SACRAMENTO DAILY RECORD-UNION.

DAILY UNION SERIES—VOL. XLIX—NO. 7477.
DAILY RECORD SERIES—VOL. XVI—NO. 2479.

SACRAMENTO, TUESDAY MORNING, MAY 25, 1880.

DAILY RECORD-UNION SERIES, VOLUME 11—NUMBER 81.

THE DAILY RECORD-UNION.

Entered at the Post Office at Sacramento as second class matter

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WM. H. MILLS, General Manager.

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THE DAILY RECORD-UNION

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For six months	5 00
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One Square, 2 times	1 75
One Square, 3 times	2 50
Each additional time	50

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Advertisements of Situations Wanted, Houses to Let, Society Meetings, etc., of FIVE LINES OR LESS, will be inserted in the DAILY RECORD-UNION as follows:

One time	25 cents
Three times	50 cents
One week	75 cents

Seven words to constitute a line.

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[Published in semi-weekly parts]

Is issued on Wednesday and Saturday of each week, completing Eight Pages in each issue, or Sixteen Pages each week, and is the cheapest and most desirable Home, News and Literary Journal published on the Pacific coast.

Terms, One Year $2 00

Semi-Weekly Union Advertising Rates.

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Each additional time	1 00

WANTED, LOST AND FOUND.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

WANTED—SITUATION BY A WOMAN, WHO is a good Cook and Laundress; city or country. Please call at the City Hotel. m24-1w*

$25 REWARD.

STOLEN FROM THE RANCH OF Mrs. E. Waldron, 2½ miles east from the city, on the night of May 22d, a SORREL WHITE-FACED MARE, about 15 hands high; branded on the left shoulder, "S. W.," collar marks on the neck. The above reward will be paid to anyone returning the same to the undersigned.
m24-2t MRS. E. WALDRON.

EMPLOYMENT OFFICE.

WANTED—ALL KINDS HELP, MALE AND Female. Particular attention paid to Furnishing Hotels, Private Families and Farmers with Help, Free of Charge to employers. HOUSTON & CO., one door south of Fourth and K streets, Sacramento city. m17-1tf

TO LET OR FOR SALE.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

NATHAN BUILDING, CORNER SEVENTH and I streets—Pleasant furnished front rooms, single or en suite. m15-tf

DRUG STORE FOR SALE—THE BEST OPENing in the State, located in one of the northern counties. Special inducements offered to a good Physician. Reason for selling, parties wish to go East. For further information apply to DANIEL WOODS, Union Hotel, Sacramento. m11-1m

FOR SALE — SUNNYSIDE RESIDENCE. I have concluded to sell my residence, located in the pleasant town of Placerville, El Dorado county, known as the "Bee place." Thirty-five acres of land; Orchard of the choicest fruit; House of two stories and eight rooms, with brick cellar; splendid well of water; Wind-mill; in fact, every convenience for a country home. House supplied with hot and cold water. Also good Barn. All will be sold at a bargain. For particulars address—
m1-1m* C. B. BROWN, Placerville.

STOCK HOGS FOR SALE.

100 HEAD OF STOCK HOGS CAN BE BOUGHT reasonable. Inquire at GRANGER'S STORE, corner of Tenth and K streets. m20-1w*

FARMS AND VINEYARDS FOR SALE

MOST OF THE PROPERTY OF THE ABOVE kinds in market here will be found on sale with CARL STROBEL, 321 J street, Sacramento. His place is the headquarters in this branch of business. Be sure to see him first and last. m13-1ptf

FOR SALE,

THE WELL-KNOWN "OREGON CITY MILLS." The mill has lately been thoroughly overhauled, and put in first-class condition for years to come. It has six run of burs, the latest improved machinery, and ample water-power; and has a reputation second to none in the State of Oregon, having been awarded at the Centennial Exhibition a medal and diploma for Flour made from winter wheat. For further particulars, apply to J. D. MILLER, Oregon City; or to J. L. BARNARD, Portland. m10-1m

RANCH FOR SALE,

AT A BARGAIN.

THE WELL-KNOWN SAULSBURY RANCH, on line of S. V. R. R., containing 330 Acres. A failure of crop has never been known upon the place. The soil is deep, and of sandy loam character; produces from 25 to 35 bushels of wheat and 30 to 45 bushels of barley to the acre. **Terms made satisfactory.**

Apply to SWEETSER & ALSIP,
Real Estate and Insurance Agents, No. 1015 Fourth street, bet. J and K, Sacramento. ap28-1p1m

DENTISTRY.

W. WOOD,

DENTIST (LATE WITH H. H. PIERson), successor to T. B. Reid, No. 317 J street, between Third and Fourth. Artificial Teeth inserted on all bases. Improved Liquid Nitrous Oxide Gas, for the Painless Extraction of Teeth. [m24-tf]

DRS. BREWER & SOUTHWORTH,

DENTISTS, SOUTHWEST CORNER OF Seventh and J streets, in Bryte's new building, up stairs. Teeth extracted without pain by the use of Improved Liquid Nitrous Oxide Gas. [m16-1p1m]

H. H. PIERSON,

DENTIST, 415 J STREET, BETWEEN Fourth and Fifth, Sacramento. Artificial Teeth inserted on Gold, Vulcanite and al. bases Nitrous Oxide or Laughing Gas administered for the painless extraction of Teeth. m14-1m

WATCHES, CLOCKS, JEWELRY

J. B. KLUNE,

(Late with Wachhorst, and successor to Floberg,) WATCHMAKER AND JEWELER, No. 60 J street, between Second and Third. Dealer in Watches, Clocks, Silverware, Jewelry, etc. Repairing in all its branches a specialty, under Mr. FLOBERG. [m8-1p1m]

J. HYMAN, JR.,

WATCHMAKER AND JEWELER, NO. 136 J street, between Fifth and Sixth. Just received, a very fine lot of Watches and Jewelry, which will be sold at a very low price. Watches and Jewelry carefully repaired. [m7-1p1m]

WILLIAM B. MILLER

(Late with Floberg).

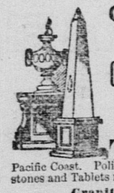
NO. 190 J STREET, NEAR SEVENTH, Watchmaker and Jeweler. Importer and Dealer in Watches, Silverware, Jewelry, etc. Repairing a specialty, under Robert Marsh. All country orders promptly attended to. [ap29-1p1f]

MISCELLANEOUS.

NOTICE.

TO COUNTRY MERCHANTS and RETAILERS.

ON RECEIPT OF $8 I WILL SEND TO ANY address an assorted case of my specialties, consisting of 3 bottles DR. RENZS Herb Bitters, 3 bottles Blackberry Brandy, 3 bottles Rye and Rock, and 3 bottles fine old Bourbon Whisky (the last named trade-mark "Bonanza"), all justly celebrated goods, and recommended for medicinal and family use. J. RENZ, Wholesale Liquor Dealer, No. 219 Commercial street, three doors below Front, San Francisco. my1-1p3m



G. GRIFFITH'S

PENRYN

GRANITE WORKS

PENRYN, CAL.

THE BEST VARIETY AND Largest Quarries on the Pacific Coast. Polished Granite Monuments, Tombstones and Tablets made to order.

Granite Building Stone

Cut, Dressed and Polished to order. jy11-1p6m

MECHANICS' STORE.

HATS! HATS!

HATS.

PICNIC "HATS," PICNIC.
PICNIC "HATS," PICNIC.

HATS "STYLISH" HATS.
HATS "STYLISH" HATS.

MEN'S "HATS!"
MEN'S "HATS!"
YOUTHS' "HATS!"
YOUTHS' "HATS!"
Boys' "Hats!" Boys' "Hats!"

CHILDREN'S "HATS," CHILDREN'S

SOFT HATS! STIFF HATS!
HIGH CROWNS! LOW CROWNS!
NARROW BRIMS! WIDE BRIMS!

Hats! Hats for the Million! Hats!

—AT THE—

MECHANICS' STORE,

WEINSTOCK & LUBIN, PROPRIETORS.

Hats! Hats! Hats!
Hats! Hats!
Hats!

HATS! HATS! HATS!
HATS! HATS!
HATS!

MECHANICS' STORE, WEINSTOCK & LUBIN, PROPRIETORS.

MEN'S "HATS!"
YOUTHS' "HATS!"
BOYS' "HATS!"
CHILDREN'S "HATS!"

MECHANICS' STORE!

SACRAMENTO ..... CAL.

Weinstock & Lubin - - Proprietors.

ONE PRICE, STRICTLY!

THE SANTA CRUZ HORROR

Additional Particulars of the Terrible Calamity.

CORRECTED LIST OF THE DEAD.

Names of the Wounded and the Extent of their Injuries.

STATEMENTS OF THE ENGINEER AND FIREMAN.

Evidence Before the Coroner of One of the Passengers.

SPECIAL DISPATCHES TO THE RECORD-UNION.

SANTA CRUZ, May 24th.—This morning the son of Herman Ripon, of 137 Tehama street, San Francisco, died, making the killed 15 in all. Physicians have been on duty all night attending to the wants and sufferings of the wounded.

The Ocean House, Santa Cruz House, Wilkins House and Germania Hotel have thrown open their doors to the wounded, who have been attentively and carefully waited upon by an efficient corps of nurses and watchers. Flags are displayed at half-mast on a number of buildings to-day.

Of the fifteen killed only twelve have been identified, the three unknown bearing no marks by which they might be identified.

One man lies dangerously hurt at the Ocean House in an insensible condition, being badly hurt in the head. No papers or letters were found upon his person, but a handkerchief bearing the initials "H. A." was found in his pocket.

COMPLETE LIST OF THE DEAD.

The following is a complete list of the dead that are known: Clay F. Merrill, Soquel; J. Ophits, San Francisco; John Staub, San Francisco; Walter Hoyt, San Francisco; George Heure, San Francisco; E. Jasper, San Francisco; John Ripon (boy) San Francisco; L. Falk, Santa Cruz; Wm. Costello, Santa Cruz; Jerry Darcy, Santa Cruz; Frank Butler, Santa Cruz; Mrs. C. S. Hussey, Santa Cruz.

THE WOUNDED.

The wounded lying at the Ocean House are as follows: John Snyder, 436 Fourth street, San Francisco; skull fractured and generally bruised. Louis Kelly, 1808 Laguna street, San Francisco; knee sprained. Frank Veen, San Francisco; badly bruised. C. C. Bishop, 746 Howard street, San Francisco; ribs broken and head bruised. Mr. Rhody, grocer, on the corner of Union and Mason streets, San Francisco; hurt seriously in the back. Patrick Gallagher, tinsmith, San Jose; leg broken, injured on the head and chest—delirious. P. F. Rechter, San Francisco; shoulder broken and scalp wounds on the head. Frank Hanly, San Jose, Wells, Fargo & Co.'s messenger; bruises on face and body—not seriously. Herman Ripon; internal injuries, and face and head badly cut. Mrs. Bauer, living near the Protestant Orphan Asylum, San Francisco; generally bruised about the head and hips.

At the Wilkin's House the following are lying: E. H. Buchanan, San Francisco; ankle sprained. Henry Rose, San Francisco; both legs broken. Wm. Knight, San Francisco; internal injuries and generally bruised. Archie Anderson, San Jose; internal injuries and bruises.

At the Santa Cruz House: Mrs. F. Carmallade; San Francisco; serious internal injuries. Mr. De Hartry, San Francisco; right leg broken. W. R. Dreuse, San Francisco; knee dislocated.

At the Germania Hotel: Jacob Gardner, 9011 Jessie street, San Francisco; internal injuries. Mrs. Ida Gerdes, same address; collar bone broken and bruise on the face. F. Siefkie, No. 240 Sixth street, San Francisco; shoulder broken. A. Shoenfeld, Folsom street, between First and Second, San Francisco; bruised.

At private residences in the town are the following wounded persons: Emma Rosenbaum, Jackson street, San Francisco; both legs broken. Mrs. Emma Brooks, San Francisco; toes of right foot smashed. Son of R. Orton, Santa Cruz; arm broken. Geo. Post, Santa Cruz; thigh broken and severe bruises and internal injuries. Mrs. George Pont, Santa Cruz, bruised in the head and face severely. Mr. and Mrs. R. Orton, Santa Cruz; both considerably hurt, Mrs. Orton's leg broken. Henry Heath, Santa Cruz, knee cap sprained. Moses Bernheim, Santa Cruz, cut on the head and bruised on the leg. George Ready, Ed. Green, George C. Stevens, August Dreher and —— Wilson are more or less bruised and cut. C. Capplemann, Santa Cruz; face bruised and injured in the legs. Mrs. Jackson Sylver, Santa Cruz, severely bruised.

[SECOND DISPATCH.]

THE TRAIN—THEORY ADVANCED.

SANTA CRUZ, May 24th.—The ill-fated train was a regular passenger train between Santa Cruz and the Felton Big Trees. It comprised an engine and three flat cars, the latter being boarded up on the side and seats stretched across.

There is a theory among some railroad employes that a number of the passengers climbing on the racks at one side lifted the wheels on the opposite side from the track, and the wheels dropped down on the ties.

BODIES IDENTIFIED.

The wounded man who is mentioned above as having "H. A." on his handkerchief, has been identified by his wife as F. Carmallade.

The physicians say that Patrick Gallagher cannot live.

Two of the three bodies of the unknown men have been identified. One is thought to be Henry Stahle, a barber at the Russ House in San Francisco, and the other is Frank Heninger, a saloon-keeper on Pacific street, near Kearny.

[THIRD DISPATCH.]

INCIDENTS OF THE AFFAIR.

SANTA CRUZ, May 24th.—The engineer took the locomotive after the accident and left for Santa Cruz for assistance. He returned in about 30 minutes, and then 20 minutes were occupied in clearing the wreck and putting the cars on the track. The killed and wounded were laid on the cars and brought here.

Those who were killed or wounded seriously were riding in the two first cars. The racks on the cars were smashed in pieces by the passengers.

A boy has just come in from the scene of disaster, having the leather inner band of a hat, which he had found. On it was written in ink, "C. Cleet, 643 Broadway." This may furnish a clue to the unidentified dead, and again it may belong to any of the uninjured.

The Coroner has impaneled a jury, which is at present endeavoring to identify the unknown man.

The conductor of the train, William D. Bones, is not in a serious condition.

The desire for filthy lucre overcome pain and even fear of death in one case. While two of the wounded were lying on the ground immediately after the accident, the one whose wounds were not so serious as the other reached out and put his hand in the other's pocket. The victim, though too weak to move, had command of his voice, and spoke to some one near, who pulled away the wretch's hand, in which a purse was found.

[FOURTH DISPATCH.]

STATEMENTS OF THE ENGINEER AND FIREMAN.

SANTA CRUZ, May 24th.—R. J. Elliott, the engineer of the ill-fated train, makes the following statement; My train consisted of a locomotive and three flat cars. We left the Big Trees on time, and were running at the rate of about twenty miles per hour when the accident occurred. On reaching the grade, which is 126 feet to the mile, the speed of the train was slightly increased. I shut off the steam at the summit, and after passing it the speed of the train continued to increase at an alarming rate. After passing tunnel No. 7 I whistled for brakes; ran on about 500 feet farther, and the brakes not seeming to be applied, I repeated the signal, but with the same unsatisfactory result. After passing the wagon-road crossing at the powder-mill, I felt the engine lift herself, and I immediately reversed the lever and gave her steam. She righted, and ran about 100 feet before the cars left the track. I stopped the train 240 feet from where the cars ran off the track. None of the cars were off the ties. The people seemed to have been injured by jumping or falling from the cars. One car next the bank jumped the track, and the others followed. The wheels were all off the rails, and the racks were broken. The conductor and brakemen were missing. I left Frank Thompson, my fireman, in charge of the train, and with H. D. Antrim, a brakeman, came on the engine to Santa Cruz for assistance; was gone half an hour, and returned with physicians, a coach and baggage car. In twenty minutes we had cleared the wreck. The passengers had become so infuriated while I was away that they were talking of throwing the fireman into the San Lorenzo river, thinking he and myself were to blame for the accident. The track is a three-degree curve, compounding to 16, where the cars were wrecked. The flat cars on the train had no air-brakes. I do not know the cause of the wreck. It might have resulted from an obstruction on the track or from the flat cars being top heavy in consequence of the passengers hanging over the racks. I have been in the employ of the South Pacific Coast Railroad four years as engineer. In clearing the wreck we placed the cars on the track and used them to bring the passengers to Santa Cruz. I should think there were 150 to 200 persons altogether on the train.

Frank R. Thompson, the fireman, was also interrogated, but said he did not see or suspect anything wrong until the train stopped, when he looked back and saw the wreck.

CORONER'S INQUEST.

Acting Coroner Davenport commenced holding an inquest at 2:30 P. M. to-day in the Court House. District Attorney Storey appeared for the people, and Joseph H. Skirm and F. Adams for the railroad company.

The first witness examined was Duncan McPherson, publisher of the Santa Cruz *Sentinel*, who testified as follows: I reside at Santa Cruz; was on the train when the accident occurred; there were three cars in the train; don't know how many passengers were on the train, but the car I was in was not crowded; The cars were open flats, or freight cars. We left Big Tree Grove three minutes behind time; I observed nothing in the way of fast time worthy of comment; when near the tunnel by the powder mill, being aware it was a down grade, I got down from a sitting position on the railing of the rear car; the velocity of the train seemed to be increasing, and I got down to avoid being hit by any timber which might be projecting from the tunnel; I was then in a standing position, and leaning against the railing; in a moment after the engineer blew the whistle of alarm. I thought there was a stone on the track and cars were churning up and down as if running over the ties; the car seemed to strike something solid, and the jar almost threw me over the railing; after going a short distance the cars stopped; I next alighted, observing that all the passengers in my car appeared to be unhurt; after doing all I could for the wounded and dying, I went back on the track, where I discovered that both rails and ties had been moved two and three inches to the right; the rails were unchanged with reference to their place on the ties, but the ties had moved, forming a sharp angle joint; the ties were also cut inside and outside the right rail, as if by the wheels passing over them, and the solid rock on the right bank was marked as though struck by the end of the car; I went ahead to where the cars were standing—a distance of 300 to 500 feet from where they left the track; the car next to the engine was off on the side next to the bank; the wheels of the second and third cars were between the rails; the entire railing on the right side of the first car was carried away, and about one-half the railing of the second car; looked for defects in the broken timber, but saw none; saw two pieces of iron, one apparently a shoe used in breaking; among the wounded were two men who represented themselves to me as conductor and brakesman, respectively, of the train; the conductor said the brakeman had tried his best to stop the train; the track was on a curve, and the rails seemed to form an acute angle; it looked as if the engine had forced the rail off and the front car had jumped the track to the right and the two rear cars to the left; the killed were lying next the bank, and looked as if they had been shot out of the car like wheat out of a shovel; saw two men take $683 from the pocket of one of the dead, said to be named John Staub; the men claimed to be authorized to take the money, and turned it over subsequently to a woman said to be the wife of deceased.

The inquest was then continued until 9 o'clock to-morrow morning.

MISCELLANEOUS.

The shocking disaster still forms the leading topic of conversation among the people of this town.

It is stated on good authority that engineer Elliott had never before run a train down that section of the road where the accident occurred, he having been employed on a construction train running between San Francisco and Felton, and that on the afternoon of the calamity he said he was totally unfamiliar with the grade.

Much excitement has been manifested here against both the engineer and fireman, and in the heat of the moment threats were made of hanging the former and throwing the latter into the river. Now, however, the excitement relative to these two employes, who appear to have been unjustly blamed for the accident, has abated, and they have lost all the fears which they entertained yesterday of personal violence; but the adverse public sentiment against the railroad company is increasing as the circumstances of the catastrophe are being made known and comprehended.

Irrespective of the non-acquaintance of the engineer with that section of the road, the company is severely censured for having made use of the flat cars. Had the regular passenger cars been on the train, it is said the accident could not by any possibility have happened. The platform cars are objectionable, for the reason mainly that they are not provided with air brakes, like the passenger cars; also that owing to their construction they are, when crowded with passengers, liable by their weight to raise the engine from the track when rounding a curve and to become top-heavy, and thus lose their balance.

There does not appear to have been but one brakeman on the train, and when it got on the down grade near the tunnel the increase of the speed was so great that he was wholly unable to check it when the engineer whistled for down brakes. Had the cars been provided with air-brakes the speed of the train could have been much better controlled.

The wounded and dead passengers on arriving here were met at the depot by citizens and town officials, who conveyed them on stretchers and in carriages to their homes or to the hotels, where they were given the benefit of every possible attention.

E. J. Swift, proprietor of the Pacific Ocean House, promptly signified his willingness to let his house be turned into a temporary asylum for the use of the suffering and wounded excursionists. Accordingly some fifteen of the injured passengers were taken there, and the remainder were conveyed to other places.

The present condition of the injured passengers is as favorable as could reasonably be expected.

RUMORED ARREST OF THE ENGINEER.

SAN JOSE, May 24th.—It is rumored here that Elliott, the engineer, has been arrested.

[FIFTH DISPATCH.]

SANTA CRUZ, May 24th.—The noon train to-day from San Francisco brought a good many friends and relatives of the dead and injured passengers.

THE SCENE AT THE WRECK

Is described by eye-witnesses as one most pathetic and horrifying. The racks of the cars were shattered and broken, and the car wheels went off the track, throwing the cars in a zig-zag position between the rails. The locality was a rugged, mountainous pass, the railroad curving sharply around between the base of a rocky and precipitous bank on the south and the water of the San Lorenzo river on the north. Underneath and by the side of the wrecked cars and near the bank were lying in a confused mass the bloody forms of wounded and dead men and women. Shrieks and groans filled the air, while those who had escaped injury themselves rushed frantically to and fro seeking to alleviate the sufferings of their unfortunate companions. Here could be seen a leg and there an arm lying upon the track where it had been severed from a body by the merciless car wheels. Women were weeping and men were moaning in the midst of their feebleness and their anguish. It was a sight well calculated to arouse compassion in the heart of the observer, as he looked upon the sorrow, pain, grief and despair, as depicted in the countenances of the wrecked and wretched excursionists. Some were calling piteously for water. Some were supplicating childishly in their agony for relief which could not be given them, and others were praying that death might come and release them from their painful state.

[SIXTH DISPATCH.]

ANOTHER DEATH—GENERAL SADNESS.

SANTA CRUZ, May 24th.—Patrick Gallagher, of San Jose, died here at 7 o'clock this evening, at the Pacific Ocean House, of injuries received in the accident. He has a wife in the East, who was on her way here to meet him.

The business houses and public offices will, it is believed, be closed to-morrow in consequence of the general sadness felt in the community.

The Coroner's inquest is likely to last for two or three days, and it is thought that startling disclosures will come out in the evidence.

EXPLANATIONS REFUSED.

The conductor of the wrecked train—William E. Bones, son of ex-senator Bones—is still confined to his bed by injuries in the spine. When approached to-day by your reporter, Bones persistently declined to make any statement relative to the accident, saying that he was afraid by so doing he would incur the displeasure of President Davis. If Davis would sanction it, then he would willingly give his version of the disaster. Subsequently Davis flatly refused to sanction such statement by Bones, or to make any himself, declaring that while the company was not afraid of the truth the publicity would, for an unexplained cause, operate to the injury of the company he represented. The railroad officers who have been consulted each and all refuse to make any satisfactory explanation of the accident or its cause, and the affair is beginning to assume a very mysterious and suspicious aspect.

A PROFESSIONAL ENGINEER'S STORY.

Howard Antrim, a professional civil engineer and a regular brakeman of the road, was on the engine at the time the accident occurred. He states that Mr. Walker, the train dispatcher, telegraphed from Oakland to send on the local train from here to Felton a large engine with Elliott in charge of it, with Bones as conductor and McLean as brakeman. The idea in this was that there would be an excursion train of 15 cars to return from this city to San Francisco in the afternoon, for which three large engines were needed to push up the grade. The regular engine for the local train being but a small twelve-ton engine, he deemed it necessary to use the large thirty-ton one which Elliott runs. Neither the engineer, conductor nor brakemen had ever been over the road before, and when they reached the Big Trees the engineer asked Antrim to go with him to Santa Cruz, to show him the road. Antrim, with the permission of his conductor, did so.

A MIRACULOUS ESCAPE.

Mrs. E. J. Swift, Miss Lulu Wilson and Mrs. Skinner, the wife and relatives of E. J. Swift, of the Pacific Ocean House, and Clerk Skinner's wife, were on the wrecked train, sitting in the same seat with Mrs. Hussey when the cars jumped the track. Mrs. Hussey was killed, but Mrs. Swift and her companions, strange to say, escaped without the slightest injury. The faces and clothes of the latter ladies were, however, bespattered with the blood and brains of the unfortunate Mrs. Hussey.

Many of the passengers who were injured did not come to Santa Cruz, but returned at once to San Francisco, and their names have not been learned.

PACIFIC COAST ITEMS.

A street railway will soon be in operation in Austin, Nev.

In irrigating in a field near Bakersfield the dogs killed eleven weasels last week.

A skate weighing 250 pounds, caught off the Farallones, is on exhibition in Oakland.

Cherries, the first of the season, have made their appearance in the Oakland market.

Grass Valley convent girls have organized a base-ball club, and hold daily practice games.

In Marin county the total railroad assessment is $207,766 30, while last year it was only $41,250.

It is estimated that it will take 2,000,000 grain bags to sack the crops in Solano county this year.

A number of deaths from malignant scarlatina are reported near Pleasant View, Clackamas county, Oregon.

Grasshoppers are hatching out on the Truckee Meadows, and are causing much anxiety to the ranchers there.

The population of Jackson, Amador county, is suffering for shelter. Houses are wanted and none are to be had.

A species of sun-perch has been found in Tulare Lake that gives birth to its young instead of spawning as fish commonly do.

Straw hats have within a few days taken the place of snow-shoes, as the most saleable articles in the market in Nevada City.

The Arizona *Miner* says that St. Johns, the county seat of Apache county, has a population of 800, and as yet no Postoffice.

The walnut trees in the vicinity of Los Angeles are heavily loaded with nuts, and the crop will probably be an exceedingly heavy one.

The San Diego *Union* reports that the schooner Emma made the run from Port Bath, Lower California, to San Diego, 350 miles, in the short time of forty-nine hours.

A party of gold hunters have been prospecting in the spur of the coast range east of Hollister during the past few weeks. They found plenty of quicksilver and antimony, but no gold.

There are about 800 Indians on the Warm Spring Reservation in Oregon. They are busy sowing grain, and are improving in the arts of industry. About forty children attend the school.

A light hay crop in the Santa Cruz valley is reported. A number of fields have been prematurely cut, for fear that if left standing its rankness from the continued rains would cause it to be borne down under any moderate storm that might yet occur.

Fears are entertained by many of the Stanislaus farmers that the supply of harvest hands in that county will not be equal to the demand. The crop will be a tremendous one, and an army of men will be necessary to harvest it. Horses will also be in demand.

The Trinity *Journal* tells this snake story: John Hagleman is working on the flat a short distance below Paul Trombback's cabin. On Wednesday of this week being somewhat fatigued, he laid down on a pile of rocks near by to rest, and while in that position fell asleep. He had not been asleep long before he was awakened by feeling something or other crawling into his pocket. He jumped up, ran his hand into his pocket, and pulled out by the tail a huge rattlesnake, which he instantly killed.

John G. Templeton informs the Los Angeles *Herald* that while prospecting in Tar Creek canyon, in the seepage region, he had occasion to make a road through the snow four feet deep. In doing so he came across an immense rattlesnake in a torpid condition. After dispatching the monster, he found that it measured seven feet in length by twelve and a half inches in circumference, and had twenty-five rattles. These, which he cut off and brought with him as a trophy, show that his snakeship had attained the venerable age of twenty-eight years, counting three years for the first button and one year for each rattle.

On Thursday afternoon Domingo Ferazi, a young Swiss farmer, aged 20 years, was shot by Adelbert Church, a lad 14 years of age, about two miles east of Tomales, Marin county. It appears that Adelbert and his brother Frank, aged 16, both sons of S. R. Church, a wealthy farmer of that section, were returning from school on horseback, when they met Ferazi proceeding in an opposite direction, also mounted on a horse. The boys endeavored to stop his way, when an altercation ensued, and, as is reported, the younger brother, drawing a revolver, fired four shots at the Swiss. The first one inflicted a slight wound on the left side of the head, the second struck him in the neck, the third penetrated the muscles of the left arm, while the fourth struck him in the left side, the ball passing between two of the ribs and lodging in the lobe of the lung. The man sprang upon his horse and rode to his home. The boys were arrested the same evening. The wound caused by the last shot is considered a serious one, and doubts are entertained of his recovery. There is intense excitement in Tomales over the affair.

TELEGRAPHIC.

LAST NIGHT'S DISPATCHES TO THE RECORD-UNION.

DOMESTIC NEWS.

Louisiana Republican State Convention—Stormy Time—A Split.

NEW ORLEANS, May 24th.—The State Republican Convention assembled at Exposition Hall. After roll call 163 delegates were announced present, every parish in the State being represented. Judge Dumont called the Convention to order, and was named as temporary Chairman. Judge Beattie insisted, amidst much confusion, that Demas, nominated by him, take the chair. Demas made a rush for the stand, followed by Beattie and Pinchback, but was repulsed by the Convention's Sergeant-at-Arms. Pinchback and Beattie then called on their followers, and they left the hall with, it is stated, 36 actual delegates, but a larger number of outsiders, to organize another Convention. Committees on Organization and Resolutions were appointed. During their absence General Jack Wharton, Colonel James Lowes and ex-Chief Justice Tudeling—the latter a Grant delegate, made speeches deprecating and condemning the bolt, which they characterized as foolish and harmful, and insisting on their remaining in the regular Convention.

The Committee on Permanent Organization named ex-Governor C. C. Warmouth as President. On taking the chair the Governor made an eloquent speech. He recapitulated the efforts of himself and other Republican leaders for entire harmony. The effort made was rendered abortive in part by the senseless bolt of some foolish men. He knew there were Grant and Sherman delegates present, and in accordance with the compromise agreement made there might be more. He should insist on an equal representation of the delegates to Chicago for both. For himself, a Blaine man, he stood by the "Plumed Knight" of Maine. The mention of both Grant and Sherman occasioned applause, but the mention of Blaine's name, under Warmouth's influence, created enthusiasm.

The following-named delegates were elected to Chicago: H. C. Warmoth, James Lewis, T. Ludeling, A. S. Dumont, Wm. P. Kellogg, Richard Simmes, P. A. Badger, Samuel Wakefield, A. H. Leonard, Wm. Harper, J. S. Mathews, W. L. McMillin, David Young, J. H. Burch, Jack Wharton, Don A. Pardee. The delegates to Chicago go uninstructed. They are said to stand seven for Sherman, seven for Grant, one for Blaine, and one (Senator Kellogg), preference not known.

The platform adopted affirms that the Government ought to exercise the right of protecting the purity of the ballot; refers to the achievements of the Republican party in national affairs, and declares a hearty and unanimous support for the Chicago nominee.

An additional resolution was unanimously adopted, reaffirming confidence in Senator Kellogg, and thanking him for the great struggle he made in defense of our rights.

Adjourned.

The San Francisco Collectorship.

[Special to the RECORD-UNION.]

WASHINGTON, May 24th.—All the Republican members of California have united in a letter to President Hayes, in which they say:

The term of Hon. T. B. Shannon as Collector of Customs at San Francisco will expire about the 25th of July next. We respectfully request that Eugene L. Sullivan, of San Francisco, be appointed as his successor. Mr. Sullivan has lived in San Francisco more than twenty years, and is one of the pioneer Republicans of the Pacific coast. He is a man of large business experience, and would bring to the office trained capacity and unquestioned integrity. No man in California enjoys in a higher degree the confidence and esteem of his fellow-citizens. While his appointment would be especially gratifying to the Republicans of the State, it would also be universally recognized as fit and acceptable. We respectfully present for your consideration the propriety of making this appointment before the adjournment of the present session of Congress. Very respectfully,

NEWTON BOOTH,
HORACE DAVIS,
H. F. PAGE,
R. PACHECO.

The Fight at Chicago.

WASHINGTON, May 24th.—William E. Chandler left for Chicago last night with full authorization, it is said, to manage the contest for Senator Blaine before and during the Convention. His capacity for a trust of this kind is unsurpassed, and on good authority it may be stated that he intends to push the Blaine fight from the start. He claims that there is a committee of five within the Executive Committee of the National Committee which has control of all the Convention arrangements. In this committee there is a majority of Blaine men. If Chandler's claim is correct, it will give the Blaine forces the control of the Convention hall and the regulation of the tickets of admission. Mr. Chandler says also that the rest of the twelve districts of Illinois must be respected. Of course all controversies will be settled by the Committee on Credentials. This committee is made up of forty-seven members, each State and Territorial delegation naming one of its number to serve thereon. It is claimed by Blaine's friends that he will have twenty-four members on that committee friendly to his interests, and will have control of it. Aside from this, several States which are not friendly to either Grant or Blaine are expected to name members on the Credentials Committee unfriendly to Grant. The plan will then be to bring in a report admitting the protesting delegation from Illinois. Of course if the Grant men are in a numerical majority in the Convention, such a report can be voted down, but it is easy to see how a good deal of bad blood is thus liable to be stirred up. The nomination of Senator Blaine will will be made by either ex-Congressman Hall or Congressman Frye. Secretary Sherman will be placed in nomination by Gen. Garfield. He said to-day, with reference to the report that he would be a candidate for the Vice-Presidency: "I am a candidate for the Presidency only, and I propose to remain a candidate until I am defeated." Gen. Robinson, Chairman of the Ohio Republican State Committee, as he was leaving Washington for Chicago last night, said: "We propose to nail Ohio's 44 votes to the masthead for Secretary Sherman, and keep them there until they are shot down." Whereat a bystander made the cruel remark, "Grant is a good shot." Washington friends of Gen. Grant continue to be exultantly confident. Senator Conkling leaves for Chicago next Thursday. It is settled that he is neither to be temporary nor permanent presiding officer of the Convention. Conkling will lead Grant's fight on the floor, after he has placed him in nomination. The talk now is that Senator Hoar will be agreed upon as permanent Chairman. This would not be either a Blaine or Grant triumph, but a concession to the other candidates. The Grant men claim confidently that they have a reversionary interest in all of Edmunds' delegates, and in the Southern delegations. It is quite generally conjectured that Don Cameron's check book, or very possibly some other candidate's "barrel," may do considerable missionary work among the latter.

Tilden's Candidacy—His Chances of Election—The Oregon Case.

[Special to the RECORD-UNION.]

NEW YORK, May 24th.—The *World* declares that there is not the slightest ground for the belief that Tilden can by any means whatever be elected, but that there is the strongest ground for the belief that he cannot be, and cites the Oregon case as one of the most serious impediments. It says: "We lay before our readers this morning a carefully digested abstract of the only too famous Oregon case, together with certain eloquently suggestive telegrams and other communications bearing vitally upon the grave question of Tilden's personal responsibility for the positions taken and for the work done by individuals close to his person and holding most confidential relations with him. We have nothing to say as to the true significance and interpretation of this most uncomfortable Oregon case. We content ourselves with reproducing the story as it stands. We print it to-day, as colorless a narrative as could well be made, but is there any Democrat in his right mind, North or South, who possibly need to be told what fate awaits any party who goes into the next Presidential campaign with a candidate about whom such a network of circumstantial evidence impugning his ability and integrity, his methods, his whole political inner man, in short, can be woven as is simply outlined in the summary from the official papers of the Oregon story, which we this morning print?

The M. E. Conference.

CINCINNATI, May 24th.—The M. E. Conference agreed to hold the next meeting at Philadelphia. The report of the Committee on Legislation, providing that the Conference shall be composed of two houses, was defeated by 110 ayes to 211 noes. The whole subject of altering the lay delegation was tabled—184 to 146.

Westward-Bound Passengers.

OMAHA, May 24th.—The following through passengers were on to-day's train, leaving at 12:15 P. M., to arrive in Sacramento May 28th: John J. Valentine, Miss Landen, J. J. Southwalt, Mrs. Goldsmith and daughter, San Francisco; J. P. Merrill, Milwaukee; Henry D. Sherrard, Philadelphia; E. J. Brush, Miss Nellie Brush, Mrs. L. B. Taylor, Zanesville, Ohio.

Fifty through emigrants left on last night's emigrant train, to arrive in Sacramento May 31st.

San Francisco Bay—Inquiry in Regard to its Shoaling.

[Special to the RECORD-UNION.]

WASAINGTON, May 24th.—Representative Horace Davis to-day introduced a resolution directing the Secretary of the Treasury to report to the House