

200 NOT KILLED

BIG FOUR TRAIN RUNNING FIFTY MILES PER HOUR, TURNS OVER.

ACCIDENT AT ZIONSVILLE, IND.

Six Are Seriously Injured, While Scores Escape Unhurt in Miraculous Manner.

Indianapolis, Special: Two hundred persons were not killed in what threatened to be a wholesale slaughter. Sunday, July 25, when Big Four train No. 16, enroute from Chicago to Cincinnati, at Zionsville, seventeen miles northwest of Indianapolis, jumped the track and overturned some of the coaches. The train was running at fifty miles an hour.

There were about 200 passengers in the coaches, and the fact that none was killed, is regarded as miraculous by the railroad officials.

Passengers who were imprisoned in the overturned cars escaped through windows. Physicians from Zionsville and Indianapolis, among them surgeons of the Big Four, dressed the victim's injuries, and, with the exception of six persons who are now in hospitals in this city, all the passengers continued their journey.

The cause of the wreck, so far as could be determined by officials of the road, was the dropping of a brake-beam or brake shoe from beneath one of the cars, causing the trucks to pass over the obstruction. The impact thus caused, it is believed, resulted in the derailment of the baggage car, and finally the entire train left the rails.

Many miraculous escapes are recorded, especially among those working in the baggage and mail cars and among the passengers riding in the forward coach.

Clark Deer, a railway postal clerk, who lives in Cincinnati, was crushed beneath several hundred pounds of mail pouches, and it is believed he may have suffered internal injuries. C. L. Burroughs, another postal clerk, who lives in this city, was bruised by being thrown against a mail pouch rack. C. M. Anthony, of Lafayette, another postal clerk, was in the forward end of the car just before the train was derailed, and, believing that this speed was greater than was safe at that point, retired to the middle of the mail car.

He no sooner had left the front end until the mail car was completely turned over. All of the postal clerks climbed through the windows after it was overturned.

Perhaps the most miraculous escape of the wreck was that of Haskell Wall a 17-year-old boy of Lebanon, who was riding the "blind" baggage between the baggage car and the mail car. Wall boarded the train at Lebanon and was going to come to Indianapolis. When he felt the cars swaying from side to side he knew something was wrong and he jumped from his perch between the two cars. A second after he leaped the cars between which he was riding were turned over, but Wall had jumped far enough to escape being pinned beneath them.

Chris Fisher, of Thorntown, who, with his wife, was on his way to Indianapolis, also had a narrow escape from serious injury. Fisher was riding in the smoker, and just before the wreck he started back to the day coach, where his wife was waiting for him. Just as he got to the door the car was derailed and the force pitched him back into the coach. When the car stopped again Fisher was thrown out on the ground. Mrs. Fisher climbed through an open window in a partially overturned coach in which she was riding.

A feature of the wreck was the position in which the derailed and overturned cars lay after the accident. The mail car, which was coupled to the engine, was only a few feet behind the engine when it overturned, and the baggage car, which was coupled to the mail car, was 100 yards behind. Fifty yards behind the baggage car were the five passenger coaches. It is believed that the mail car left the tracks first and carried the entire train with it. The engine was not overturned.

D. F. Schaff, division superintendent of the Big Four, was at the scene of the wreck. He declined to give a positive statement as to the cause of the mishap, but he said he was rather inclined to the belief that it was caused by some of the paraphernalia underneath the mail car becoming loose and striking the trucks.

The wreck was not caused by spreading rails was Mr. Schaff's positive statement. He said the track was then in good condition, so far as the rails were concerned, and the ties were also in good condition. The rails at the point where the wreck occurred have only been laid about three weeks, and they are of the best material, according to officials of the road. All the rails bear the 1909 stamp, having been made this year.

The Big Four wrecking crew, which went to the scene as soon as word reached this city, had the main track cleared at 9 o'clock last evening.

Several homes at Zionsville were turned over freely to those suffering from injuries, and physicians were on the scene until all had been cared for. The accident attracted many persons from neighboring towns and more than 100 automobile drivers visited the scene from Indianapolis and Lebanon.

At the scene of the wreck, before the relief train from Indianapolis arrived, there was much confusion.

Passengers who had been imprisoned in the overturned cars were frantic. Persons who had been traveling together were separated. All were concerned about the safety of others. This condition prevailed for half an hour, until families and friends were

RED LIGHTS ON BABY CABS.
Required in Speed Ordinance Passed by Los Angeles Solons.

WARS ON CARD EVIL

FORMER CHAMPION WOMAN PLAYER WOULD STOP PASTIME.

GIVES WARNING TO HER SEX

Woman Who Won National Whist Honors Declares Game is Menace to American Homes.

State Has Public Hanging.

Brandon, Miss., Special: Five thousand persons witnessed the hanging here of Will Mack, a colored man, who was executed for assaulting Miss Mamie Meyers, daughter of a farmer living near Pelechatchie, Miss., Nov. 17, 1908. It was the first public execution which has taken place in Mississippi for a number of years.

ACCUSED OF GRAFT

CHICAGO POLICE INSPECTOR McCANN UNDER INDICTMENT.

CONDITION AS BAD AS FRISCO

Supposed to Have Accepted Bribe Money From Keepers of Illegal Resorts.

Chicago, Special: Edward McCann, police inspector of the Fourth District, with headquarters at the Desplaines Street station, has been indicted ten times by the Cook County Grand Jury on charges of grafting from resorts in the West Side levee. The police official has given bonds aggregating \$20,000, obtained suspension from police duty at his own request, and issues defiance to the vice powers of the West Side, whose testimony is relied upon to put him in the penitentiary.

On the voting of these indictments excited attaches of the State's Attorney's office predicted that the coming week of activity by the Grand Jury will develop conditions as bad as San Francisco and pointed to the fact that 200 subpoenas for witnesses from the police districts of the city have been issued. These stories stated that each police district in turn is to undergo the scrutiny of the grand jury.

The resort owners charge the inspector with having accepted money July 1 last from characters of the Desplaines street vice district.

The five indictments charging malfeasance in office, each of which carries a fine of \$10,000 in the event of conviction, are based upon the respective indictments charging bribery and accuses the inspector of malfeasance in failing to have the resort keepers fined and driven away.

The resort keepers, who are named as witnesses on the McCann indictments, were indicted for keeping illegal resorts, the purpose being, it was said, to hold clubs over them until they finally give testimony against the police in court.

Morris Schatz, one of the resort keepers involved in the grand jury investigation, made the following detailed statement of conditions in the Desplaines Street District:

"I have been a dive keeper in Chicago for sixteen years, and I will admit that every dive keeper in the West Side levee district, as well as other sections of Chicago, must pay tribute to the police. I have been held up by the police so much of late that I could not stand it any longer.

"Perhaps the world in general does not know how tribute money is collected. There is always a 'go-between' at the head of all vice trusts, and in the West Side levee district it is Michael Heitler, known as 'Mike de Pike.'

"Now 'Mike de Pike' is and has been the right-hand man of Inspector McGann. They dined and wined together. I have often seen them out automobile riding. For a long time I paid 'protection' money to 'Mike de Pike,' who would see Inspector McGann afterward."

PERCHED IN BALLOONS.

And on Aeroplanes, Photographers Plan to "Mug" Africa.

Chicago, Ill., Special: W. D. Boyce has left Chicago on the first stage of his trip to study the animals of Africa and take photographs from balloons.

His equipment consists of three balloons and several small aeroplanes, in which he believes the members of his party can take short flights to photograph at short range, particularly inviting landscapes.

Large panoramic views will be attempted, and at night flashlight views will be taken to preserve a continuous record of the trip.

From Mice to Rhinos.

Nairobi, British East Africa, Cable: The collection of specimens of the Roosevelt expedition covers mammals and birds of all sizes, from field mice to rhinoceroses, and from small shrike to bustards. It also includes several thousand reptiles and insects.

Mr. Roosevelt's last bull hippopotamus, which he shot recently in Lake Naivasha, measured fourteen feet.

Renounces Rights to Throne.

Lisbon, Cable: Prince Miguel of Braganza, eldest son of Duke Michael, the pretender to the Portuguese throne, has renounced forever his rights to the throne in order to marry Miss Anita Stewart, daughter of Mrs. James Henry Stewart, of New York.

Long Time Coming.

Washington, Special: The claims for pay for services in the Cayuse Indian War of 1847 and 1848 in Oregon, filed by nine claimants, will be allowed by the Government at the rate of \$1.50 a day during their service period.

TAFT AT FIVE-CENT THEATER.

President Sees Possums Crawling All Over His Picture.

Washington, Special: President Taft went to a little 5-cent theater in Ninth avenue the other day and saw himself in moving pictures. He seemed to enjoy the spectacle and joined in the laughter when a fat possum was thrown upon the screen, and, with its young clinging to its back, crawled all over a big picture of the President, adorned with the national ensign and the Confederate flag.

The films were made at Petersburg, Va., several weeks ago, when the President participated in the ceremonies of the unveiling of a monument to the Pennsylvania troops at Ft. Mahone and Ft. Stedman. Representative Lassiter, who lives at Petersburg, liked the pictures and asked the President to see them, and he accepted, as he does to most propositions advanced by his friends.

SEA WALL SAVES CITY

GALVESTON EMERGES UNSCATHERED FROM TORNADO'S GRIP.

PROFITS BY DISASTER OF 1900

Great Gulf Storm Fails to Harm Texan Town Which Spent \$1,500,000 for Protection.

Galveston, Texas, Special: Cut off from communication with the outer world, Galveston last week pitted its sea wall against the fury of wind and of wave, and won.

Though the wind reached a maximum velocity of 70 miles an hour and thousands of tons of water were hurled against the masonry break-water which surrounds the densely settled portion of the city, not one life was lost on Galveston Island.

Ten persons were drowned when Bettison's pier, on the north jetty collapsed under the onslaught of the angry waters and was washed away.

The hurricane swept the entire gulf coast with an intensity that has seldom been equaled in a country where destructive storms are not unusual.

It had its origin on the Atlantic coast and swung westward and southward, devastating the entire gulf coast, even as far south as Matagorda Bay.

The hurricane struck Galveston Wednesday morning. The wind, attaining a velocity of 70 miles an hour, whipped the treacherous waters of the Mexican Gulf into a fury of destruction and blindly assaulted the grim parapets of stone which man had built to restrain its attacks.

In vain it hurled its thousands of tons of water upon the splendid breakwaters. Only a feeble burst of spray and a little water reached the beleaguered city.

The Galveston sea wall cost \$1,500,000 and was built after the terrible disaster of September 8, 1900, when 6,000 lives were lost and \$20,000,000 worth of property destroyed. Construction of the wall was begun when the city had recovered from the shock of the previous wave and was completed within four years. The first disaster made it imperative that the city have protection from the sea.

The funds for this immense undertaking were raised practically by the people of Galveston. The Legislature authorized Galveston county to issue \$1,500,000 in 4 per cent bonds, running for forty years, and these the citizens of the town immediately subscribed for. The sentiment of the people of Galveston was behind this work and the public credit which was invoked to carry it into effect, and as such it stands without parallel.

Galveston is the natural outlet of Texas, and as such will probably remain a permanent port, if the walls costing millions of dollars, proposed and built after the first disaster, have to be heightened and strengthened on even a more elaborate and expensive scale.

American Gamblers Clean Up.

Paris, Cable: An alleged band of American professional gamblers, giving the names of Osborne, Brody, Royal and Hubbard, have been arrested on the charge of card swindling on a huge scale. American and English gamblers at the fashionable Vichy and Alix Les Bains and other watering places, were the victims. Quantities of marked cards and apparatus for sensitizing the fingers, were found in their possession.

Shotgun Settles Dispute.

Owingsville, Ky., Special: William W. Wyatt, a wealthy citizen of Montgomery county, was shot and killed by Samuel Hedges, a contractor, at the home of the latter. The man quarreled over a contract in which Wyatt was the architect, and Contractor Hedges fired on Wyatt with a shotgun, killing him instantly.

Young Girl Hangs Herself.

Hamilton, Ohio, Special: Hanging to a stair banister, the body of 15-year-old Jennie Beckett, daughter of James Beckett, a wealthy farmer residing at Morning Sun, near Liberty, Ind., was found by the child's mother. No reason can be assigned for the girl's act. It is thought by some that her mind became unbalanced.

Curfew for Colored Folk.

Mobile, Ala., Special: The police commissioners have established a curfew law for colored people. All the colored people must be at home or in bed at 10 o'clock. Any of them caught wandering at large will be locked up.

Hypnotism as Crime Cure.

New York, Special: Magistrate Furlong has paroled a boy charged with highway robbery on the understanding that Dr. Siegfried Block, of Brooklyn, made an effort to reform him through hypnotic suggestion.

How About This Bequest?

McAlester, Okla., Special: The will of J. A. Barnett, who died a few days ago, bequeathing a \$100,000 estate to churches, is being contested on the ground that he was under the influence of liquor when it was made.

Barnett was a close man and not given to going to church.

Sioux to Quit the Dakotas.

New Orleans, Special: That a colony of Sioux Indians will remove from the Dakotas to an unsettled tract of land in Nicaragua is declared by Little Bison, a Sioux chief, who reached New Orleans from Bluefields yesterday. He went to Nicaragua to arrange the concession of the land with President elaya.

Little Bison declares that he will immediately take 100 Indian families to Nicaragua and that this colony will soon be increased by the addition of several hundred other families of North American Indians.

Sioux Protects Foreigners.

Washington, Special: The Persian government has made it known to the State Department, through its representative here, that the lives of foreigners and their interests will be fully safeguarded under the new regime and that no anxiety need be felt for them.

Michigan City, Ind., Special: The

first drownings of the season occurred when Harold Banks, 13, and George Stalger, 10, members of the Trinity Cathedral choir, lost their lives in Lake Michigan.

FLIES ACROSS CHANNEL

M. LOUIS BLERIOT MAKES SUCCESSFUL FLIGHT IN AEROPLANE.

ALMOST A MILE A MINUTE

Twenty-one Miles Through Windy Course Made in Twenty-Three Minutes.

Dover, England, Cable: M. Louis Bleriot, a French aviator, successfully crossed the English Channel, twenty miles, in an aeroplane at an early hour Sunday.

M. Bleriot started from Calais, France, at 5 o'clock and landed on the Cliff of Dover. He is reported to have been slightly injured.

M. Bleriot has for several years been an active aviator in France and is said to have had more miraculous escapes in his career than any other aeronaut. He made a cross-country flight from Toury to Arthenay, France, March 31, 1908, in a monoplane.

His latest achievement, prior to crossing the channel, was a flight on July 13, from Etampes to Orleans, a distance of twenty-five miles. He made a successful landing, covering the distance in 56 minutes, 10 seconds, including a stop of eleven minutes near Toury to examine his aeroplane. By this achievement he won the French Aero Club prize of \$2,800.

Hubert Latham made a daring but unsuccessful attempt July 19 to cross the English Channel.

M. Bleriot's monoplane is of the Latham type, but it is the smallest flying machine yet built. It is fitted with a three-cylinder motor, which is air-cooled and drives a two-bladed propeller. The pilot's seat is in a skiff-like body behind the wings.

Only Saturday M. Bleriot received the decoration of the Legion of Honor for his efforts in promoting the science of aviation.

The route across the English Channel from Calais to Dover was chosen because of the various and treacherous winds the aviator must encounter and thus, if successful, establish the stability of his machine.

Seamen have related how in the space of a mile eight different winds have been encountered, and to be able to stem them all with an aeroplane places the flight over this route on record as the greatest achievement reached by the "heavier-than-air" machine.

Bleriot left Las Barques, three miles from Calais, about 4:30 a. m. He crossed the channel, twenty-one miles, in twenty-three minutes, twice as swiftly as the fastest mail boat. He kept about 250 feet above the sea level and for ten minutes, while about mid-morning, was out of sight of both coasts and the French torpedo boat destroyer which followed him with his wife and friends aboard.

The wind was blowing about twenty miles an hour and the sea was choppy. The aviator was swathed in single garment of drilling impervious to the wind, which covered him from the top of his head to his feet, only his face showing. He also wore a cork life belt.

By his achievement Bleriot won the prize of \$5,000 offered by the London