

ASIATIC RAILWAY PROBLEM.

Russia Completing Her Lines on the Caspian.

A PROSPECTIVE GERMAN ROAD.

England Must Look to Her Laurels—Interesting Interview on the Subject With an Anonymous Diplomat.

Railroads in Asia.

[Copyright 1890 by James Gordon Bennett.] Paris, Jan. 27.—[New York Herald Cable-Special to The Bee.]—The Herald's European edition publishes today the following:

The Paris edition of the New Herald published January 25 the following editorial: "The announcement comes from Berlin that the Germans propose a mail route between the Levant and Hamburg, and that there will be likewise a great German railway into Asia Minor. It is said this project was materially advanced in the conference between the Emperor William and the sultan at Constantinople. What with Russia building a railway through Siberia to parallel the Chinese frontier and virtually bring China within the range of her armaments, the steady movements of the French in the Tonquin region, and the quiet advance of German energy and intelligence in all parts of Asia, England will have to look out. Her apprehended rival has been Russia, but now that Germany comes to the front the race for empire becomes more and more a problem. The English, however, are not without imperial wisdom. They have never lost anything they hold except the United States, and that was not lost by the English, but by a German prince who would have his own way in spite of the ablest Englishmen of the time. It may be, however, that England is different about Asia, which has been thoroughly looted for two centuries, and stands to win on Africa.

"We have thought that the Herald's readers might be interested in reading the details regarding the serious problem of the Asian railways. The question is moreover on the carpet. At the present moment the Russians are placing in completion their lines on either side of the Caspian. A Herald correspondent accordingly obtained an interview from a diplomat whose name may not be mentioned, but who is among the most eminent in Europe on all eastern matters and thoroughly at home with all the railway plans of the past twenty-five years. The first question brought to the root of the matter:

"What is your opinion on the Herald's editorial?"

"I think it exact at least in its principal lines. For a long time past Germany has been making new commercial overtures. She has been waiting with anxious interest when France, in reviewing her commercial treaties, will raise her customs tariffs and deprive Germany of the advantages that country enjoys under the clause in the treaty of Frankfurt assuring her the treatment of the 'most favored nation.'

"What was the result of Emperor William's interview with Baron Dierckson? interrupted the diplomat, 'but the creation of railways in Asia is a question altogether too important for Germany not to do her best to obtain concessions. She would benefit greatly thereby. Austria-Hungary would be the first power to profit by a railway connecting Europe and Asia by way of Constantinople. Now Germany is just behind Austria-Hungary and is much more of a manufacturing country and moreover the German policy consists in directing her neighbor's gaze toward Salonica, and anything which would lead her to be seized upon eagerly by the Berlin cabinet. Baron Dierckson and other Berlin bankers are helping along these central Asian railways but it is doubtful whether it is in the interests of Germany that they should be so."

"Do you believe that railways are soon to be opened in Asia?"

"What railways do you mean? Do you refer to the Russian or English plans? Bear in mind that the Russians are directing their attention both to the east and southeast, they have Siberia and China on the south. They have planned lines on either border of the Caspian in Turkistan and in the Caucasian region."

"What are those plans?"

"Here my host rose and motioning to a desk of the purest Renaissance style, took three large maps which he spread out on a table. Black, red and blue lines in any quantity were marked on the maps.

"See, here they are, every one of them. There are the principal ones. This one that goes from Orenburg to Tashkent is by M. Joseph Barrande, and dating from 1873. It was proposed to extend to Tashkent by way of Samarkand and Bokhara. In 1876 a rival proposal indicated the route so that it passed by Iekaterinbourg. Now Orenburg is, since 1876, connecting with Moscow, the center of the Russian railway system.

"That line is by M. Hochstetter, president of the Vienna Imperial Geographical society. It passes Iekaterinbourg, Touman, Omsk, Semipalatinsk, Vern, Tashkent, Samarkand, Balkh and Herat, whence it connects with the Anglo-Indian system at Chitreepur and Lahore. And those lines to Siberia and China they are a Russian colonel Bogdanovitch's, and Baron Dierckson's plans. The colonel proposed a line 3,500 kilometers long from Iekaterinbourg to Peking, passing Trouman, Omsk, Tomsk, Irkutsk and Tobolsk, with a branch at Irkutsk running to Vladivostok by way of Nertschinsk. The line planned by Baron Dierckson crosses the terminus of the Anglo-Indian system, two cross the Karakorum mountains, passing through Yarkand in the Chinese empire."

"All these lines appear to me to have been planned in the interest of Russia."

"Doubtless; but their execution as far as some of them are concerned is very problematical. For example, China will for a long time be opposed to all plans for roads that pass through her territory. Besides it will be necessary to take into account the cost of construction, as it is not in proportion to the probable traffic that can be obtained."

THE IOWA DEADLOCK BROKEN.

A Temporary Organization Effected in the House.

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They Result in a Lull Which is Sure to Be Followed by a Storm of Gigantic Proportions.

The First Break.

Dis Mornis, Ia., Jan. 27.—[Special Telegram to The Bee.]—The first break in the deadlock has come after two weeks of fruitless balloting for temporary officers. The republicans made the overtures for the sake of transferring the fight to a permanent body. It is the feeling of the republicans that the fact that the caucus here has been to elect a set of temporary officers, from speaker down to doorkeeper, and then after the members had been sworn in, select a new set of permanent officials. This year the opposition vote in the house being the same as the republican vote, there was a tie at the very beginning. So that for two whole weeks the house has been trying to elect these temporary officers, who must be elected before the members could be recognized as members or be sworn in.

There is no special political advantage in the office of temporary speaker, but the republicans were afraid that if the democrats had it they would unseat a number of republicans on trumped up charges. So they refused to yield until an agreement was made by the democrats that they would not at any time in session attempt to unseat members on the ground of alleged unconstitutional districts. That stipulation was put in writing by the conference committee and agreed to by the democratic caucus, and at that condition the republicans consented to allow a democrat to preside until a permanent speaker is elected.

The terms of compromise include also the selection of a republican clerk, sergeant-at-arms and chief doorkeeper. The democrats are given the other minor officers, but all of them are only for the temporary organization. The caucuses of each party were held this morning and the terms of the compromise were approved.

This afternoon there was a great crowd in the house of representatives, the public generally expecting that the caucus would be a lively scene, but the agreement having been made and approved on each side, there was no chance for dispute and the session closed very happily as a lull in the storming. Democrats seconded the motions of republicans, and republicans returned the courtesy. Everybody was plainly pleased to see everybody else a stranger would not have known that two parties were in the chamber, each ready to hurl at the other the fiercest and most deadly blows before the storm, for the real battle of the session is yet to be fought.

"If it depended on Russia, what line would she adopt?"

"Russia is, above all, desirous of attracting the trade of the countries over land of the Caspian, the Persian Gulf, the Caucasus and the Indian Ocean. It becomes necessary who will consent to a line from Cabul to Constantinople by way of Herat, Meached, Teberan, Koshvin and Tabriz, because she will construct a branch from Herat by way of Merv connecting with her lines in Turkistan and another branch from Kasvin by way of Reza-Kain to Herat."

"And how about England?"

"England would very much prefer a line which, starting from Karachi and following the Mekron, would pass through Bandar, Abbas, Bouchir, Basora, Bajland and Alip and terminate at Alexandrette. The reason is that this part of Asia, as you know, within the zone of her influence. For the same reason she would favor a line which, starting from the Persian Gulf, would cross the city of Cyprus after passing through the valley of the Euphrates. For such a line, being a shorter route by land, would cost a smaller sum and leave England the advantage of her naval superiority. There are other projects, but as you can see for yourself by reference to the maps, they all resemble, more or less, the ones we have been speaking of, or else are of secondary interest."

"You referred a few minutes ago to an economic revolution. What do you mean by the term?"

"Very much the same as everybody else. A great railway line between the Indies and the Mediterranean would necessarily call forth very considerable traffic and would open a vast field for the products of Europe. It would thus give more cohesion and more wealth to the Musselman states. It would result in putting in communication with each other nations which nature has separated and peoples who are ignorant of each other, and it would create a current of trade of capital important for the political future of these countries."

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513 FIFTH STREET, WASHINGTON, D. C., Jan. 27.

Governor Hovey of Indiana, who is one of the leading champions of the interests of soldiers throughout the country, and who is president of the Service Pension Association of the United States, arrived here today. Almost 400,000 of the 420,000 members of the Grand Army posts throughout the country have been heard from on the Grand Army of the Republic service pension bill, and not a single negative expression has been made. Governor Hovey says that it is a political necessity that the party now in power should take immediate and favorable action on the measure; that the party, on the platform upon which President Harrison was elected, made certain pledges to the soldiers, and this proposition is the most equitable and the most just that can be made. He says that it will be in sharp contrast to the instructions by President Cleveland to the house committee on invalid pensions to take no action upon a service pension bill in the Forty-ninth and Fiftieth congresses so that the surplus in the treasury might pile up and there would be a seeming demand for a reduction of the tariff. Governor Hovey will have a conference with the republicans of the house committee on invalid pensions and other leaders of both houses of congress with a view to concerted and harmonious action upon the measure at an early day. The governor advocates the measure, which has been endorsed by about eighteen hundred Grand Army posts throughout the country, and he has the endorsements with him. The manuscript of them weighs almost seventy-five pounds. These he will present to the house committee on invalid pensions. The governor will ask congress to pass the measure at once. He presented in the house a synopsis of the endorsement given by the Grand Army posts, showing the name of each post which has endorsed the measure. He presented unanimously resolutions endorsing the bill. The synopsis of the endorsements which precedes the long list of posts, which are all in Nebraska, is as follows: "Resolutions of various posts of the Grand Army of the Republic approving and endorsing the measure to provide for the service pension of the United States and their representatives in congress by Alvin P. Hovey, president of the Service Pension Association of the United States and his wife, and the secretary of the United States to pass an act giving to every soldier, sailor and marine who served in the army or navy of the United States between April 1861 and July 1865, for the period of sixty days or more a service pension of \$3 per month, and to all who served a period of 90 days an additional amount of \$1 per month for each day's service exceeding that period." In accordance with the resolutions of the Grand Army of the Republic, the governor has secured for the bill, besides the seventeen or eighteen hundred endorsements already received from the Grand Army posts, the endorsement of the Nebraska legislature. The governor says that there are on the way here probably three or four hundred more endorsements from as many posts. Forty-two of the posts in Nebraska have passed resolutions unanimously endorsing the measure and sixty-eight Grand Army posts in Nebraska have done the same. Doubtless the members of these posts hold the balance of political power, and they will be glad to learn not only that Governor Hovey has secured for the measure the endorsement of the republicans in both houses of congress are in accord with the resolution.

OTOLS AND MISSOURIANS.

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DASHED OFF A HIGH TRESTLE.

Terrible Plunge of a Passenger Train Into a Creek.

SEVEN KILLED AND MANY HURT.

The Cars Take Fire and Are Consumed Before All the Bodies Could Be Rescued—The Death Roll.

Caused by Spreading Rails.

INDIANAPOLIS, Ind., Jan. 27.—The passenger train on the Monon route which left Chicago Sunday night, was wrecked at 7:50 this morning on the above named, a village sixteen miles north of this city.

The train was running at a rapid rate and was approaching a long trestle across Wilkerson creek, when the tender of the engine jumped the track. The engineer reversed his engine, but before the air brakes could check the speed of the train, the locomotive and baggage car had cleared the trestle, but four coaches were over the creek. The engine coach immediately caught fire and in a short time was reduced to ashes.

Fortunately for the occupants of this coach, train 62, which left this city for Chicago at 7:30, had been ordered to meet the wrecked train at Carmel, and as soon as word of the wreck was received the passengers hurried to the scene and went to work rescuing the occupants of the burning car.

A horrible scene met their eyes. In plain view of all were two boys and a woman. They were dead, but their bodies were being rapidly consumed. An arm of one projected through the side of the car and could be touched by those on the outside, but the opening was not large enough to draw the body through.

Immediately in front of the boy was a lady who got on the train at Frankfort and is yet unidentified. Her body was crushed by flames, but there was no possible way to get her out of the burning coach.

Across from this lady was Mrs. Eubanks of Broad Ripple. Her head was horribly crushed. A brakeman and a passenger seized her by the arm and by a separate effort pulled the body through the window. She lived only a few minutes after being taken out.

Another of the rescued who has since died was Mr. Deming of Sheridan. He was pinioned to the floor by falling timbers and horribly crushed. Some men seized him, and after a few minutes' work cut away the timbers that held the body, which was removed to the north side of the track. There was no medical aid and the man died in a few minutes.

Buckets having been secured from farm houses near by the flames were soon subdued and prevented from communicating to the sleeper and other coaches. As soon as it was possible to do so, a search was made for other dead.

The body of a woman, identified as Mrs. Luize Fitzpatrick of this city, was found. It was burned to a crisp.

The Oldham children were found side by side, the heavy stove lying across their bodies.

W. J. Collins of the Indianapolis Sentinel, who was on the train, furnishes the following accurate list of the dead and injured.

THE DEAD.

MRS. NELLIE ENHANK, Broad Ripple. C. O. DENNING, Frankfort, Ind.

MRS. D. S. OLDHAM and twin children, Sheridan.

MISS MARY HOOVER, Horton. MRS. HATTIE HENSLEY, Cyclopedia.

J. D. PRABSON, Sheridan, Ind., right shoulder and arm crushed; injured internally.

H. C. MILLER, New York city, commercial traveler, badly cut and bruised, right leg crushed; cannot live.

LOUIS NEWMAN, internal injuries. GEORGE MCKIM, express agent, foot badly crushed.

CHARLES C. WIRT, Frankfort, bruised on head and hips.

B. S. WINEY, Indianapolis, head badly cut and back severely wrenched.

CHARLES C. WIRT, Frankfort, bruised about head and back—serious.

G. W. STINGELL, Rossyville, legs cut, arms severely bruised and back injured.

HARRY ENGLE, son of conductor, elbow cut off and hand cut.

Eight others received slighter injuries. Investigation revealed that the accident is due to the spreading of the rails about 150 feet from the trestle. The repair of this section of the track was done Saturday.

Two Additional Fatalities.

CHICAGO, Jan. 27.—Additional particulars of the wreck of the passenger train on the Monon route wrecked near Carmel, Ind., add two more to the list of those killed, while the list of those injured will probably be increased. Up to this hour the names of the two additional killed have not been ascertained. The officials of the road here say that the train was going quite slowly when it struck the broken rail. The engine got clear over the cars immediately next to it toppling over on the incline and taking fire, whether from lamps or stoves has not yet been ascertained.

No. 2 train, arriving on the scene of the accident shortly afterwards, the dead and wounded were put on board and taken back to Chicago for medical attention. The body was not a vestible. Nearly all of the killed were in the sleeper, which was among the first of the cars to take fire. The cars are almost totally consumed.

Immediately on hearing of the accident several officials of the Monon route, including Superintendent Woodward and Dr. Davy, surgeon-general of the road, left for Carmel to render all assistance possible to the sufferers.

Not President Injails.

CINCINNATI, O., Jan. 27.—The report that M. B. Inghalls was among the injured in the Monon wreck this morning at Carmel, Ind., gave rise to the supposition that it was President Inghalls of the Big Four road. This is wrong, as Mr. Inghalls has been in the east for two weeks, and left Washington this morning for New York.

Died of Their Injuries.

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