TWO CENTS

TWENTY-EIGHT PERSONS KILLED

aster the greatest that has ever oc-

The wrecked train was known as the

o'clock last night and was due in

composite baggage and smoking car,

At this time there were on the smok-

en route from the Canadian border to

New York, and a middle aged man,

supposed to be Thomas Reilly, of 2860

Wisconsin avenue, St. Louis, All of

these excepting the baggage master.

perished. The day coach contained 18

or 20 passengers, many of whom were

women and children. How many of

these escaped is not known, but at least twelve were drowned orled in

this car. Behind the coach were the

six sleepers-the Glen Alphine, with

fifteen passengers; the Hermes, with

eleven; the Diana, with about fifteen;

Anita, nearly full, and the Racket riv

r, with no passengers. The total cargo

At Fishkill the train lessened its

speed, as is its custom, to run from that

twenty-five miles an hour. Most of the

danger, Engineer John Foyle and

Fireman John Tompkins tonight lie

dead in the cab of their locomotive at

Conductor Parish, who was in charge

of the train, and who was making up

crash came, was rendered unconscious

by a blow on the head. When he re-

covered he was three seats ahead of the

STATEMENT OF A PASSENGER.

One of the occupants of the coach

who escaped with his life, was Frank

York. His left eye was cut by broken

With my friend, W. H. G. Meyers, o

Passaic, N. J., who was killed in the car from which I escaped, I had been to Poughkeepsie. We boarded the train a

that place and took a seat in the coaci Three other people got on at Pougakeep

de. One was a woman and the two other

were men, sae of whom looked like a rail-toad employe. As near as I can judge there were eighteen people in the coach, most of them being women and children.

and nearly all were asleep. Meyers and I sat in the middle of the car. When the crash came the car gave a great lurch

and rolled over on its side. The water

rushed in and almost instantly the light.

went out. I knew we were in the river

The car seemed to plough through the wa

merged. The car was titled over on one

er for some time after it was sub-

side and I managed to reach the fan light overhead and cling to it until help came,

I heard people in the back part of the car groaning as if they were pinned fast, It was so dark that I could see no one

of the car and an axe crushed through the roof. The noise of that axe in the

splintered timbers made the sweetest

coach escaping. The car at this time was floating but fast filling with water

and we were put ashore in a row boat. I

im sure that my friend, Meyers, was

AUGUSTUS KAH'S STORY.

Augustus Kah, a German, living near

the scene of the wreck, gives this de-

It was about five minutes before six

shen I was awakened by some one in the

Locking out of my window, I saw

paickly. Our train is in the river and peo-

I dressed my self and accompanied by

the porter got into my row boat and rowed around the curve to where the train was in the river. When we reached

the cars, which were submerged, nearly to their roofs, the ergine being entirely out

making efforts to save the pasengers. The first man I saw them take out, I think

the roof of the smoker. One had his erm broken. We put them ashore and then

took three more persons off the top of un-

other car. At the same time people in their underclothes were being taken out of

arm cut off was dying and we made his

last moments as comfortable as possible. I want to say that the porters, although

frightened, showed great bravery and

One of the trainmen who survived

the disaster made it his first duty to

run to the nearest signal tower to tel-

egraph for help. The place where the

wreck occurred is rather isolated. It

s just at the entrance to what is

known as King's cut, three miles south

of Garrisons, and five miles north of

Two other express trains were fol-

lowing close behind the ill-fated state

express, and the engine of one of them

was sent to Garrisons for General

Manager J. M. Toucey, who lives there,

was the first official of the railroad at

of sight, the crews of the tur boats we

ing car porter who shouled "for sake, man, if you own a boat come

scription:

card calling for help.

F. Degan, a wood finisher of New

glass and his body was slightly bruised

Mr. Degan made this statement:

one in which he had been sitting.

his report in one of the cars when the

the bottom of the Hudson river.

of human freight consisted of some

thing over a hundred people.

passengers; the Niobe, with

curred on this railroad.

Terrible Wreck on the New York Central Railroad Near Garrisons.

IRAIN IN THE RIVER | yet claimed by friends, are lying in a long row, grewsome evidences of a dis-

Engine and Two Cars Submerged in Fifty Feet of Water.

PASSENGERS ARE DROWNED

Awful Struggle of Victims in the Coaches.

The Earth Under a Hudson River Railroad Track Is Loosened by High Water and Gives Way at a Point Near Garrison Station and the Engine and Two Cars Plunge Into the River -- Passengers in the Steeping Coaches Escape -- Many of the Victims Were Chinamen -- Accounts of the Wreck Given by Eve Witnesses -- Acts of Heroism by the | point to Tarrytown at the rate of about Rescuers.

Garrison, N. V., Oct. 24,-From the sleep that means refreshment and rest, their seats. Just how the train met the eternal sleep that knows no waking, plunged in the twinkling of an known, for the men who first felt the eye this morning twenty-eight souls, women and children. Into the slimy bed of the Hudson river, a train laden with slumbering humanity, plunged, dragging through the waters the helpless passengers.

There was nothing to presage the terrible accident which so suddenly deprived these unfortunates of life. The York Central left Buffalo last night and had progressed for nearly nine-tenths of the distance toward its destination. The engineer and his fireman had just noted the gray dawn breaking in the east and the light streak of red betokening the sun's apearance when the great engine plunged into the depths of the river. Neither engineer nor fireman will ever tell the story of that terrible moment for, with his hand upon the throttle, engineer plunged with his engine to the river bottom; and the fireman, too, was at his post. Behind them came the express car, the combination car and the sleepers, and these piled

on top of the engine. It is known that it was a triffe foggy and that the track was not visible, but if there was any break in the lines of steel it must have been a very recent happening, for only an hour before there had passed over it a heavy pasenger train, laden with human freight. There is no explanation ready. All is conjecture.

The section of road was supposed to be the very best on the entire division. There was a great heavy retaining wall all along the bank and while the tide was high yesterday it was not unpre-

SAVED BY THE COUPLINGS.

What seems to have happened was that underneath the tracks and the ties the heavy wall had rotted away and when the great weight of the engine struck the unsupported tracks it went crashing through the rest of the wall and toppled over into the river. There happened what on the railroad at any other time would have caused disaster, but now proved a very blessing. As the train plunged over the embankment the coupling that held drowned. the last three of the six sleepers broke and they miraculously remained on the broken track. In that way some sixty lives were saved. Of eye-witnesses there were none except the crew of a tug boat passing with a tow.

They saw the train with its lights as it came flashing about the curves, and then saw the greater part of it go

Some of the cars with closed windows floated, and the tug whistled for help, cast off its hawser and started to the rescue. A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Carr's house, near which the accident occurred, and stood screaming for help and moaning "the train is in the river all our passengers are drowned.

In a few minutes Carr had drussed was the agent of the express car. The himself, and getting a boat, rowed with first persons we succeeded in rescuing the porter to the scene. As they were two Chinamen who were sitting on turned a noint in the bank they came upon the express car and the combination car floating about twenty feet from the shore, but sinking every minute. One man was taken from the top of the sleeping cars by the crews of the of the car and efforts were made to several tugs. One man on shore with an rescue those inside. A few were gotten out, the passengers left upon the track making a human bridge to the

shore to take the wounded in. AN AWFUL STRUGGLE.

The day coach and smoker had gondown in the deeper water and rescue The car turned complet ly over and stood up towards the surface,

of wounds. The closing scene of the first day of this tragedy is drawn around a common car that stands near the scene of the accident where nearly a score of engine which brought him there steamed to Cold Spring and returned with Doctors Winslow, Fillebrown and Murdock. In the meantime Doctors Charles and Perley Mason, M. Tilden, P. C. Snowden and E. D. Lynn had arrived, and all the doctors were soon at work among the injured.

HORROR OF THE SITUATION. Of the dramatic horror of the situation in the combination car when it left the track and struck the water, perhaps the best account is had from the story of Herman Acker, of Peekskill, the baggage man and mail-sorter. Acker was suffering badly from shock when seen, but the scenes he graphic-

state express. It left Buffalo at 7 John Shaw, agent for the Westcott Ex-press company, and myself were in the compartment when suddenly there was a New York at 7 o'clock this morning. The train was hauled by engine 672, terrible bump and then a rush of water that forced us toward the ceiling. The and consisted of one express car, one car seemed to turn completely over and had filed with water to within about a one day coach and six sleepers. Poughkeepsle was the last stopping place of foot of the top. When we struck, the car the train before the disaster, at 5.10 whirled completely around, the end with the Chinese being under water, while our end was tilted up. We swam around and got a ventilator open, and, noting the sit-uation, got an axe from a tool box which er, in addition to the baggage man, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen

We crawled through the hole to the roof the car, and a row boat came out and

showing. The member was not found, The man was placed on a train and taken to Peekskill, but died on the way. The body was that of a middle-aged

Five men were rescued from the top of a floating car a few minutes after the accident. They were put on a train. and taken to Peekskill, about ten miles. down the road. They were admitted to the Helping Hand hospital, where their wounds were dressed. Of the five, three were Chinamen, and none were

passengers were asleen, those in the sleepers being in their berths, while the occupants of the ceach and smoker were for the most part doubled up in its awful fate will never be fully to rescue four people.

fatally injured.

ters Wickes and Slack from Tarrytown, and almost simultaneously a wrecking train arrived from Peekskill and another came from Poughkeepsie The officials saw at once that the wrecking cars would be of little avail in raising the cars from their positions in the river, where they were almost completely submerged, so the Charman Wrecking company, of New York was notified to send a river derrick and floats to raise the cars.

dollars' worth of valuables, but the ered, as the valuables were in a stationary safe attached to the car.

about the improvised morgue.

the dead were tightly closed. At 9 p. m the coroner gave orders for the removal of the bodies to undertaking be embalmed and held a day for identification.

W. S. BECKER, Newark, N. Y. UNKNOW MAN, died while being res

JOHN G. TOMPKINS, Breman, of East Albany; body not recovered. TWO UNIDENTIFIED WOMEN AND EIGHT CHINAMEN.

19; estimated number of dead is 28. THE INJURED: CONDUCTOR E. O. PARISH, of New

gageman; braised and head cut. - SHAW, express agent, of New York; JOHN E. RYAN, Jersey City; badly lacer-

CLARENCE MORGAN, of Aurora, N. Y.; W. S. LANGFORD, Bayonne, N. J.; body bruised.

Charles Euchanan, John Smith and John Flood were taken to Flower hospital, New York city. A number of others were injured but

incomplete. Among the articles presented to the oroner's jury was a letter found on the person of the man suposed to be Phomas Reilly, of St. Louis. It was addressed to that name and was signed "your loving mother, Rachel Rellly." It told that Ellen, who is supposed to be the writer's daughter, would sail from England, where the letter was written; October 16, and urged "Tom" to meet her in New

It is supposed that the man who looked to be 50 years of age, was on his way to meet the women mentioned

RECOVERING THE BODIES. When the derrick and hoisting en gine raised the combination car to such a position that the windows were clear of the water, the body of a man came out of a window. It was the first life-

be rescued. The searchers were only able to find eight Chinamen, and they were also carried to the morgue car. They were laid in a row, numbered, and were ready for identification. The derrick next pulled the day

coach to the shore, and the searching parties were able to reach it. Although it is known that there were many more persons in the coach, but six bodies were recovered. Two of these were women. They were all placed side by side. The last body was recovered at 5.45.

On the body of W. H. Myers, of Tremont, N. Y., seventy-five dollars in money was found. In his vest pocket was a handsome open-faced The searcher chanced to look at 1 and found that the hands pointed to The watch stopped at the minute of the accident.

Lord Percy Is Sate.

Toronto, Oct. 21.—It was reported that Lord Percy Douglas, son of the Marquis of Queensbury, had been killed in the wreck, but investigation proved that he is well and sound in New York city.

THREE PERSONS ARE BURNED TO DEATH

Seven Others Are Injured in the Fire That Destroyed Hotel Brooklyn at Kelletville, Near Oil City.

Oil City, Pa., Oct. 21.—Three persons were burned to death and seven more were severely injured in a fire that destroyed the Hotel Brooklyn, at Kellet-ville, 25 miles southeast of Oil City, this morning. The building was a three-story one, roughly built of flouble boards, and burned like tinder. There were 100 persons asleep in the hotel, and the fire, which originated on the second floor of the building, shut off all retreat from rooms on the floors above. Six men on the second floor and five on the third saved themselves by jumping from the windows to the ground below, but none of these escaped without severe burns or

hurts. Those killed are: Professor Tucker, aged about 55, who Professor Tucker, aged about 65, who traveled about the country giving stereopticon sketches and is supposed to have come from Sewickley, near Pittsburg. Andrew Salsgiver, of Tionesta, a mail carrier, aged 21 years, and partially paralyzed. Miss Kate Miller, of Kelletville, aged 19 years. Miss Emma Kiser, a teacher in the Kelletville schools, was so baily injured about the face and body and so severely injured by jumping from the severely injured by jumping from the second story of the hotel that she may

nd Salsgiver were gathered together and were not enough to fill an ordinary cigar The fire is supposed to have been caused

What remained of the bodies of Tucker

by Professor Tucker who knocked over a lamp in his bedroom. He had the toothche and used the lamp for making hot applications.

THE YELLOW FEVER SITUATION VARIES

Decrease in the Number of Deaths and New Cases Yesterday -- A Police

New Orleans, Oct. 24 -The usual variation today. Yesterday there were fortynine cases and seven deaths. At 7 o'clock this evening the new cases had only enched twenty-four and the deaths were three. Five of the new cases were re-The deaths occurred during the morning efore 9 o'clock. They were not of prominent people.

og the new cases is that of Thamas Richardson, a member of the board of olice commissioners, who has for some time been prominently identified with the cotton press business. Two cases have existed for some time in the house of Commissioner Chapman. A third comnissioner, Peter Pescud, is out of the city. That board was to meet next Wednesday to act on the resignation of Chief Guston and elect his successor, but it begins to look now as if the board will not take action on that evening. Another new case of some prominence is that of Mrs. A. R. Chapin, wife of Dr. Chapin. A colored domestic in the same house is also in bed with the fever, Major Hamilton, a well known insurance man, who had been nominated by Mayor Flower to be chief of police, was reported this evening to be in a critical condition, but later had improved somewhat. Major Hamilton is a well known man in New Orleans. He is about 55 years of age. Up to this evening the board of health had not received information that the steamer bringing a large number of Sicilian immigrants had arrived in the river. The ship will be de-tained at quarantine, and after her release the immigrants will be landed on the

MURDERER LOCATED.

Prosecuting Attorney Claims to Have the Assassin of Lafavette Ladd.

Adrian, Mich., Oct. 24.-Prosecuting Attorney Bird and Sheriff Ferguson say they are certain that they have located the man who brutally murdered Lafayette Ladd early on the morning of April 17. It is said to be John Higgins, alias William Woodford, now serving out a sentence of year in the penitentiary at Columbus, for burglary Ladd awoke to find a burglar in his

room. He partly rose when the assessin fired. He died several hours afterwards. The prosecuting attorney says that as soon as Higgins' term expires steps will be taken to have him turned over to the Lenawee county sutherities on the charge of murder.

DRUGGED AND ROBBED.

AN INLAND TUG BOAT. A German Who Acted Like a Maniac. A West Bay City Craft to Shoot the Probably the Victim of Thieves. Canadian Falls.

Middletowp, N. Y., Oct. 24.—Jocob Pfam, German, gged 45, was taken from an Ontario and Western train here last Ogdensburg, N. Y., Oct. 24.-The tugboa Robert W. Wilmot, built at West Bay City, Mich., and now on her way to New night because he acted like a mantae. Investigotion shows that the man is on his way from Bismarck, N. D., to Odessa. The police believe that he had been drugged and robbed. Papers on the man Orleans, has arrived here and is having pontoons placed under her to allow he to pass down the Canadian canals to the ocean. She is of steel throughout. She has triple expansion engines of 200 horse show that he had made arrangements for ailing, but there was neither money nor power and is regarded as one of the bes ticket on his person. He had a Western Union receipt for \$86. ow boats ever turned out on the lakes. W. G. Wilmot, of Pittsburg, Pa., th Word was sent to the New York agents I the steamer mentioned in the papers owner, is on board and places he at \$100,000. She is designed especially for ocean towing. asking for further information. Corbett Carried the Honors.

DR. SWALLOW'S CHALLENGE.

Would Like to Discuss the Issues of the Day with Republican Speakers. Harrisburg, Oct. 21.-The following let-

ter has been sent to each of the candi-dates for state treasurer. Hon, James S. Beacom and Mr. M. E. Brown; Harrisburg, Pa., Oct. 23. Hon, James S. Beacom and Mr. M. E.

Brown. Gentlemen: I herewith extend to you s cordial invitation to join me in an even-ing's discussion of the issues of this cam-paign, at such time and place-Pittsburg preferred—as you may elect. Yours fra-ternally, S. C. Swallow.

STRENGTH OF THE NAVY.

Discouraging Report of Chief Con OF PENNSYLVANIA structor Hichborn.

Washington, Oct. 21.—In his annual re-port to the secretary of the mavy, Philip Hichborn, chief constructor of the navy says that the strength of the navy on Oct. 1 was 141 vessels, all told, including the ships of both old and new navies. It is stated that during the last few months of the last fiscal year a considerable amount of work upon vessis that had been authorized by congress had to be suspended owing to lack of funds. This caused a heavy drain upon the new ap-propriations at the beginning of the pres nt fiscal year and makes the exhaustic of those appropriations before the first of next July almost an assured fact. Chief Hichborn says this is a discouraging state of affairs as the exhaustion means a wholesale reduction of the navy vard forces and the discharge of co petent and trained men. He points to the advantage and economy of having at leas one vessel building at each important navy yard. Probably the most desirable type of vessel for the purpose intended, particularly in view of the present state of the armor question, would be that of a sheatbed cruiser of comparatively light draft and great coal endurance with quar-ters for flag officers.

Attention is called to the urgent need of improving the navy yard plants in the interest of economical execution of work, earners through the time-books and and estimates are submitted for each pay-rolls, giving him credit for all of

SEPLAH THREATENS SHERIFF MARTIN

A Lattimer Striker Intimates That He Will Get Even with the Officer by the Aid of Dynamite.

Wilkes-Barre, Oct. 24.-John Seplah, o of the strikers who was shot and wound-el at Lattimer by Sheriff Martin's posse, was arrested at Plains Saturday night harged with making threats against the life of Sheriff Martin, He was taken before Justice of the Peace Conniff, who committed him to jail for a hearing. The man, who was somewhat under the influ-ence of liquer, denied the charges made against him. The principal witness against the accused was William Martin, the son of the sheriff. He swore that he heard Seplah make threats against his father's life. The prosecution also claim that Seplah is one of fifteen men who have entered into a conspiracy to take Sheriff Martin's life. When searched at the juil a penknife and a razor were found on the prisoner. They were wrapped in a circular printed in the Polish language. The circular contained an account of the shooting at Lattimer and the efforts be-ing made to bring Sheriff Martin to justice. Sepiah is about 40 years of age. He was shot in the leg and walks lame. He arrived in Plains Saturday morning. Plains is the home of Sheriff Martin. The prisoner was seen at the county jall this afternoon. He denied all knowledge of any conspiracy to injure the sheriff. He said he walked all the way from Hazle-

ton to Plains to visit a friend. Martin Mullin and Albert Baar testified at the hearing that they met Sephan walk ing on the railroad track Saturday. He inquired where Sheriff Martin lived. He said Martin killed twenty of his counrymen and he was going to get even by blowing him up with dynamite.

OPERA COMPANY STRANDED. were employed in these establishments Miss D'Arville Has to Pawn a Dia-

mond Brooch to Get to New York.

Troy, Oct. 24.-The Camille D'Arville ompany, which is said to be backed by was \$1.80. The black plate and dipping works combined had a total pro Sam Rorke, Nat and Teddy Peiper, went duct of tin and terne plate of 139,588,702 broke here yesterday. The company ap-peared at Rand's opera house in "Feg pounds. The report shows that Pennsylvania is the largest single plant Woffington," a new comic opera by Victor Herbert and Harry B. Smith, and was The strikes and lockouts in 1896 numenthusiastically received by a small but bered 68, exclusive of the general strike fashionable audience. The opera was beautifully staged, and was presented among house painters that included 200 with much precision and spirit. Next morning the singers were obliged to pawn shops. Twenty-four of these strikes were ordered by labor organizations. Twelve were successful, forty-five unvarious articles of jewelry to get to New York, Next Monday the company will begin a week's engagement in Washingsuccessful and eleven partially so. The total number of days lost on account of

on unless disbanded before that time. To get out of Troy Miss D'Arville had o send for a pawnbroker, who called at her hotel and advanced \$250 on a diamond brooch said to be worth \$2,500. At Scranton last Wednesday Miss D'Arville had to pawn her brough to reach the next stand being unable to get a check for \$250 cashed.

Church Dedicated.

Gettysburg, Pa., Oct. 24.-The new United Brethren church, of this place, was dedicated today. Rev. Dr. Kephari, of Annville, Pa., bishop of the division of Pennsylvania, presided, and was assisted by Presiding Elder Anthony, of the Chambersburg district. Among the clergy the charge; Rev. George M. Glenn, of the production was made is reported as \$193.194.33; amount of all other expenses connected with manufacturing Moyer, of Boiling Springs; Rev. Clippinger, of Harrisburg, and Rev. Ayer, of Shippensburg,

Return of the White Squadron.

New York, Oct. 24.—The white squadr ensisting of the cruisers New York and and battleships Massachusetts, Texas and Iowa, arrived here today from in extended visit in western waters. The New York proceeded up the bay to the navy yard, while the three big battleships and the cruiser Brooklyn anchored off Tompkinsville, S. I.

Vessels Blown Ashore.

Philadelphia, Oct. 24.—The local weather bureau reports a severe storm central east of Norfolk, Va., and along the Middle At-lantic coast. Wind of hurricane violence is predicted. The schoner H. W. Laws and an unknown vessel are ashore near Lewes. Del., and other shipping is an-chored within the barbor.

Labor Meeting.

Hazieton, Pa., Oct. 24,-Hazle hall was ngaged today for holding a hig labor seting on Saturday evening next. President Compers, of the Federation of Labor: P. J. McGuire and other prom labor leaders will deliver addresses.

THE NEWS THIS MORNING.

Weather Indications Today: Threatening Weather and Rain,

General-Twenty-Eight -crish on the Spain's Reply to Minister Woodford. Industrial Statistics of the State.

Foot Ball Games of a Day, Judge Archbald and District Attorney Local-New Paster at Trinity Lutneran

Died On an Ash Dump. Editorial.

Comment of the Press. Local-Burglers are Brought Back from Chicago. Republican Prospects Assuring.

Local-West Side and Suburban. 7 Lackawanna County News. 8 Neighboring County Happenings.

AN ANSWER TO WOODFORD

Spain's Energetic Reply to the Note Recently Presented.

LOUD NOTE OF WARNING

There Must Be No More Filibustering.

Uncle Sam Admonished to Keep His Subjects from Interfering in the Cubun War -- Spain Threatens to Search American Ships - - The Gauntlet Hurled at Our Peet.

New York, Oct. 24 .- A special cablegram to the Sun from Madrid says: The note prepared by Senor Gullon, minister of foreign affairs, in reply to the note recently presented to the Duke of Tetuan, the then foreign minister, by General Woodford, the American minister, declares that Spain has done all in her power to end the war in Cuba, proof of which is given in the great sacrifices she has made, the number of troops sent to the Island, and now the granting of wide reforms

which are fully described. It declares that the government cannot admit the precension of any foreign nation to interfere in Spanish affairs, and complains of the number of fillbustering expeditions to Cuba from the United States, which, it declares, are the chief cause of the continuation of the war. It then proceeds to express the hope that respect for international rights in America will be bet-

ter enforced in the future. The note is described as being mild in tone but energetic. In fact, it shows the resolution of the new government to enforce respect for Spanisa rights. Instructions have been sent to Senor

De Lome, the Spanish minister at Washington, which include a warning that Spain will use her right to search American ships if more fillbustering expeditions start for Cuba.

AT A CRITICAL STAGE. London, Oct. 25 .- The Madrid corre-

The Spanish press unanimously supports the attitude of the government, which it calls eminently sober and dignified; but the impression is that the controversy with the United States has reached a critical stage which may be the prelude to a rupture. I spoke with three members of the cabinet today (Sunday) who in almost identical words contended that Spain has the right, after her tremendous sacrifices in Cuba, to demand the observance of international neutrality by other nations. One of them added: "The gordian knot is the United States, without whose help the rebellion would long ago have been suppressed. We do not want war, but every European nation will approve our defence of our international rights,"

PLEA OF BIMETALLISTS.

A Belated Reply to the Protest of British Business Men.

London, Oct. 21.-The Bimetallic league has tardily presented to Sir Michael Hicks-Beach, the chancellor of the exchequer, a detailed reply, signed "Aldenham," to the protest by the commercial interests against bimetallism. The reply says the league has often pointed out that the changes taking place in the British standard are one to the action of foreign nations without the consent of the British government. "Those who now come forward with a

prayer that the value of our standard may be maintained," continues the reply, "have allowed the action of foreign na-tions and of India, by which the value of our standard has been continually increased, to pass without protest; and it would, therefore, appear that the signatories to the memorial do not object to any increase in the value of our standard, "We are unable to understand the statement that 'this country alone of the great nations enjoys a system absolutely free from embarraesment,' because many nations are entirely fice from embar-rassments caused by their coinage, and also (union speaking of our country we ignore our en'pire), because no power is so little free from embarrassament on necount of its standard, or rather its stand-

ards, as is the British empire.
"If alterations in the value of our standards are undesirable, it would appear to be advisable to arrange with other nations that they shall not make con-

though changes."

The reply further says that the only ettlements of the difficulties in India are the adoption of a gold standard or a re-turn to the free coinage of the rupes. The former for India would be an untried political and social experiment, entailing indefinite depreciation of the sliver hords of the natives, and might lend to grave imperial danger. Moreover, it would in-crease the demand for gold and enhance ts value. The increased demand would be indefinite, owing to the habits of the carives of India of hourding the precious

Although a gold standard would secure par exchange between India and Enging, it would still leave them as far as ever from a par with the great silver standard portion of the world, including parts of the British empire

The bimetallists, recognizing the danger of sudden cranges in the monetary sys-tem as a result of independent foreign notion, argue that these would best be prevented by England's participation in any fitornational agreement with con-tributions of sufficient importance that

The Herald's Weather Forecast.

New York, Oct. 25,-In the middle states eday, cloudy and stormy weather will revail in the eastern district, with rain; light temperature changes, and fresh and brisk easterly to northerly winds, attaining a gale force off the counts as the Atlantic cyclone central near the Delaware capes moves northward,

was impossible. In the latter coach conditions must have been horrible. the passenger end of it was in the water, while the baggage end The men in that lower end must have fought like fiends for a brief period, for the bodies when taken out were a mass

while the other engine hurried to Peckskill for medical aid. Mr. Toucey badly mutilated bodies, none of them | the scene, reaching there at 7.30. The less form of any of the passengers to a premature blast.

ally described. He said:

was affoat.

The first victim of the disaster found was lying on shore dying. He was badly bruised about the head and body, and his right arm was cut off near the shoulder, the bleeding stump alone

LANGFORD'S HEROISM. W. S. Langford, of Bayonne, N. J. was in one of the last coaches which remained on the track. He secured an axe, and, chopping out a panel of one of the partly submerged cars, he helped

A special engine brought Division Superintendent McCoy and Trainmas-

The American Express company had a number of its agents at the scene early in the day, but they were powerless to do anything, as no attempt was made to raise their car. It was said that this car contained thousands of officials said that all would be recov-

The Chinese boarded the train at Malone, N. Y. There were fourteen in the party, three of whom are still miss ing. From the time the bodies were taken from the ill-fated cars thousands of morbidly curious persons assembled

With two exceptions the eyes of all rooms at Cold Springs, where they will

LIST OF THE DEAD. Following is the list of dead as far as ascertained up to midnight: and I think the passengers must have been drowned like rats. After a while it seemed an age, I heard people on top THOMAS REILLY, St. Louis. A. GREEN, of Chicago.
H. G. MEYERS, of Tremont, N. GUISEPPE PADUANO, of New York.

sound I ever heard, a hole was cut and I was pulled out through it. A G. M'KAY, private secretary to General Superintendent Van Eiten, body supposed to be in wreck.

but I know of no other occupants of the JOHN FOYLE, engineer, of East Aloany;

The total number of known dead is

York; knocked unconscious, severely CHINAMAN, bad scalp wound and body CHINAMAN, face badly cut and leg-

FRANK J. DEGAN, New York city; body bruised and face cut. TONG LEE, Chinaman; badly bruised and suffering from shock. HERMAN ACKER, of Peckskill, bug-

up to a late hour tonight the list is

in the letter.

Killed by a Binst. Wilkes-Barre, Oct. 24.-John Taylor, hief of nolice of the town of Parsons, and employed as a miner in the Algonquin mine, was instantly killed last night by

bett and Clarke.

Kansas City, Mo., Oct. 21.—Seven thousand people witnessed a most exciting

and closely contested base ball game be

tween the Orioles and All-Americans to-day. Both pitchers were very effective,

but Corbett, for Baltimore, carried off the

Battimoro 1 0 1 2 0 0 0 1 1- 6 10 4 Batteries-Nichols and Donahue; Cor-

All-Americans 0 0 0 1 9 1 0 2 0-4

An interesting feature of the report vas prepared by M. M. Garland, of Pittsburg, president of the Amadgamated Association of Iron and Steel workers. It is a statement giving a comparison of the wage scale and selling rate of iron at Pittsburg for 1857, when the first iron was made there, up to the close of 1896. The total production of black plate in Pennsylvania last year was 158,306,400 tons. Of this Commissioner Among the Victims. | 97,814,762 pounds were tinned, or nearly double the quantity the previous year.

duction in 1896 was \$4,633,161. There

3.144 persons, whose average daily wage

producer of tin plate in the world.

The total amount invested in ma

chinery in the several penal institu-

\$93,639.17. The number of power ma-

chines is \$16; number of hand and foot

machines, 681. Three-fourths of these

power machines are in the Western

penitentiary. The total number of days

shown by the report to be 483,738; value

of output, \$617,060.52. Of this \$524,271.-

38 is reported as having been sold on

the market and the remainder con-

sumed in their own or kindred insti-

tutions, or remaining on hand unsold.

The cost of material out of which the

production was made is reported as

\$78,768.38. The penal institutions en-

gaged in manufacturing embrace the

Eastern and Western penitentiary,

Allegheny county workhouse, House of

Correction, Schuylkill, Lehigh, Lan-

easter, Chester and Northampton coun-

If you indorse the free trade and free-

silver Chicago platform as the Lucka-

wanna Democracy does, "fully and

without reserve," then work and vote

for Schadt, Horn, et. al. If you be-

lieve in McKinley, protection and pros-

perity, turn these agents of Bryan

ty prisons.

A POLITICAL POINTER-

Pennsylvania Industrial Reformatory

of employment in manufacture

for manufacturing purposes is

he strikes was 325,854.

Advance Sheets from Report of Captain

Clark.

Manner in Which Actual Figures

Were Obtained .- Glance at the

Total Products in Iron Industry.

An Interesting Feature of the Re-

port Prepared by M. M. Garland.

Harrisburg, Oct. 24.-The advance sheets of the annual report of Captain

James M. Clark, chief of the bureau

of industrial statistics, have just been

issued. The report was prepared under

the direction of Captain Clark and Sec-

retary of Internal Affairs Latta and it

is the most complete and comprehen-

sive ever issued by the department. In

obtaining the actual earnings of work-

ing people, representatives of the

bureau followed the individual wage-

his earnings, whatever they may be

or in whatever he may work. Names

were taken as they appeared upon the

time-books and pay-rolls without re

gard to high or low earnings or regu-

In 1896 there were employed in 364

establishments considered in the re

port 119,670 persons, with an average

average wage of each person was \$1.55

and the value of the product \$213.517.

584. The total production of pig iron

for the year was 4.026,350 tons, the value

of which was \$45,172,039. There were

employed in the production of this pig

iron 11,484 persons, exclusive of office

help and management, with an average

daily wage of \$1.37. The total classi-

with a corresponding value of \$119,-

029,762. The cost of the iron and steel

out of which this product was pro-

ducted was \$17.69 per net ton and the

cost of labor, \$5.96 per net ton. The

AN INTERESTING FEATURE.

capital invested was \$120,620,912.

number of days employed 276.

larity of employment.

OF WORKING PEOPLE

EARNINGS