New-York Tribune.

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BURNED IN A RAILWAY WRECK.

LOSS OF LIFE ON AN ALBANY TRAIN.

THE AFTERNOON EXPRESS FROM ALBANY RUN INTO AT SPUYTEN DUYVIL—TWO OF THE CARS WRECKED AND BURNED—SENATOR WAGNER KILLED—MANY OTHER PERSONS LOSE THEIR LIVES—A LARGE NUMBER OF PEOPLE INJURED.

A frightful accident occurred on the Hudson River Railroad, near Spuyten Duyvil, in the upper part of this city, about seven o'clock last evening. The afternoon express train, which left Albany at 2:40, came to a stop on account of a hot journal or some derangement of the running gear, and was run into by the local train from Tarrytown to New-York, which was close behind it. The two rear cars of the Albany train were wrecked and caught fire. They burned so quickly that several passengers were unable to escape. The train was filled with members of the Legislature and other prominent persons. Senator Wagner lost his life. Seven bodies were taken from the burned cars and many of the passengers were injured. It is believed that at least two of the injured cannot possibly recover, making the total loss of life nine. There were not more than twelve passengers in the last car who were caught in the wreck. Many of the occupants of the car next to the last were hurt, but it is not believed that any one in that car was fatally injured.

HOW THE ACCIDENT OCCURRED.

A TARRYTOWN EXPRESS RUNS INTO THE REAR OF THE EXPRESS FROM ALBANY—DETAILS LEARNED AT THE GRAND CENTRAL STATION.

The Chicago Express train leaving Albany at 2:40 o'clock yesterday afternoon, with many members of the Legislature on board, was run into in the rear by the Tarrytown train, in the cut about one quarter of a mile east of the Spuyten Duyvil junction with the Harlem main line. The two rear cars—Wagner's drawing-room cars—of the Chicago express were telescoped and set on fire. The forward cars, not being hurt, later were drawn into the Grand Central Depot, and the passengers disembarked there. The loss of life was said to be great. Among the killed Senator Wagner's name was mentioned.

Information of the disaster had been sent to the Grand Central Depot by telegraph soon after the collision occurred, and a wrecking train was ordered to the wreck. Several of the officers of the Hudson River Railroad were on this train. It was not until a late hour that information of the disaster was given to the police.

The following telegram was received at 9:42 o'clock at Police Headquarters:

"KINGSBRIDGE, N. Y., Jan. 13.

"*Superintendent* WALLING:

"About 7:30 p. m. the Tarrytown train ran into rear of special express at Spuyten Duyvil, destroying two cars by fire, with loss of life. Notify Coroner and send ambulances.

"PETER YULE, Captain."

Ambulances from the Bellevue, the Ninety-ninth Street and the New-York Hospitals were sent to the Thirtieth Street Station.

From persons who were on the wrecked train the following description of the disaster was obtained:

The express train, consisting of several ordinary passenger coaches, three drawing-room coaches and baggage cars, passed Spuyten Duyvil Station about 7 p. m. and rounded the curve at that point on its way to the Grand Central Depot. Soon after getting around the curve and through the cut there was a sudden stoppage of the train. It was learned that the air brakes had given way, and the engineer had stopped to repair the break. Some minutes passed, and while the passengers were talking over the delay, the train was struck by a passenger train from Tarrytown, which was following the express. The locomotive engine of the Tarrytown train instantly telescoped the rear coach of the Albany train. This was the Idlewild, a Wagner drawing-room coach. The rear end of the coach was broken in and the coach was thrown upon the next one, the Empire. The roof of the second coach was broken in, and both coaches rolled off the track together.

The coaches took fire immediately. The shock of the collision had been terrific. In all the forward cars of the Albany train the passengers were thrown from their seats, and many of them were injured. In the cars of the Tarrytown train the shock was also great enough to throw passengers out of their seats. One woman with a baby in her arms was hurled against a hot stove in the end of the second car from the engine, and she and her infant were both burned severely. Many other persons on the same train were badly bruised.

From both the trains the passengers rushed to look upon the wreck. A terrible scene confronted them. The two drawing-room cars, the Idlewild and the Empire lay together broken and in flames. From the Empire a few persons made their way with difficulty, bruised and bleeding. Many of the passengers set to work at once to rescue other persons from the burning cars, but at first their efforts were unavailing. Water was carried from the Harlem River and from the locomotives and dashed upon the flames, but the amount was too small to do any good. The fire burned up brighter and stronger, and it was soon seen that the cars must be destroyed. A few persons were rescued from the burning wreck, and some of the rescuers were burned about the hands and faces. Cries and groans from the injured were heard on every side. The wreck had occurred at a distance from any station whence any relief could be obtained. A few farmers, living in the neighborhood, visited the scene of the collision and offered their homes as places of shelter for the wounded. The forward part of the Albany train at length started for this city, leaving behind the two burning cars. Most of the passengers who had escaped death or serious injury came to the city on the train. The engine of the Tarrytown train was disabled, but the train was drawn back to the Spuyten Duyvil Depot and sent to the city at a later hour, over the up track.

At 10 p. m. the two drawing-room coaches were still burning at the place of the accident.

At 12:25 a. m., Captain Yule telegraphed the following to Police Headquarters: "About 7:15 the special New-York express on the Hudson River Railroad bound south became disabled at the Spuyten Duyvil and the Tarrytown special, which followed close behind, ran into and telescoped the drawing-room cars Idlewild and Empire, setting fire to and destroying them, burning the people inside. Park Valentine, twenty-one years old, his wife nineteen years old, of Bennington, Vt., and a lady, supposed to be from Philadelphia, were killed. Their bodies are at Killcullen's Hotel. Four bodies burned to a crisp are at this station. Oliver B. Keely, thirty-six years old, of Springfield, Pa., is fatally injured. Mary Daniels, residence Fifth-ave. and Forty-fourth-st., badly injured, but will recover.

It was said by the porter of the rear palace car, to one of the train men, that there was a "fat lady" in seat No. 12, who, he was sure, did not get out, and she must have been burned. He told this train-man that after the accident a man with a blonde mustache was asking for a woman who answered this description. The inquirer explained that she was his wife.

Conductor Evans of the Tarrytown train was seen by a TRIBUNE reporter at the Grand Central Depot about 11 o'clock. His cap, coat and trowsers were covered with mud, and he was suffering from severe bruises, but had received no serious injuries. He refused to make any statement concerning the accident.

Three ambulances were waiting at the Grand Central Depot at 1:30 p. m. Commissioner Brennan received a dispatch shortly after the accident and he went immediately to the scene of it. He ordered ambulances to be in attendance, and his brother was waiting at the depot last night accompanied by several physicians, in addition to the regular ambulance surgeons. No information in regard to the arrival of the train, which was expected with the wounded, was to be obtained at the depot.

LIST OF THE DEAD.

The following is a list of the dead so far as could be learned at 1 o'clock this morning:

WAGNER, Senator Webster,
RANSOM, E. L., of the Hoffman House, this city.
VALENTINE, Parke, age twenty-one, of Remington, Vt.
VALENTINE, Mrs. Parke, age nineteen, of Remington, Vt.
——, A woman supposed to be from Philadelphia.
PRINGLE, Mr., of Philadelphia.

SOME OF THE INJURED.

Among the injured were the following:

KEELY, OLIVER B., age thirty-six, of Spring Valley, Penn., fatally injured.
DANIELS, MARY, who lives at the Sherwood House, at Fifth-ave. and Forty-fourth-st., was badly injured but will recover.
NICHOLS, SIDNEY P., cut on the knees and otherwise slightly injured.
BROWNING, Senator John W., badly cut on the head and otherwise severely hurt.
PHELPS, Mrs. E. A., of White Plains, bruised and injured in the side.
SHEEBY, Assemblyman, badly cut about the head and body and otherwise severely bruised.

ON THE TRAIN BUT SAVED.

Among the large number who were on the train but escaped death or injury, so far as known, were the following:

SENATORS.

Jacobs,	Covert,
Fitzgerald,	Browning,
Daly,	Jones,
Mackin,	Russell,
Kiernan,	

ASSEMBLYMEN.

Ahern,	McManus,
Bogan,	Maher,
Brodsky,	Monk,
Erastus Brooks,	Morrison,
Catlin,	Murphy,
Chapin,	Newman,
J. J. Costello,	Nigiutsch,
Crane,	Patten,
Cullen,	Roosevelt,
Engle,	Shangley,
Gideon,	E. C. Shelby,
Lindsay,	Tighe,
McClelland,	Van Allen.

Other names reported:

Mack, Frederick and wife, of Honesburgh, Vt.
Mack, Mrs. C., of Burlington, Vt.
Mack, Miss M., of Burlington, Vt.
Thompson, George, of St. Louis.
Stillwell, R. H., of Oswego.
Lee, Dr. Henry, of 55th-st.
Jarvis, John S. W., of Tarrytown.
Phelps, E. R., of White Plains.
Spinney, George F., of Brooklyn.
Brevoort.—J. Carson, No. 36 Brevoort-place, Brooklyn.
Curtis, George William, of Staten Island.
Lyman, A. W., of Elizabeth, N. J.
Kearney, Edward, somewhat bruised about the body.

THE NEWS AT ALBANY.

FIRST INFORMATION OF THE ACCIDENT—DISPATCH FROM JOHN F. SMYTH.

[BY TELEGRAPH TO THE TRIBUNE.]

ALBANY, Jan. 13.—The news of the terrible accident to the railway train that usually leaves here at 2:40 p. m. on the Hudson River Railroad did not reach this city till near midnight. A little earlier a private dispatch had been received from John F. Smyth, who was on the train, addressed to his wife, in which he said, "Am not hurt; Senator Wagner just taken out badly hurt." Inquiries at the depot and at the hotels showed that nearly all the New-York and Brooklyn Senators and Assemblymen were on the train. The following are stated to have been aboard: Senators Jacobs, Fitzgerald, Daly, Mackin, Kiernan, Covert, Browning, Jones, Russell, and Assemblymen Ahern, Bogan, Brodsky, Erastus Brooks, Catlin, Chapin, J. J. Costello, Crane, Cullen, Engle, Gideon, Lindsay, McClelland, McManus, Maher, Monk, Morrison, Murphy, Newman, Nizlutsch, Patten, Roosevelt, Shanley, E. C. Sheehy, Tighe and Van Allen.

The following New-York Senators and Assemblymen are still here: Senators Grady, Koch, Treanor and Boyd, and Assemblymen Breen and Sheridan. They were greatly shocked by the news of the possible fate of their fellow-members. Among the other passengers on the train were George William Curtis, who has been here attending the meeting of the Board of Regents, Police Commissioner Sidney P. Nichols, Edward Cahill, Maurice J. Holahan, Charles Swan, John F. Smyth, Augustin Snow, Hiram Calkins, Edward Kearney, Hubert O. Thompson, Commissioner of Public Works, Thomas J. Creamer, John Keenan and ex-Assemblyman Douglas. The time for the leaving of the train was 2:40 p. m., but it departed twenty-six minutes late. The train was composed of thirteen cars, of which eight were drawing-room cars. There first came the baggage cars, then five of the drawing-room cars and then three more drawing-room cars. These cars were the Empire, the Minnehaha and the Idlewild. The Empire was the last car, the Minnehaha the middle, and the Idlewild the first. The Empire is said here to have suffered the most. Who its occupants were is unknown also. There is some testimony that Police Commissioner Nichols and Edward Kearney, two of the Tammany Commissioners, were in it. In the Minnehaha the disposition was as follows: In a large private room there were Senator Wagner and Edward R. Phelps and wife; in one of the smaller rooms there were Senators Jacobs and Kiernan and Thomas J. Creamer and Edward Carroll; in another of the smaller private rooms there were Senators Daly and Browning, ex-Assemblymen Douglas and Nathan Comstock. In the large room there were seated several Senators and Assemblymen whose names cannot be learned. Among the occupants of the last car were Assemblyman Murphy and ex-Coroner Flynn, of New-York. There is great anxiety felt by the members of the Legislature here to learn the fate of their friends. Few dispatches have been received respecting the accident, and none, except from Mr. Smyth, regarding personal safety. The railroad officials declare that they have no dispatches respecting even the number of or names of the killed and wounded. The names of the persons who were on the train were obtained with great difficulty, as all of the employes of the railroad present at the time of the departure of the train had gone to their homes. It is suspected that many of the Senators and Assemblymen from the interior of the State were on the train; some of them had spoken of their intention of going to New-York and remaining over Sunday. The Legislature had adjourned at 12:30 p. m., giving the members abundant time to eat their dinner, pack their carpet-bags and reach the train. Such an unusually large number of them journeyed to New-York by the train that the Hudson River Railroad Company was compelled to put on three extra drawing-room cars and two ordinary passenger cars. Dispatches have been swiftly passing between this city and New-York in relation to the safety of the members, for the past two hours, but no information of value has been received. With the exception of the little group of New-York Senators and Assemblymen mentioned as having remain here, there are few members of the Legislature in the city. When the train departed all the Senators and Assemblymen aboard were in high spirits over their release from their week's work. The news of the disaster spread swiftly through the city, causing many persons to visit the telegraph and newspaper offices to learn the particulars of the accident. The Legislature meets again on Monday evening, when ceremonies of a peculiarly solemn nature, in view of the deaths of members, may be expected to take place.

At 1 a. m. Senator Grady received the following dispatch: "Accident occurred at King's Bridge. Last two cars burned to the ground. Several people lost their lives in the last car. All our Tammany friends safe. Senator Wagner killed."

A TALK WITH R. H. STILLWELL.

R. H. Stillwell, of Oswego, was on the Tarrytown local. He was found last night at the Grand Union Hotel by a TRIBUNE reporter.

"When we were at Tarrytown," he said, "the train from Albany passed us. It was running fast and there seemed to be a wheel on fire. I spoke to one of the men in the depot and he said: 'Those brakes are down.' After leaving Tarrytown we ran along smoothly for some time. The first intimation I had of danger was feeling that the air brakes had been suddenly put on. I felt that there was something coming, and I braced myself against the seat. Then came the crash. The men and women in the car were thrown headlong over the seats. The stove was upset and so was the water cooler. The excitement was intense for a few moments. The women screamed and the men swore. Two or three men were burnt severely, although not dangerously. Some were cut by the glass.

"Every one got out of the cars immediately and went forward to the Albany train. There were three passenger coaches on our train and I was in the second. I supposed that a number of the men in the first car must have been hurt. As I went forward I saw that the rear palace car, the Idlewild, I think, was badly damaged. The back part was on fire, and it had apparently been completely telescoped by our engine. Everyone in the Albany train seemed to be out of it, except some in the back of the rear car. In some way ten or twelve persons seemed to be held in the back part of the car, which was all in flames. I suppose that the shock tore the car all to pieces, and that they were caught in between the broken seats.

"I could only see one woman at first, and she was lying down, with the stove on one leg and one arm. Her shrieks were horrible. The conductor on our train, who was the only one around that had his wits about him, immediately broke one of the windows of the car, and two men were helped in to try to get her out. None of the other passengers who were held in the cars was in such a dangerous place as she was, and the first effort was to get her out. Some wooden bars were handed to the men and they made one desperate effort to get the woman out. Then the flames swept around them and the two men jumped out of the car windows.

"In the meantime everyone in the two trains had gathered around the last cars and all were looking at the scene. The conductor again came to the rescue, and he shouted to the crowd to bring water and to roll snow-balls and to throw them upon the flames. And everyone on the train went to work. On one side of the place where the accident happened was the river; on the other was a large hill. Up this the men ran, and gathering a little snow, would start down the hill. By the time they reached the bottom they had large snowballs in their hands. These they threw on the flames and they checked them for a time. But in the meantime the cries of the poor woman under the stove had ceased. Another party of men had procured a ladder and this was put up against the side of the car. While some men were pouring water and snow on the flames, others clambered in the windows. But it was with the utmost difficulty that the people could be got out of the car. They were so wedged in between the pieces of seats that they had to be pried out. The first person taken out was the poor woman; she seemed to be dead, but I did not get near enough to her to tell certainly. Then, with great difficulty, two more women and two men were taken out of the cars. I could not tell what their condition is, but I think they were fatally injured without doubt.

"There were several more people caught in the cars, but I did not stay to see how they were got out. While I was walking through the crowd I saw one poor woman going through the crowd with a baby in her arms. The woman had been badly cut by the glass, and the blood was dripping over her child. She had been in the forward part of the rear parlor car and had a narrow escape.

"One man who was standing on the rear of the parlor car saw the Tarrytown train coming, and jumped off just in time to save himself. I hired a guide with two or three passengers on the train (I don't know who they were), and we went over to Kingsbridge and arrived here about 10:30 o'clock. The accident was without doubt due, I think, to the carelessness of the man in charge of the Albany train. Everyone there at the accident said that it had no danger signal out, and that the first intimation our engineer had of the danger was when he saw the lights of the drawing-room car about fifty feet in front of him."

WHAT E. R. PHELPS RELATED.

E. R. Phelps, of White Plains, who was riding in the drawing-room car Minnehaha, next to the two wrecked cars, at the time of the collision, gave the following account of the accident last night.

"I was talking with Senator Wagner and Senator Jacobs a few minutes before the collision. We were seated in the Minnehaha in company with my wife. Soon after we passed the curve this side of Spuyten Duyvil the train suddenly came to a standstill. Senator Wagner got up and went forward to learn what had happened. He came back soon and said that there had been an accident to the air-brakes and that the engineer had stopped the train because he could not control it in motion. He said to my wife and myself that we could not get to New-York in time to catch the train to White Plains. He then said he would go to the rear of the train to see if signals were displayed, as it would not do to be run into. He went into the Empire, and I suppose he passed on into the Idlewild. A few minutes later we were thrown from our seats by a terrific shock. My wife was hurled to a distance of several feet over the top of the next seat forward. She was bruised severely and she afterward complained of a severe pain in her side. The other passengers in the car were thrown from their seats and many of them were injured. In the excitement every person rushed out of the car as quickly as possible. I looked for Senator Wagner, whom I knew intimately, but could not see him.

"The two cars in the rear had been broken up badly and were on fire. I saw that we had been run into by another train. A few persons were taken out of the burning cars while I remained in sight of them. I came on the train with my wife as soon as it started. We went to the house of Senator Wagner and told the Senator's son of the accident. I have seen his son since he returned from the wreck, and he says the Senator cannot be found. He probably was killed in the Idlewild, and his body has been burned."

SENATOR BROWNING'S ESCAPE.

Senator John W. Browning was found at his house, No. 57 Grove-st., shortly before midnight. He bore evidences of the accident. His head was cut and otherwise badly injured, and his left knee was severely cut. He was badly shaken up, and could with difficulty collect his thoughts sufficiently to give a detailed account of his experiences. He said:

"I was in the next to the last car of the train. In that car were Police Commissioner Nichols, Edward Kearney, Assemblyman Sheehy, F. B. Spinola and other of the Tammany party. A short time before the accident occurred, Senator Webster Wagner came through our car and said, laughingly,

Continued on Fifth Page.

AT THE NATIONAL CAPITAL.

THE FRAUDULENT BONDS CASES.

WASHINGTON, Jan. 13.—The Police Court resumed the hearing in the Star Route cases this afternoon. Mrs. Cabell, wife of the principal defendant, and one of the subscribing witnesses on the bonds, was also present under subpœna. Mr. Hine, of counsel for the defence, presented a certified check for the amount of Mr. Cabell's bonds ($2,000), which was accepted by the Court. The question of the admissibility of the bids and contracts made by Cabell with reference to a large number of routes, on the accompanying bonds for which the other defendants, J. N. Minnix and C. H. Dickson, qualified as sureties, occupied the time of the court for nearly half of the day's session. Mr. Totten argued that as the testimony did not indicate a conspiracy, and as any of the defendants under the law had a right to go upon more than one bond, a sufficient basis had not yet been laid for the admission of the papers. He added that if a man could go upon more than one bond as surety, he could go upon hundreds of them, and that this fact of itself was no evidence of criminality or conspiracy. It was not reasonable to assume that a large contractor could find different sureties for each bond.

Mr. Hine claimed that the assumption of any criminal intent was rebutted by the fact that the bidder not only accepted, but entered upon and executed his contracts. Moreover, it was apparent that the Postmaster-General did not discredit the sureties which he had received, as he had not attempted to exercise the authority given him by the act of 1861, to call for others to be substituted for them.

Colonel Bliss then offered two bids in which the defendants Cabell, Minnix and Dickson appear as principals and as sureties. He remarked that they bore the date of the others already in evidence, January 3, 1880, and that of the $2,000,000 which these parties then presented over $19,000 was given on the same day. A discussion arose on this point, and Colonel Bliss suggested that the 3,200 bonds which he intended to submit, should be examined for identification by the notaries public whose signatures appeared upon them, and who were sworn to in open court in bulk. Mr. Wilson, for the defence, declined to enter the arrangement, and said, "Let the case go to the Grand Jury, and let them decide it." Colonel Bliss said he was perfectly willing to agree to that. He should not have gone through the double labor of coming first to the police court were it not for the fact that the President of the United States decided that it was his duty, the moment the state of things was brought to his notice, to send a message to Congress, in which he disclosed the names of those implicated by these charges. He (Bliss) felt that if he could get the persons under arrest it would be much safer for him to do so than to wait to go before the Grand Jury, as he could then be able to find them when they were wanted.

The examination of witnesses was then resumed and Messrs. Graham and Webster, notaries public, of Washington, identified bids and contracts shown by the prosecution. About a dozen of the papers—numbering in all 3,200—were thus disposed of, the cross-examination of the witnesses being deferred until the formal offer of the papers in evidence.

The Court adjourned until to-morrow.

WORK OF CONGRESSIONAL COMMITTEES.

WASHINGTON, Jan. 13.—The Senate Committee on Territories held a meeting to-day at which the principal business now before them was assigned for consideration by sub-committees as follows: The Oklahoma bill, the bill providing for the creation of United States courts in the Indian Territory, and all other matters concerning the Indian Territory were referred for preliminary examination to Senators McDill and Vest; all matters pertaining to Alaska were referred to Senators Butler, Kellogg and Harrison, and the bill providing for the admission of Dakota and all others relating to that Territory were placed in charge of Senator Saunders with a suggestion that he confer with Delegate Pettigrew and invite him to be present at the next meeting. The committee decided to report back to the Senate Mr. Vest's bill to provide for recording marriages in the Territories, with a request that they be discharged from its consideration, and that it be referred to the Committee on the Judiciary.

The House Committee on Banking and Currency met this morning and agreed to report to the House with a favorable recommendation Judge Buckner's resolution calling upon the Secretary of the Treasury for a statement showing the number of National banks organized from July 1, 1881, to January 1, 1882; the amount of capital of each, and the character and description of United States bonds held by the Treasury as security for their respective circulations. The bill to enable National banking associations to extend their corporate existence was not considered at the meeting to-day.

The House Committee on Appropriations met this morning, but beyond a general discussion in regard to the manner in which they will proceed with the work of the session, nothing was done. There will probably be some delay in reporting the Pension Appropriation bill, as the committee desires more data from the Department before proceeding with its preparation.

The House Committee on the Judiciary, Representative Reed, of Maine, chairman, met this morning, and after a general discussion agreed to hear persons interested in the distribution of the remainder of the Geneva Award fund, on Tuesday, Wednesday and Thursday of next week, from 10 a. m. to 12 m. Each branch of the question will be heard, including depredations by cruisers, war premiums and the insurance companies. It is the unanimous desire of members of the committee that this subject shall be disposed of as early as possible. The committee authorized favorable reports to be made to the House on Representative Morse's bill for the relief of the State National Bank of Boston; also Mr. Hammond's bill "for the establishment of District United States Courts, with distinct officers, in the Northern and Southern Judicial Districts of the State of Georgia."

The House Committee on Commerce to-day heard arguments by gentlemen representing the Coal Exchange and Chamber of Commerce of Pittsburg and the Ohio River Commission in favor of the passage of a bill appropriating $100,000 for the completion of the work on the Davis Island Dam in the Ohio River.

The House Committee on Post Offices, a sub-committee of the Committee on Post Offices and Post Roads, held a meeting to-day and decided to report to the next meeting of the full committee a bill in regard to the losses sustained by postmasters by fires, burglaries, etc. The bill will authorize the Postmaster-General to allow such losses, when under $1,000, provided after investigation he is satisfied that the loss was unavoidable and not the result of negligence on the part of the Postmaster.

The House Committee on War Claims met to-day and adopted the following resolution:

Resolved, That the Committee on War Claims will in the consideration and disposition of claims referred to them, be governed by the following rules:

First—Claims audited by and reported from any department of the Government, or other tribunal authorized to adjudicate the same, will be reported favorably from this committee, except where error is patent upon the face of the papers or upon special cause shown against the same, on behalf of the Government.

Second—The following classes of claims will not be reported favorably: claims over which any other tribunal has jurisdiction, while such jurisdiction is not exhausted; claims which have been wholly or in part rejected by any tribunal having authority to hear and adjudicate upon the same, unless a clear showing is made of manifest wrong or oversight; claims over which any other tribunal had jurisdiction, but which the claimant failed to prosecute within the time fixed by law, unless peculiar circumstances entitle claimant to equitable relief, and laches be satisfactorily explained.

Third—All claims not included in either of the foregoing classes will be acted upon and determined under the rules of law which may be applicable to each case upon the facts presented. Every claimant shall be required to file a statement under oath whether his claim has ever been adjudicated by any tribunal, and, if so, by what and when, and give the result, whether favorable or unfavorable, and whether the same has ever been paid in whole or in part.

Fourth—Oral arguments will not be allowed, except by request of the committee, but every claimant desiring so to do may submit briefs of facts and law applicable thereto, either written or printed, which will be filed with the papers and considered by the committee.

The House Committee on Invalid Pensions met to-day and authorized a favorable report to be made to the House on the resolution introduced by Mr. Browne, of Indiana, calling on the Secretary of the Interior for an estimate of what appropriation will be necessary, annually, under certain conditions (heretofore published), to pay pensions during the next twenty-five years. Commissioner Dudley addressed the committee on the subject of Indian pensions. He thought the payment of pensions to Indians should be made in silver dollars. These pensions are paid to the Cherokees, Creeks and Seminoles at the Knoxville, Tenn., Agency. The custom heretofore has been to make the payments by means of checks which have been very heavily discounted. It was suggested that the agent at Topeka, Kansas, be directed to pay these pensions instead of the agent at Knoxville, Tenn., Topeka being a much more convenient point. Colonel Dudley was authorized by the committee to prepare a bill embodying his suggestions.

Colonel Dudley then called attention to the matter of insane and invalid pensioners, and recommended the enactment of a provision which would admit of the payment of such pensions to widows or orphans. On this subject the committee will recommend legislation providing that when the children have resided with and been supported by the widow of the soldier, the pension to the children shall begin from the date of the last payment made to the widow.

CURRENT TOPICS AT THE CAPITAL.

MUTILATED COIN NOT RECEIVED.

WASHINGTON, Friday, Jan. 13, 1882.

A large amount of mutilated silver has been sent to United States Treasurer Gilfillan, under the impression that it would be redeemed by him, and he has always transmitted such remittances to the Superintendent of the Mint at Philadelphia, for purchase as bullion. He is now informed by the Superintendent of the Mint that under the rules and instructions governing that office, the smallest purchase of silver or deposit of gold received, is $100, and that upon all such there is imposed a melting charge of one dollar, which he considers a heavy tax on small deposits. Heretofore he has taken those sent from the United States Treasury, but as the number is largely increasing from all parts of the country, he says he is forced to decline taking them in the future, and that no less amount than $100 can hereafter be received at the Mint. In view of this decision the Treasurer will return to the senders all such remittances sent to his office for redemption.

CONTINGENT FUND INVESTIGATION.

The Senate Contingent Fund Investigating Committee continued its work to-day. The examination was followed in the same line that it has occupied for some days past, with regard to the purchase of various fancy articles, such as in the nature of things could not be required for any branch of the Treasury Department and the payment of these articles out of the Contingent Fund. Judge Tarbell, Deputy First Controller, was asked to identify bills that had passed through his hands for drafts upon the Contingent Fund and to explain them. The purpose of the committee now seems to be more to get information that will enable them to recommend legislation, tending to prevent abuses and irregularities hereafter, than to make any exposures.

NEW-YORK INDIANS ON A MISSION.

Three members of the Seneca tribe of Indians, living in Western New-York, arrived here to-day for the purpose of securing amendments to bills pending before Congress, in which it is proposed to allot lands in severalty in all Indian reservations, except to the five civilized nations in the Indian Territory. These Senecas of New-York are desirous of obtaining amendments to the pending measures so as to except their lands from the operation of the proposed law. The tribe, numbering about 2,000, own more than 50,000 acres of land in Erie, Chatauqua and Cattaraugus counties.

THE SECRETARYSHIP OF THE INTERIOR.

A Republican Senator who saw the President to-day says he is satisfied there is no truth whatever in the rumor of a change of Executive mind with regard to the appointment of Sargent as Secretary of the Interior. This Senator says he has no doubt whatever of the appointment of Sargent within a short time—by February, at the latest.

WASHINGTON NOTES.

WASHINGTON, Friday, Jan. 13, 1882.

Senator Voorhees intends to make a speech at an early day in defence of the Arrears of Pensions act.

The tragedian, Rossi, paid his respects to President Arthur to-day, in company with the Italian Minister.

The National Board of Trade will meet in this city on January 18 and rooms have been engaged at Willard's Hotel.

The Controller of the Currency to-day organized the State National Bank of Austin, Texas, with a capital of $100,000.

The redemption of bonds to date was as follows: Under the 105th call, $18,330,500, and under the 106th call, $9,680,000.

The National Board of Health reports that there were eight deaths from smallpox in Richmond, Va., in the week ending December 31.

The President has signed the commission of John J. Lamoree as Collector of Customs for the district of Oswego, New-York.

The Board of Managers of the National Home for Disabled Volunteer Soldiers will hold their annual meeting at Willard's Hotel, in this city, on January 18.

Captain Merritt Barber, 16th Infantry, now on leave of absence in this city, has been ordered to report in person to the Adjutant-General of the Army for temporary duty.

The President has approved the joint resolution tendering the thanks of the people of the United States to his Highness the Khedive of Egypt for the gift of an ancient obelisk.

The President has ordered that on and after February 1 an agency for the payment of pensions be established at Augusta, Me., and that all pensioners living in the State of Maine thereafter be paid at Augusta.

The coinage of the five-cent nickels has been resumed by the Mint at Philadelphia and applications for the new coins, accompanied by money or checks, should be made to the Superintendent of that Mint. The cost of the transportation of such coins in exchange for lawful money in multiples of $20 will be paid by the Mint.

Secretary Kirkwood is having prepared at the Interior Department the draft of a bill embodying some of the recommendations set forth in his annual report, relative to the government of the Indians.

Major William Arthur, of General Hancock's staff, brother to the President, arrived in the city this morning and will be a guest at the White House for several days. The President's son and daughter, who are now with him, will return to New-York on Monday next.

Major E. D. Baker, Depot Quartermaster at St. Louis, Mo., recently relieved in order to report to General Sheridan in obedience to instructions from the Secretary of War, to answer certain charges preferred against him and which were entertained by General Steiger, has been fully vindicated and restored to his post. Major Baker will soon be ordered to San Francisco.

Secretary Hunt has appointed a general court martial to meet at the Navy Yard, Norfolk, Va., on January 18, for the trial of Lieutenant-Commander George R. Durand, United States Navy, charged generally with disobedience of orders. The detail for the court is as follows: Commodore E. Y. McCauley, Captain James H. Gillis, Captain R. B. Taylor, Commanders A. V. Reed, C. L. Huntington, William Gibson and Yates Sterling, with Lieutenant Richard Wainwright as Judge Advocate.

The Cabinet session to-day was short. All the members were present except the Attorney-General, who is out of the city. The only matters of interest considered were certain questions now before the Secretary of War, among which it is understood was the case of Cadet Whittaker on the point made by the Judge Advocate General that the court martial which tried him was illegally constituted.

THE BOARD OF REGENTS.

ALBANY, Jan. 13.—The Regents of the University met again this morning in the old Capitol building and appointed a committee, consisting of Messrs. Curtis, Fitch and Reid, to take such action as they deemed expedient for the proper celebration of the centennial anniversary of the organization of the Board of Regents, which was first created on May 1, 1784.

FRAGMENTS OF WESTERN NEWS.

PUDDLERS ON STRIKE.

COLUMBUS, Jan. 13.—The puddlers in Haixten's rolling mill here are on strike, because of the employment of two non-union men.

RESULTS OF A BROKEN RAIL.

TOMAH, Wis., Jan. 13.—A north-bound freight train on the St. Paul Railroad struck a broken rail two miles south of Junction City. Nine cars were wrecked and one man was killed.

TWO MEN HANGED IN ST. LOUIS.

ST. LOUIS, Jan 13.—Thaddeus Baber and William Ward, colored, were hanged in the jail-yard this morning. Baber was hanged for shooting Lizzie Schuenler, his mistress, and Frederica Schuenler, her mother, on August 13, 1878. William Ward was a river man, who shot and killed his sweetheart, Annie Lewis, a pretty colored girl, on August 31, 1878.

TELEGRAPHIC NOTES.

SENTENCED FOR MALPRACTICE.

BOSTON, Jan. 13.—Sylvester S. Felch was to-day sentenced to the State Prison for seven years, for a fatal case of malpractice.

HIS BACK BROKEN BY A FALLING TREE.

TROY, N. Y., Jan. 13.—Michael Leary was struck to-day by a falling tree, at West Stoney Creek, Warren County, and his back was broken.

INJURIES THAT MAY PROVE FATAL.

TROY, N. Y., Jan. 13.—George Moffet was struck on the head with a club, in an affray near Warrensburg, Warren County, to-day, and his injuries will probably prove fatal.

THE MASSACHUSETTS MILITIA.

BOSTON, Jan. 13.—Governor Long has issued an order declaring vacant the commissions of a large number of militia officers, and ordering elections to fill the vacancies created.

A RUMOR CONTRADICTED.

BOSTON, Jan. 13.—*The Herald* says there seems to be little foundation for the report recently published that a line of steamers is to be started to run between Cleafuegos and Boston.

A VERDICT OF NOT GUILTY.

BENNINGTON, Vt., Jan. 13.—The jury in the case of William H. Keefe, indicted for murder in the second degree for killing William O'Brien, of Searsburg, this evening rendered a verdict of not guilty.

NO ICE AT POUGHKEEPSIE.

POUGHKEEPSIE, Jan. 13.—The prospects of an ice crop decrease as the mild weather continues. The weather is very moderate and all the ferries on the river are running.

THREE ARRESTS FOR MURDER.

SYRACUSE, N. Y., Jan. 13.—The three Newport brothers, colored, have been arrested at Sodus Point, for killing James Hall, colored, and burning his house on January 6. Their motive was plunder.

THE SIEMENS-ANDERSON STEEL COMPANY.

PITTSBURG, Penn., Jan. 13.—Negotiations for the settlement of the Siemens-Anderson Steel Company's affairs are still in progress. The directors of the Merchants' and Manufacturers' Bank, creditors to the extent of $600,000, threaten to close the works unless their offer is accepted this week.

CUMBERLAND RIVER RISING.

CINCINNATI, Jan. 13.—A dispatch to *The Times-Star* from Nashville, Tenn., says that it has been raining there for the last week, and the Cumberland River has risen five feet within the last twenty-four hours. The back water has driven 200 families from their homes, and the mills and factories have been compelled to close. It is still raining.

COTTON STATISTICS CORRECTED.

NEW-ORLEANS, Jan. 13.—The National Cotton Exchange statement sent from this city last night, by an error in transmission, gave the bales sent overland by mills direct as 309,708. The correct figures are 309,628. The bales exported to foreign ports show a decrease of 325,598 instead of 125,598, as also erroneously given.

A MYSTERY CLEARED UP.

ROCHESTER, N. Y., Jan. 13.—The dead body found hanging in the woods in Churchville proves to have been that of William S. Fairbanks, clerk for W. C. Jacobs & Co., Buffalo, who has been missing about a month. He had destroyed all the marks on his clothing that might lead to identification. The cause of his suicide is supposed to have been chagrin upon his detection in an unpleasant escapade.

THE GUITEAU CASE.

NEARING THE END OF THE TRIAL.

MR. DAVIDGE CLOSES HIS ADDRESS TO THE JURY—REVIEWING THE EVIDENCE OF THE EXPERTS—THE ASSASSIN'S INTERRUPTIONS.

Mr. Davidge finished his address to the jury yesterday, and Mr. Reed, for the defence, will speak to-day. It is thought that, if Guiteau speaks, Justice Cox cannot charge the jury before Friday. Mr. Davidge reviewed John W. Guiteau's testimony at length, and dwelt upon the importance of the evidence given by the experts on the question of the assassin's sanity. He made effective use of the fact that when the experts whom the defence had summoned were placed upon the stand they were asked only a hypothetical question and not their opinions as to the results of their examination and observation of the prisoner. Guiteau interrupted the proceedings repeatedly.

GUITEAU'S IMPUDENCE STILL UNCHECKED.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Jan. 13.—Mr. Davidge occupied the entire day, but concluded his speech to the jury. Mr. Reed opens for the defence to-morrow, and promises not to speak more than three hours. There is no probability, therefore, that Mr. Scoville will begin before Monday morning. He has already said he would need two days. Judge Porter will doubtless need a day, and if Guiteau is allowed to speak, and if his speech is of the length he represents, he will need at least a day. So that Justice Cox can hardly expect to charge the jury before Friday, if Guiteau speaks. The District-Attorney seemed to be hopeful to-day that Justice Cox would, after all, refuse to allow Guiteau to speak, which decision would have, as the least of its good results, that of shortening the trial a little.

The crowd in the court-room was as great as on any day of the trial. A cold, driving rain, and the pavements swimming in slush, did not deter the sightseers. Deputy-Marshal Williams announced for Justice Cox, to the crowd before the Court opened, that any person detected in applauding would certainly be imprisoned. This positive announcement had the effect of compelling good order, which a little positiveness in announcements from the bench would have compelled at any time. There was another preface to the proceedings—a speech from Guiteau, apologizing for his allusions of yesterday to Mr. Davidge. This appeared to be only another manif