then raided Odd Fellows' Hall again, and by a free use of their night sticks, which were swung right and left, quickly drove the strikers from their headquarters. One hundred and fifty men of the Forty-seventh Regiment were in the depot during the melee, but the police subdued the belligerents without calling on the military.

Proffered Scale Rejected.

YOUNGSTOWN, O., Jan. 28.—At a meeting of the Amalgamated Association men in this city, it was decided almost unanimously to reject the proposition of the iron manufacturers to start their mills if the men would accept a scale of wages based on a three dollars a ton rate for puddling. The general sentiment of the men was that if the proposition was accepted, every mill in the United States would come down to the same rate.

Millionaire Labor Leaders.

ST. LOUIS, Jan. 28.—The statement is made by one of the most prominent labor leaders in the United States that the position of president of the Universal Labor Union, which is now in progress of organization, would be tendered to Governor John P. Altgeld, of Illinois, within the next few weeks.

End of a Shoe Workers' Strike.

HAVERHILL, Mass., Jan. 28.—The strike in the Byer-Noyes shoe factory ended today, the firm signing the arbitration agreement submitted by the strikers. This is the first of the big firms to give in.

Judge Woods Condemned by Actors.

BOSTON, Jan. 28.—At a meeting of the Actors' Union, last night, the action of United States Judge Woods, of Chicago, sentencing Eugene V. Debs for contempt was condemned.

NINE PEOPLE INJURED.

Collision Between a "Bob Sled" and a St. Louis Cable Car.

ST. LQUIS, Jan. 28.—A "bob-sled" laden with young people collided with a northbound Broadway cable car at Bissell street. The sled had gained such velocity as it sped down the hill from the new water tower that when its "bumper" struck the cable train it knocked the trailer from the track. The force of the contact threw the sled under the car and dumped its terrified occupants. Fortunately the gripman succeeded in stopping the car after it had gone but a few feet further. It was marvelous that none of the coasters were killed. As it was the following were injured:

MISS MAMIE KNIFFEN, right hip and knee dislocated.
MISS MAUD BENNETT, permanently maimed, back badly hurt.
MISS ALICE TONTRUP, right side injured.
MISS ELLA TONTRUP, back severely injured.
MISS IBEZ BETHUNE, right side hurt.
SAM HEFFREN, right side and knee bruised.
GEORGE TONTRUP, right leg sprained.
LEONARD KNIFFEN, right arm and leg hurt.
WANN TEASDALE, head badly bruised.

TORTURED BY A MOB.

Confession Extorted from a Negro by Stringing Him to a Tree.

RICHMOND, Ky., Jan. 28.—A mob swung Garrett Taylor, colored, to a limb, because he purloined money from an old man. He was swung up, then let down, but did not confess. He was swung up again and again, but still did not confess. Finally he was left until life was ebbing away. A passerby cut him down and advised that he confess or the mob would kill him. He did so and the money was found.

GOLD FROM THE HEAVENS.

Nugget Found in a Meteoric Stone That Weighed 225 Pounds.

SAN ANTONIO, Tex., Jan. 28.—E. B. Garner, a citizen of Sabinal Canyon, Uvalde county, found a meteoric stone weighing 225 pounds imbedded in sandy earth to a depth of five feet, and brought it to this city. A piece was chipped off, in which was found a nugget of gold. Both are in the hands of scientists for investigation.

LIKE MYRON W. REED.

Rev. Dr. Coyle Called Christ an Anarchist and Is Now in Hot Water.

DENVER, Col., Jan. 28.—The Andover theological controversy is being fought over in Denver. Rev. Dr. John P. Coyle, who came from North Adams, Mass., to accept the pastorate of the First Congregational Church, is the cause of the commotion. Dr. Coyle's answers to questions asked him at his examination preparatory to his installation plainly showed that he did not accept the doctrine of the divinity of Christ and the full inspiration of the Scriptures, but nevertheless the council voted in favor of his installation. Now the Rev. Addison Blanchard, who stoutly fought against a vote favorable to the new pastor, proposes to present the matter to his church, with a suggestion that it withdraw from fellowship with the First Congregational society. Rev. Myron Reed, whom Dr. Coyle was called to succeed, resigned his pastorate on account of a storm raised by his calling Christ an Anarchist. The fact that Dr. Coyle, at his examination, said Christ was the supreme Anarchist has excited much comment both in and outside the church of which he is pastor.

First Croatian Church.

PITTSBURG, Jan. 28.—The first Croatian church in the country was dedicated in this city yesterday by Bishop Phelan, of this diocese, assisted by a large number of visiting priests. Addresses were made in Croatian, German, Latin, Bohemian, Italian, Slavish and English. Rev. Father Bozic is the pastor of the church.

Dr. Powell Killed by a Friend.

ZACATECAS, Jan. 28.—Dr. John Powell, a physician of Pennsylvania, who came to Mexico a few months ago to take a position as surgeon and physician for an American mining company, was accidentally shot and killed by a companion here while returning from a hunting trip. The man who did the shooting is also an American citizen. He is under arrest pending an investigation.

THE FATAL SWITCH

VANDALIA LIMITED PLUNGED DOWN A BANK AT COATESVILLE.

Four Coaches Wrecked, Fatally Injuring Two People, with Twenty-Six the Number Seriously Hurt.

FIRST SERIOUS CASUALTY

THAT HAS OCCURRED ON THE ROAD SINCE ITS CONSTRUCTION.

Train Was Late, and While Running at a High Rate of Speed to Make Up Lost Time Jumped the Switch.

THE INDIANAPOLIS VICTIMS

MRS. ZELDA SEGUIN WALLACE AMONG THOSE BADLY MANGLED.

John W. Norton, of St. Louis, Well-Known Theatrical Manager, Still Unconscious and Will Die.

Special to the Indianapolis Journal.

COATESVILLE, Ind., Jan. 28.—The first passenger wreck in which life was lost on the Vanadalia railroad since its construction, forty-four years ago, occurred just east of this city this afternoon, when No. 20, limited, from St. Louis, and due in Indianapolis at 2:35 o'clock, was thrown from the tracks and four coaches plunged down a fifteen-foot embankment. The scene of the wreck is at the west end of a dangerous curve. A few hundred yards beyond this fatal spot where to-day's dreadful accident occurred the bank is nearly forty feet high, and the train, therefore, narrowly escaped a terrible catastrophe. There is a steep decline from the outskirts of Coatesville, toward which the limited was going at high speed when a fatal switch was struck. President W. R. McKeen's private car, together with a Pullman sleeper, dining car and day coach left the track and rolled to the bottom of the ditch. The engine and two postal cars passed over safely, and the combination baggage car and smoker was thrown from the trucks. The train was fairly well filled with passengers, but the seriously injured were mostly in the parlor car. One lady was killed and a list of twenty-six seriously or badly injured, among them being Mrs. Zelda Seguin Wallace and a number of other Indianapolis residents. The list of casualties follows.

DEAD.

MRS. W. S. TOWERS, Carthage, Mo.; died while being removed from wreck.

FATALLY INJURED.

JOHN W. NORTON, manager Grand Opera House, St. Louis; skull crushed and internal injuries. Taken out unconscious and reported dying at midnight.

SERIOUSLY INJURED.

MRS. ZELDA SEGUIN WALLACE, city; injured in back and shoulders.

REV. DR. HENRY C. TALBOTT, 350 North Meridian street, city; right chest crushed and hip seriously injured.

MARGARET ROBERTS, 567 Park avenue, city; injured in the head.

JOHN R. WISE, conductor, city; arm broken and injured in back of head.

REV. G. H. SCHNURE, Evansville; head injured and seriously hurt internally.

HON. JOHN W. CRAVENS, editor World, Bloomington, Ind.; ribs fractured and internal injuries.

RICHARD CROUSE, Brazil, Ind.; head and chest badly injured.

D. W. MINSHALL, Terre Haute, Vandalia director and president Clay County Coal Company; cut on head and badly bruised.

MRS. M. W. FERGUSON, Terre Haute; injured in side. Baby in arms not hurt.

MRS. D. L. ANDERSON, Greencastle; head cut and right arm fractured.

MRS. FESTUS, Terre Haute, ribs fractured.

JOSEPH P. DILLON, New York, manager Pauline Hall Opera Company, injured about the head.

MRS. JOSEPH P. DILLON, wife of above, arm broken.

J. A. BAILEY, Philadelphia, wrist sprained.

MRS. P. I. ROTHSCHILD, Ogden, U. T., concussion of the brain.

MRS. F. R. DERSI, Omaha, badly bruised.

EWING O. WHITING and wife, Boston, both slightly injured.

S. NEWMAGEN, Waco, Tex., head cut and hip broken.

C. F. CARRIER, Elmira, N. Y., eye injured and hip fractured.

F. L. RAPP, Pittsburg; injured in head.

JOHN LEE, Mansfield, O.; right leg hurt.

C. SHERWOOD, Nyack, N. Y., shoulder blade fractured.

GERTRUDE PARISH, Palestine, Ind., four years old; cheek bone fractured.

W. S. TOWERS (husband of Mrs. Towers, killed), Carthage, Mo.; injured about the head.

GEORGE VAUGHAN, Terre Haute, brakeman; head and knee injured.

CHARLES JONES, colored porter; back injured.

ANDREW JOHNSON, colored porter; arm broken.

MRS. STARBUCK and child, Terre Haute; slight injuries.

H. H. GRAYSON, Pittsburg, porter; cut on head.

MISS LULA SHEETS, 124 North Alabama street, city; painfully bruised.

FRANK R. GURLEY, Pullman conductor; badly bruised.

SLIGHTLY INJURED.

GEORGE W. FARIS, Terre Haute, Congressman-elect for Eighth district; cut on head and back, not serious.

W. I. SHERWOOD, Nyack, N. Y., eye and hand injured.

W. B. BEBEE, Paris, Ill.; scalp wound.

MRS. JOHN LEE, Mansfield, O.; scalp wound.

A. G. ARMSTRONG, St. Louis, porter; finger mashed.

A. DEAL, St. Louis, porter; arm sprained.

MRS. WALLACE'S INJURIES.

For a while it was supposed that Mrs. Zelda Seguin-Wallace had been killed and such a story was sent out, but when she was found in the wrecked car, she had regained consciousness. Although suffering great agony both from the shock and the injury to her back and side, it is believed she can recover. Mrs. W. S. Towers was fifty-seven years old, and was traveling with her husband to Philadelphia to attend a funeral. Several of those hurt are suffering from internal injuries that are probably more serious than could be learned from the hasty examinations made by the corps of physicians who arrived this evening, and a number may yet die. That the list of killed does not reach a score is the most remarkably fortunate part of the casualty.

The crash of the wreck was heard for a mile, and instantly scores of people rushed to the scene. Some of the injured, with bruised and bleeding faces and hands, assisted until their strength failed. John P. Craven was active in this work until he grew faint and was forced to be helped to a cottage. Mr. Minshall was in President McKeen's car with the latter's brother, Samuel McKeen, who was not injured. President McKeen had intended to take this train, but was delayed at the last minute. The residences in Coatesville tonight have been turned into hospitals where the injured were given every attention. In almost every house are some of the wounded. The Christian Church was thrown open and used as a hospital. All the physicians along the road from Indianapolis to Greencastle were brought here and were kept busy.

The track was torn up for fifty yards and the cars in the ditch are damaged beyond repair. The vestibules, it is believed, prevented them from being torn to pieces with greater loss of life. The Pullman and the private car were not ditched, but the other cars were. The road was blocked for ten hours and all trains were run via the Big Four to and from Greencastle. Last Sunday the time of this train was shortened and the wreck occurred on the second trip. The engineer was Pat Daily, who is regarded as the bravest engineer on the road. Citizens of Coatesville regard the wreck as a result of the effort to make the extreme fast time, coupled with the fact that the size and weight of the engines have been increased beyond the strength of the rails.

A dispatch from Greencastle says: The fast Vandalia train that was wrecked ten miles east of here this afternoon was a few minutes late, and was running at a high rate of speed. The accident occurred in the eastern edge of Coatesville, at a switch, and was caused by a broken rail. Three of the cars passed over the break in safety, but the chair car, diner, sleeper and President McKeen's private car went down a ten-foot embankment. The worst hurt were in the chair car. There was an obstruction in the heating apparatus in the day coach, and several of the passengers were given a seat in the chair car. Had they remained in the coach the injured list would have been smaller. Capt. John Wise was in charge of the train as conductor, and the engine was No. 34, in charge of engineer Pat Daily, with Jerry Hanly, fireman. The train caught fire, but the flames were quickly extinguished by the town people, who rendered heroic aid. The cars rolled over and over and went with a leap.

MR. NORTON'S CAREER.

Well Known for Having Brought Out the Famed Mary Anderson.

ST. LOUIS, Mo., Jan. 28.—John W. Norton, manager of the Grand Opera House, of this city, who was fatally injured in an accident on the Vandalia, near Coatesville, Ind., while on his way East, was well known throughout this country and Europe as a theatrical manager and star. In the seasons of 1868-69 Mr. Norton came to St. Louis from Pittsburg, to fill an engagement as leading man of the Ben De Bar Stock Company, which was playing at the old Ben De Bar Theater on Pine street, opposite the present Merchants' Exchange. He remained in that position for five years, and in 1874, when Ben De Bar died, Mr. Norton was appointed manager by Pierre Chouteau, who owned the theater. At this time the theater, which thereafter became known as the Grand Opera House, was moved to its present location on Market street. It was about this period of Mr. Norton's career that he took a prominent part in bringing out the world-famed Mary Anderson.

Five years later later, in 1879, Charles Spaulding, proprietor of the Olympic Theater, and Pierre Choteau, pooled the Grand and Olympic theaters under a ten-year contract, with John W. Norton in charge of both. This contract was terminated in 1880, when Mr. Norton continued as manager of the Grand Opera House, which position he held at the time of his death. At different times during his theatrical career Mr. Norton starred in a number of companies and with well-known lights in the profession, of which he was an honored member. He held close relations with the Kendals and many other English actors.

Aside from his St. Louis opera house he is connected with David Henderson, of the American Extravaganza Company, in the Chicago Opera House, and the Duquesue Theater, of Pittsburg. Until fifteen years ago he was one of the prominent actors of the country, having been leading man for Charlotte Cushman, Mrs. D. P. Bowers, Clara Morris and others. He had been in the business since fifteen years of age. About twelve years ago he married the popular soubrette Emma Stockman, of Barney Macauley's Cincinnati Theater. His wife left the stage and in 1886, in St. Louis, eloped with Editor Henry Moon, of the Post Dispatch, creating a sensation that lasted for days. Mr. Norton was about fifty years old.

A NEWSPAPER MAN'S ACCOUNT.

Had Just Gone Into the Smoker and Thus Escaped Injury.

Charles C. Covert, a newspaper man, of Evansville, was on the train. He came in last night on what remained of it and registered at the Grand Hotel, where he talked to a Journal reporter, saying:

"I met Will Bonfield, of Indianaplois, on the train and accepted an invitation to go into the smoking car with him, which accounts for my being able to tell about the wreck. It occurred just after we left Coatesville and while we were making a sharp curve on a decline. The rails were, apparently, very slick, and we were going at a fast clip, according to the testimony of a blacksmith with whom I talked, but I did not realize the speed as the frost made the windows opaque, shutting out the view. R. B. Woolsey, superintendent of the Terre Haute division, was on the car with us, and had just remarked that we were not making much time on account of the condition of the track, when the accident happened. We felt ourselves bumping along the ties, and Mr. Woolsey yelled for us to grab hold of something. We must have jolted along for four hundred yards before the train stopped. Then we came to a standstill so suddenly that we were all thrown violently forward. One young man, a newspaper man of Greencastle, whose name I did not learn, was hurt by the force of the rest of us pushing against him. His head was cut and one rib was broken. No others were hurt in our car. When we came to a halt we turned and saw the car behind us standing at an angle on the track. That was the first we realized that the whole train was wrecked. We hurried out and went to work to help those who were in the rear cars. The second coach to our rear, being the third coach, we found had turned completely over and was lying right side up. The car behind that was Riley McKeen's private car, which turned over twice. The only person in it was Sam McKeen, a brother of the president of the road, who told me that the second time the car went over a heavy bunk fell on him. He remarked that it was singular that, though he is seventy years old and weighs 250 pounds, he escaped without a particle of harm.

"Conductor Wise was eating dinner in the dining car when the crash came. He had one arm broken and a scalp wound on the back of his head, but he is not seriously hurt otherwise. It was fortunate that the steam-making apparatus of the train had got out of order. We had had no fire in the train for a half hour and on this account there was no injury from escaping steam. There was little mangling of bodies. I heard little screaming except from a child, which had a cut about the face, from which the blood flowed freely. Another child in arms, belonging to the same mother, was not hurt at all. The mother received a few scratches. Horton, who was killed, received a severe wound about the head and blood was flowing from ears and mouth when he was taken out. One little woman, who I heard was dead, was able to walk about the wreck and assist for a time, but afterward succumbed, it was said, to the shock. We carried the wounded over to a church not far away and built two big fires. All the doctors of Coatesville were on the spot quickly and the engine was sent forward to Amo to secure all the doctors that could be found there. It was a wonder that not more were killed."

Hon. George W. Faris, member-elect of Congress from the Eighth district, was on the train and was hurt about the back and face. He was coming to this city, being a son-in-law of Judge Claypool. President Swain and wife, of the State University, were on the train, but escaped unhurt. Other prominent people on the train included Hon. Andrew Jackson, member of the Legislature, and Nat W. Hill, of Bloomington.

HE PULLED THE SIGNAL CORD.

Mr. Sherwood, of Nyack, N. Y., Gave the Signal to the Engineer.

Three of the patients from the wreck were taken to the Bates House immediately upon their arrival in the city. They were C. F. Carrier, of Elmira, N. Y.; C. Sherwood and his son, W. I. Sherwood, of Nyack, N. Y. Mr. C. Sherwood was the worst injured of the three. He suffered a broken shoulder and broken right arm. Mr. W. I. Sherwood was badly bruised, having received an ugly gash under the right eye, caused by his eyeglasses, also bad cuts in the hand and right leg. Dr. Hodges was called, and was with the injured men until late this morning. Mr. C. F. Carrier sustained a bad bruise below the left eye and other less serious bruises on the body. Mr. Carrier is a hardware merchant, and was on his way to this city on business. He said that he was sitting with the Sherwoods in the chair car when the accident occurred. Their first intimation of the trouble was the cars bumping over the railroad ties. He said the train ran for some distance before the engineer discovered that anything was wrong, and that he probably would not have found it out then had not Mr. Sherwood jumped from his seat and pulled the bell rope. None of the trainmen had seemed to think of that. Mr. Carrier said: "Just before the train stopped I felt the coach begin to go over, and then I thought that all was up. For the space of perhaps a quarter of a second there was a terrible sensation—that of being in nothingness, then there was a crash and we all struck the roof of the coach, which was then upside down. Then again we were bounded into space and were again thrown to the floor, as the car turned over to its original position, where it rested. I quickly found that I was not hurt, and began to try to help those around me who were calling for help. Two ladies near me were firmly pinned down by the heavy chairs, and it was with great difficulty that I managed to free them and pass them through the window. With the aid of some others, I succeeded in getting the most of the occupants of the coach out before it caught fire, but the fire was soon extinguished, and the others were quickly taken from the wreck. There were two small children in my coach who escaped without a scratch. It seems to me that the railroad officials or some one are responsible for the great length of time which elapsed before a train was sent to remove us from the scene of the disaster. It was just seven hours before we were relieved. There was only one coach there for us to enter, and there was no fire in it, so there was considerable suffering caused on that account."

ANOTHER ACCOUNT.

Gathered from the Scene of the Wreck Late Last Night.

There was much excitement yesterday afternoon when it became known that the swift No. 20, Vandalia and Pennsylvania lines, had been wrecked at Coatesville, twenty-eight miles west of town. When it was announced that Mrs. Zelda Seguin Wallace was on the train and was badly injured the interest was all the more intense, and bulletin boards were diligently watched and newspaper telephones were kept ringing. The place of the wreck is a small village in Hendricks county, with limited means of communication with the outside world, and as the railroad company maintained an absolute profession of ignorance about the details, there was much difficulty in learning the truth until late in the night. The first reports said that three had been killed and twelve wounded, but later it was found that there were twenty-nine in all wounded and one fatality, Mrs. Towers, of Carthage, Mo., while John W. Norton, of St. Louis, was probably fatally hurt. The company sent out three trains, the first taking the railroad surgeon, Dr. Marsee, and the wrecking train was soon also on the way. A third train, with two sleepers, left the station at 8:30 o'clock, last night, and took nearly two hours to make the run to Coatesville. It passed the train bringing the first company of the wounded. The wrecking train reached this city at 1 o'clock this morning, having cleared the track of obstructions and made it passable again.

One of the first to be notified of the wreck was Major Hitt, of the United States railway postal service. The message said that the accident had not involved any of the clerks or the mails. Major Hitt went at once to the train, nevertheless, to see that the mails were properly cared for. The train was the New York limited, and stops only at the larger cities and county seats. East of the little station of Coatesville there is a stretch of straight track of perhaps a mile. Three hundred yards from the station the track passes through a slight ravine and on to a fill. It is perhaps twenty feet from the level of the track to the bottom of the elevation, the bank sloping gradually on each side. It was down this embankment that the four rear cars of the limited toppled and careened. The train was made up of two postal cars, a baggage and an accommodation smoker, a chair and dining car and a Pullman sleeper. The private car of W. R. McKeen, of Terre Haute, was attached to the rear of the train. John S. Wise, of No. 171 Park avenue, one of the oldest conductors on the road, was in charge of the train. Engineer Dailey, in whom the company places strong reliance, was at the throttle.

A dozen or more people stood upon the platform of the little station at Coatesville as the train whirled by. Then they heard a crash and saw the sleeping car topple from its position on the rails. It was the first to leave the track and the others followed in quick succession. The engine, two postal cars and the day coach passed over safely. The rear trucks of the day coach were displaced a few inches from the rails, but other than from a slight jolting the passengers were not inconvenienced. Two men cutting ice in a pond a few feet from the track were the first to reach the scene. Then the villagers came by the hundreds. The furniture of the chair car became ignited from the stove a moment after the car had rolled to the bottom of the embankment, and the first thought of those who hurried to the scene was to extinguish the blaze, which was quickly done, and at no time were the imprisoned passengers in danger of burning.

The first to arrive say that the passengers were remarkably cool. Many of them were able to extricate themselves from the debris, and those that were uninjurd set about at once to assist the helpless. Miss Margaret Roberts, daughter of Professor

(Continued on Second Page.)

CLEVELAND'S SCHEME

PRESIDENT'S FINANCIAL MEASURE NOT LIKELY TO BECOME LAW.

It May Run the Gauntlet of Silverites and Southerners in the House but Not in the Senate.

TO BE FOUGHT TO THE DEATH

LEADING MEMBERS OF VOORHEES'S COMMITTEE IN FAVOR OF SILVER.

Jones's Compromise Bill to Be Pushed to the Exclusion of All Other Currency Measures.

THE ADMINISTRATION BILL

IT PROVIDES FOR THE ISSUANCE OF BONDS PAYABLE IN GOLD.

To Run Fifty Years and Bear Not Over 3 Per Cent. Interest—Rumor that Springer Is to Be Rebuked.

Special to the Indianapolis Journal.

WASHINGTON, Jan. 28.—There is no advantage in mincing words regarding the effect of the powerful message which President Cleveland sent to Congress to-day. In spite of the intense earnestness with which Mr. Cleveland portrays the gravity of the financial situation, and in spite of his plea that Congress take the proper steps to maintain the credit of the government there is not the slightest hope for believing that the administration bill which he outlined will become law. Not even the most sanguine Democrat in the House believes more can be accomplished than the possible passage of the bill in the House. It will certainly die in the Senate. But there is even grave doubt of its fate in the House. Mr. Springer, in introducing the bill drawn on the lines of the President's suggestions, buoyantly promised to have the bill reported back from his committe in a few days. Unless the Republican members of the committee come to his aid Mr. Springer may not even succeed in getting the bill out of the committee. Several Democratic members of the committee have not hesitated to announce to-day that they will not support the bill. The majority of the committee, it must be remembered, are Southern and Southwestern men. Missourf, Georgia, Kentucky, Alabama and Tennessee furnish the bulk of the majority, and it can be imagined how they regard a proposition so openly and radically setting up the single gold standard without the slightest tangible concession to silver, as is the President's bill. Still, if all the Republican members will vote for it in committee and Mr. Springer can persuade two other Democrats to vote with him he can get the bill before the House. Then, perhaps, with the aid of a rule from the committee on rules and the votes of the Eastern Democrats and the majority of the Republicans, the bill might be passed through the House. And that will be the end of the chapter.

DOOMED IN THE SENATE.

The bill is doomed in the Senate. The silver Senators on the Republican side, led by Mr. Teller, have announced that they will fight the bill to the end of the session. Their threat would not prove final were there a compact majority on either side, or composed from Senators on both sides who are determined that the bill shall pass. But there is no such majority. The bill will find no such majority in the finance committee. Messrs. Voorhees of Indiana, Jones of Arkansas, Harris of Tennessee, Vest of Missouri, leading members of the majority side of the committee, have all shown how friendly they are to silver. It must never be forgotten that the men behind the Jones compromise bill announced significantly that unless their bill passed no bill should pass. These men are the men who control the Senate, and it needed only a careful reading of the administration bill for them to decide at once that the bill can never pass the Senate.

And, finally, it remains only to add that the immediate surrounding of Secretary Carlisle does not expect the bill to pass. It was said to-day, in a quarter generally well informed, that if another issue of bonds was forced on him, Mr. Carlisle would put out such an amount that the gold reserve would never give him trouble again. There will be, it was intimated, no more driblets of fifty millions, but one hundred, or even two hundred millions, would be sold at the best price that could be obtained, and that Messrs. Carlisle and Cleveland would throw the responsibility where it belongs—on their party, which seems to have disowned them.

THE ADMINISTRATION BILL.

After Mr. Springer had introduced the bill to carry into effect the recommendations of the President's message he notified his committee to meet to-morrow morning and consider the message. The bill follows:

An act to authorize the Secretary of the Treasury to issue bonds to maintain a sufficient gold reserve and to redeem and retire United States notes, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that in order to enable the Secretary of the Treasury to procure and maintain a sufficient gold reserve, and to redeem and retire United States notes and treasury notes issued under the act of July 14, 1890, entitled "An act directing the purchase of silver bullion and the issue of treasury notes thereon, and for other purposes," he is hereby authorized to issue and sell at not less than par, in gold, except as provided in section 2 of this act, United States registered or coupon bonds, in denominations of twenty dollars and fifty dollars, and multiples of said sums, respectively, payable in fifty years in gold coin of the United States of the present weight and fineness, and bearing interest at a rate not exceeding 3 per cent. per annum, payable quarterly in like coins, and such bonds and interest thereon shall have like qualities, privileges and exemptions as the bonds issued under the act approved July 14, 1870, entitled "An act to authorize the refunding of the national debt." Such bonds may be sold and delivered in the United States or elsewhere, as may be deemed most advantageous to the interests of the government.

Section 2—That whenever the United States legal-tender notes or treasury notes shall be redeemed in gold, they shall be canceled and not reissued, and the Secretary of the Treasury is hereby authorized, in his discretion to receive United States legal-tender notes and treasury notes issued under the aforesaid act of July 14,