THE RECORD-UNION.

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CHOLERA DYING OUT.

Only One Death and Three New Cases in New York Harbor.

SEVERAL STEAMERS ARRIVE, BUT NO SICKNESS ON BOARD.

Residents of Fire Island Protest Against Its Use by the State for Quarantine Purposes—The People Resolve to Resist Any Attempt to Land Passengers from the Infected Ships—Affairs Assuming a Serious Aspect.

Special to the RECORD-UNION.

NEW YORK, Sept. 11.—A number of steamers arrived in the early morning hours and dropped anchor in the lower bay to await the arrival of the health officers after sunrise. Among them were the La Champagne from Havre, and the Cherbourg and Aurania from Liverpool. Both showed clean bills of health, and after being inspected were allowed to drop anchor off the quarantine station. The other arrivals were the British steamer Martello from Hull, and the Clintonia from Shields.

The steamers will be closely inspected, and if it is found that cholera has made its appearance on board any of them they will be treated in each instance in a manner similar to that adopted in the case of the infected vessels which are at present undergoing quarantine.

The steamer Obdam was released from quarantine this morning.

Dr. Jenkins, in addition to his regular rounds, took passage in the Cepheus and proceeded to the Normannia to superintend the transfer of her passengers to Fire Island. He sent the following telegram to Governor Flower in explanation of his movements:

"Have possession of Fire Island and have transferred the first and second-cabin passengers of the Normannia. Will be pleased to hear and act upon any suggestions you may make to have matters in control and believe they will be successful in keeping out the disease. We have been successful in stopping it on the Moravia and checking it on the Rugia and Normannia. The Scandia is being disinfected and new cases are removed as fast as they develop.

"I have a competent staff, and will employ physicians as the emergency demands. Have accepted all assistance offered, both from local and national authorities. The Wyoming is not definitely infected with cholera, but we will hold her until we are perfectly satisfied of her condition. At Fire Island I have placed a competent hotel man in charge of the Surf Hotel and a competent physician to inspect and look after the passengers. I have also appointed thirty-five special police to patrol Fire Island. A committee from the Chamber of Commerce waited upon me this afternoon with a consulting board of physicians appointed by them, and said Camp Low, at Sandy Hook spit, will be proffered me as soon as complete for the reception of well people. I shall also request and act upon any suggestion by the medical consulting committee appointed by the Chamber of Commerce."

The number of new cases and deaths is not large, the Scandia being the only one to present further developments. Marie Janowitz, aged two and a half years; Annie Olsen, aged eight, and Malke Merske, aged thirteen years, were taken ill to-day, and removed to Swinburne Island. Only one death occurred, that of Theodore Olsen, a three-year-old child, who was taken ill at 6 o'clock this morning, and died at night. There was another death on board the Sandia, but it was not from cholera.

The old frigate New Hampshire left her dock at Hoboken to-day and, in tow of two tugs, proceeded on her way to the lower quarantine to take aboard the Rugia's first-cabin passengers and the Normannia's second-cabin passengers.

The Stonington, which was tendered by J. Pierrepont Morgan, was carefully examined to-day by the health officers and others and found to be unseaworthy. The Cepheus, of the Iron Steamboat Company, was chartered to remove the passengers from the Stonington to Fire Island.

Dr. Jenkins returned late in the evening from down the bay and calling the reporters together after the reports of the cases were given out, reported that on Saturday night a disturbance occurred among a lot of Armenians, Turks and Hebrews among the detained passengers on Hoffman Island. A native of Jerusalem was stabbed in the left arm, but the injuries were trivial. He stated that the new quarantine station at Sandy Hook will be used as a place for the detention of steerage passengers and the New Hampshire will be used for the Scandia's first-cabin passengers.

It had been decided to hold the steamers Wyoming and Moravia for at least ten days after all trace of sickness on board had been lost. Dr. Byron reported that outside of the new cases of sickness all patients at Swinburne Island were doing well, and Dr. Hynde, surgeon of the Wyoming, who had been received at the island three days ago, returned to the ship perfectly recovered from his slight illness.

Dr. Jenkins having received word that opposition was being threatened by the residents of Babylon to the landing of detained passengers at Fire Island, he telegraphed Governor Flower, requesting him to notify Dr. Balch to proceed with the landing under direction of the executive.

Later in the evening the Governor replied that the landing be done, regardless of the people of Babylon, and notifying Dr. Jenkins that he would be at the Windsor Hotel to-morrow morning.

Dr. Jenkins received word that the passengers on the Cepheus were forcibly prevented from landing at Fire Island by a force of 150 armed deputies from Babylon, L. I. He wired for particulars. The Cepheus returned to Sandy Hook, and Dr. Jenkins at once dispatched his secretary down the bay with instructions to look after the passengers and see that they were made as comfortable as the circumstance will admit of on the iron steamboat, where they will have to remain all night.

The steamer Stubbenhul landed her steerage passengers to-day at Ellis Island, and the ship was thoroughly cleaned and disinfected.

The following is the latest dispatch of the night received by Dr. Jenkins from Swineburne Island:

"9:30 P. M.—Have just been round the ships; everything is O. K."

No news is likely to be received here to-night regarding the Cepheus passengers. The news from Sandy Hook says she is in the vicinity of Stonington, at the lower quarantine. Whether Dr. Sanburn, who is in charge of them, will return them to Stonington or put them on board the Normannia again, no one knows. They cannot remain on board the Cepheus with any safety, as, although she has some provisions on board, she has not anything like the accommodation necessary for so large a number of passengers removed from the steamer. The wind is blowing fresh, and it would be a very difficult, if not an impossible, thing to get the Cepheus alongside the Normannia to-night.

THE PURCHASE OF FIRE ISLAND.

SURF HOTEL, FIRE ISLAND (N. Y.), Sept. 11.—There has been more excitement in the last twelve hours at Fire Island than during the whole summer season. The sale of the place to the State for quarantine purposes created a great hubbub among the people of the towns of Islip and Babylon, who predict all kinds of dire calamities with the result of the landing of passengers from vessels infected with cholera upon the beach. Last night's mass-meeting appointed a committee consisting of Supervisor Young, Justice Clarks Studley, O'Brien and Howell, Dr. W. A. Baker and J. S. Gilbert, constituting the Board of Health, to go to Fire Island with twenty Deputy Constables, to protest against the use of the island for quarantine purposes, and to resist the landing of passengers. They left in sailboats late at night, arriving there in the morning. The deputies were placed on guard.

When President Charles W. Wilson and Dr. Cyrus Edson, of the New York Board of Health, who came to Babylon by special train, arrived in a sailboat at 3 o'clock this morning, they were quickly surrounded by deputies, who made demonstrations against D. S. S. Sammis, owner of Fire Island, making all kinds of threats against him for selling it. President Wilson informed Sammis that Governor Flower authorized the purchase of the island for $210,000, and he had a certified check for $50,000 to pay as soon as the papers were signed. Sammis then turned it over to President Wilson, as representative of Health Officer Jenkins, all the guests and most of the servants having left yesterday afternoon.

When President Wilson appeared about 10 o'clock this morning, after breakfast, the local Board of Health and a hundred others from the main land, mostly boys and men, made a demonstration, using threats against the State, Mr. Sammis and everybody concerned. At 11 o'clock President Wilson met the Board of Health, and explained all circumstances of the purchase and the intended use of the island.

Supervisor Young and Dr. Baker stated that it would ruin the property and industries and endanger the health of the adjoining communities, and asserted that the local board had jurisdiction paramount to the State Board, and would resist any attempt to land passengers.

At the sending of this dispatch affairs were assuming a serious aspect at Fire Island. Although only 7:30 o'clock in the evening, this will likely be the last word sent to-night, as it has transpired that sympathizers of the local Board of Health are considering the feasibility of cutting off all telegraphic communication between Fire Island and this city.

Men from Islip and other points on the main shore appear to have decided to bid defiance both to the bidding of Governor Flower and the instructions of the State Board of Health. They seem to have become utterly lawless, as well as reckless. As it grew dark men who had been concealed in the shadows of outbuildings began to move about more freely, as if they were certain of concealing their identity. Pickets were posted and a regular system of signals arranged. There is no telling the number of men thus engaged on the island, but there certainly could not have been fewer than fifty and there may have been double that number.

A taste of the temper and cunning of these fellows had already been afforded President Wilson, and an associated search being deemed advisable piles of inflammable matter were found heaped up against either end of the ramshackle hotel, which, if lighted, would have destroyed the building in a very short time, for, being old and dry, it would burn like tinder. When the machinations of the enemy were fully understood Mr. Wilson promptly divided his associates of the Health Department and newspaper men into watches of six men each, who should patrol the building throughout the night, each watch being on duty three hours at a stretch. Even President Wilson stood a turn, and when the arrangement was effected all hands felt more comfortable.

The first news of the Cepheus was received a little after 5 o'clock, when a dispatch came saying an iron steamboat was off Point Lookout with 267 cabin passengers on board. This was a great surprise and annoyance to Mr. Wilson, who sent special orders to have the Cepheus arrive at Fire Island as near noon as possible, and in no event to leave the quarantine later than the noon hour. Mr. Wilson had already arranged with Captain Charles Wickes of the Fire Island Life-Saving Station to pilot the Cepheus across the bay.

At first Captain Wickes demurred and finally told Mr. Wilson frankly that Superintendent Arthur Dominy threatened him with the loss of his place if he brought the steamboat in. Mr. Wilson then promised him a place which would pay $1,200 a year in case he lost the $900 position he already held for bringing the Cepheus over the bar. Wickes agreed to this, but when the Cepheus appeared off the bar at 6:30 he had not turned up. When it was quite dark he appeared and said it was impossible for him to bring in the Cepheus, or even go out and explain the situation. In spite of his protestations it was evident that Captain Wickes has been intimidated.

An hour later word came from the Fire Island Observatory saying that the Cepheus' lights were disappearing, and she had evidently put back toward New York. Meantime the watchers concealed in the shadows about the hotel kept up their vigilance, while Mr. Wilson, after sending appeals to New York for special policemen to be sent down on an extra train, had fire buckets placed at handy points on the piazzas, and the watch arranged for the night began.

QUIET DAY AT THE QUARANTINE.

QUARANTINE, Sept. 11.—Sunday morning at the Upper Quarantine was quiet, and up to sunrise the Health Officer and his assistants enjoyed the first night's undisturbed rest since the dreaded cholera invaded the shores of New York Bay. The first arrival in port this morning was the Wilson line steamer Curacoa from Hull. She carried no passengers, and no sickness being found or reported on board, she was at once released and proceeded to dock.

The La Champagne dropped anchor opposite the quarantine pier at 6:38 P. M. She carried 316 saloon passengers and thirty-two second-class passengers. The fact that she had no immigrants on board added to the hope of the passengers and crew that the vessel would not be detained, but the hope was not of long duration, as on the Health Officer boarding her he ordered the ship's detention, although all the passengers and baggage had been shipped at Cherbourg, at the Government wharf, and inspected and fumigated there, affidavits to that effect being presented to the quarantine officers made by the United States Consul at the port of sailing. Dr. Jenkins ordered her detained for an indefinite period as a precautionary measure. Latter in the day the mail was fumigated and landed.

At 9:38 A. M. the Aurania came up the bay with 596 cabin passengers and 709 bags of mail from Liverpool on board. No sickness was reported, but the death was reported of Emily G. Ramsay, a ten-year-old child of Robert Ramsay of Baltimore, from acute tonsilitis. The child was attacked with sickness during the voyage, and died at 5 P. M. Saturday night.

CASES AND DEATHS IN RUSSIA.

ST. PETERSBURG, Sept. 11.—Cholera statistics show that 2,337 new cases of the disease and 1,869 deaths occurred throughout Russia yesterday. In this city during the same time there were eighty-one new cases and thirty deaths reported.

DEATH LIST APPALLINGLY LARGE.

HAMBURG, Sept. 11.—The cholera epidemic continues to rage in this city, and hundreds of persons are daily being stricken with the pestilence, and the total of the death list is growing appallingly larger and larger. Yesterday there were 310 new cases, and 117 cases and fifty-one deaths occurred previously.

COAST CHRONICLES.

Glowing Tribute to the Resources of Placer County.

MAN BURNED TO DEATH IN A LODGING-HOUSE FIRE.

A Platform in Front of a Boat-House at Coronado Beach Collapses, Precipitating All the Occupants, About Fifty in Number, Into the Bay—Fortunately All Were Rescued Alive.

Special to the RECORD-UNION.

AUBURN, Sept. 11.—A large and enthusiastic audience greeted Mr. Bowman and Judson Brusie at the Opera-house last night. Mr. Brusie, in his opening address, paid the following tribute to Placer County. He said:

"When California first disclosed her unfathomable riches to the world, no spot, or place, or locality contributed more to that marvelous revelation than the county within whose borders I find myself to-night.

"The history of Placer County can be found upon the pages containing a narrative which reads like a romance, and constitutes a record of the greatest progress and development that has ever marked the history of any other county within the State. Those great potent influences which shaped the destiny of this grand commonwealth first held their sway from the mountain tops of Placer County; the money powers of the Old and New World stood in supplication at her feet, and who is there who would eliminate from her history those records that were made among the foothills of California at a time when there was no law but Nature's, no restrictions save the limit to man's endeavor and endurance?

"Orchards may have grown where the chaparral held sway, grain fields may now be waving where native grasses of the soil once grew, flower beds may now be blooming where the thistle and the thorn like savage monarchs reigned; but the footprints of the miner are imbedded within the very rocks of California, and are as imperishable as the rocks themselves. A man living in Placer County without a feeling of pride is a recent importation, unfamiliar with her history, unacquainted with her heroes, ignorant of her traditions, unmindful of her achievements and indifferent as to her fate.

"At a time when the precious metals of the earth were rapidly diminishing and the commercial marts of the world were distressed in the contemplation of a declining specie, California, with her lapful of golden nuggets from Placer, Nevada, El Dorado and Amador Counties, knocked at the gate of every port in the world, and in the distribution of her precious load revived the commerce of the seas, gave new life and hope to the people of every clime, and bestowed upon herself that wondrous renown of which we now so proudly boast. The safety of this nation depended upon these resources, which were so generously forthcoming from the very gulches and ravines that are to this very day confronting us on every side, as silent and sad reminders of the worth, loyalty and devotion that marked the pathway of our pioneers.

"Nor does Placer county's contribution to the wealth of the world end here. Where the rudely constructed cabin of the miner marked the spot of a temporary abode, we now find buildings built upon the bedrock, standing for all time to come. Those sparkling streams (available forces of nature) that rushed down the mountain gorges, on and on, uninterrupted to the sea, have since been harnessed to those great wheels which furnish light and power. Those little, yellow twining mountain trails that looked like veins upon the foreheads of the hills have grown to great arteries of commerce and traffic. Those terrific, unyielding streams that in moments changed matter into space and dissolved great mountains, as the noon-day sun dissolves a fall of snow, are now flowing down in peaceful channels and, like silver threads, steal away to the roots of the vine and tree until rocky gorges have become luxuriant shades and barren plains are now as rich and fertile as the 'Garden of Hesperides' Again is Placer County knocking at the ports of every nation, and from the same spots where she found the lumps of gold she is now dispensing a more delicious and delicate commodity with even more generous returns. For it has been said that the roots of Placer County's trees being imbedded in the golden sands of her prolific soil gives a color and tint to her fruits as rich and yellow as the precious metal itself.

"No better illustration of the great strides of civilization could be given than the picture of Placer County with her monitors, sluice boxes and cabins of '49 compared to her homes, schoolhouses and churches, orchards, vineyards and commercial vigor of '92."

BASEBALL.

The San Joses Take Another Game From the Friscos.

SAN FRANCISCO, Sept. 11.—The San Joses took another game from San Francisco to-day, the score being 4 to 1. The game was well played, and had several exciting incidents, a running catch by McVey and a one-hand stop by Denny being the features. The San Franciscos lost because they could not hit Lookabaugh safely. Fanning pitched a good game, but the San Joses were lucky in getting their few hits at the right time.

AT LOS ANGELES.

LOS ANGELES, Sept. 11.—The locals put up a great fielding game this afternoon, and the visitors were compelled to earn both their runs. In addition to this, the Angels hammered the ball all around the lot, and simply toyed with the disheartened Colonels. Los Angeles—Runs 17, hits 17, errors 0; Oakland—Runs 2, hits 9, errors 5. Batteries—McNabb and Baldwin; Camp and Wilson.

SATURDAY'S GAMES.

At the Haight-street grounds on Saturday the San Joses were victorious over the San Franciscos by a score of 6 to 3.

At Los Angeles on the same day the home team worsted the Oaklands by a score of 12 to 3.

Whaleback Steamer Wetmore.

MARSHFIELD (Or.), Sept. 11.—The condition of the whaleback steamer Wetmore grows more critical each day. A very heavy swell is running, and it is feared that she will go to pieces soon. The rough swell and a dense fog prevent anyone going on board the vessel.

Dumped Into the Bay.

SAN DIEGO, Sept. 11.—An immense crowd assembled at Coronado to-day to witness the aquatic tournament. Just before the first event was to take place a platform in front of the boathouse, and attached to it, gave way, precipitating about fifty people who were on it into the bay. Cooler heads immediately began the work of rescuing those in the water. Some of the swimmers in the race had just donned their bathing suits and came down from the bathhouse. Others plunged in with their clothes, coats and all to aid in the work of rescue. When everyone had been fished out it was found that no one had received serious injuries.

Man Burned to Death.

TULARE, Sept. 11.—There was a disastrous fire in Tulare to-day. A lodging-house and two washhouses on K street were destroyed. A man was burned to death. Little was saved. It was caused by a drunken negro retiring with a lighted cigar.

Hattie Graham Attempts Suicide.

SAN FRANCISCO, Sept. 11. — Hattie Graham, who is under arrest for the murder of Mary Carroll, who died from the effects of a criminal operation, attempted suicide to-day by taking morphine. She was pumped out and will recover.

Fatal Accident.

SAN FRANCISCO, Sept. 11.—David McLaughlin, son of a Pennsylvania banker, was thrown from his horse while riding in the Park to-day. The horse fell on him and he received injuries from which he died shortly after.

Large Lumber Raft.

SAN FRANCISCO, Sept. 11.—A big lumber raft from Fort Bragg arrived here today in tow of the steamer Noyo. The raft contains a million feet of lumber, valued at $75,000.

The Monterey's Big Guns.

SAN FRANCISCO. Sept. 11. — The big guns for the Monterey arrived here from the East to-night in good order. There are two ten-inch and one twelve-inch gun.

BURNED SNOW SHEDS.

Dastardly Work of Incendiaries on the Central Pacific Line.

Rewards Offered for the Miscreants' Arrest—A Fire Train Caught and Burned.

Late Friday night a fire broke out in the snow sheds on the Central Pacific line about 300 feet west of Summit station and the flames were not extinguished until late in the forenoon of Saturday. About 2,200 feet of sheds were destroyed.

The fire train which is kept at Summit went to the scene immediately and did some heroic work.

A second fire was discovered early Saturday morning between Soda Springs and Cascade. Here the flames broke out simultaneously in three or four different places, destroying 2,500 feet more of sheds.

The fire trains at Blue Canyon and Truckee were then hurried to the scene and a gallant battle with the flames ensued.

At the Summit fire the flames raged so fiercely that the firemen became hemmed in and in order to save their lives had to abandon the fire train. The locomotive and water cars were lost.

A fourth fire train was sent up from Rocklin Saturday evening, but when it arrived the fire had been subdued.

The work of repairing and clearing the track was then inaugurated and carried on until late Saturday night in order that the delayed overland trains might get through. Forces of men were sent from Truckee and this city with ties and rails and the repairing was done rapidly.

The fact that the fire broke out in so many different places at the same time demonstrates beyond doubt that one or more incendiaries were at work. The Southern Pacific officials are satisfied that this is the case, and have offered a reward of $1,000 for the arrest and conviction of each of the miscreants, should there be more than one of them. Notices have been sent out to all the Sheriffs, Chiefs of Police, etc., and it is hoped that the rascals will be overhauled.

SOCIAL AND PERSONAL.

James O'Kane of San Francisco is taking in the fair.

Miss Stella Currier of San Francisco is up on a visit to the fair.

Frank L. Southack and family of San Francisco are visiting Sacramento.

Miss Tenants of Woodland is in the city, the guest of Mrs. Russell Pace.

E. M. Burns and wife of San Francisco are registered at the Golden Eagle Hotel.

Miss Lillie Hatfield of Roseburg, Or., is here visiting her aunt, Mrs. J. F. Slater.

Miss Mary Krausse left yesterday afternoon to visit relatives in Santa Barbara.

Senator E. C. Voorhies of Amador is in the city and is stopping at the Golden Eagle.

John Sweeney, a well-known young Democratic politician of San Francisco, is in the city.

Miss M. Alys Pullman has been visiting Mrs. G. St. John Breuner, nee Kaibel, in San Francisco.

Ed Casserly, who for years was connected with the San Francisco School Department, has been visiting the fair.

Mrs. G. H. Stephenson and daughter have returned home, after a month's visit in Oregon, Washington and Utah.

Congressman Caminetti is in the city, but will go to Wheatland to-day and then make a thorough canvass of his district.

Julius L. Ludovici, the celebrated painter, who has several pictures in the art display at the Pavilion, is attending the fair.

Mr. and Mrs. E. A. Avery and son Eugene returned last evening from their trip to Napa Soda, White Sulphur and Crystal Springs.

Miss Ada Hyman and Miss Lea Lindenbaum of Oakland are visiting the family of A. Davis of this city. They will remain during the fair.

Among the visitors to the fair are S. J. Hendy and Dr. Byrd of San Francisco, Directors of the Mechanics' Institute. They are greatly pleased with the exhibition. Others of the Directors will be here this week.

Dr. Clark J. Burnham, who had been visiting his parents, Mr. and Mrs. James H. Burnham of Folsom, has returned to San Francisco. Dr. Burnham has been the resident physician at St. Luke's Hospital, one of the leading hospitals on the coast, but resigned recently to engage in outside practice.

A very pleasant reception was tendered on Saturday afternoon to Miss Beckie Schweitzer and Lillie Greenberg of San Francisco by Mrs. V. Drescher at her residence, 827½ N street. The parlors were handsomely decorated with flowers and ferns, yellow being the principal feature of the decoration. After an enjoyable entertainment the guests were ushered into the dining-room, where covers were laid for twelve. The souvenirs distributed were in the form of yellow butterflies with gold trimmings. Those present were: Mrs. V. Drescher, Miss Lillie Greenberg, Miss Beckie Schweitzer, Mrs. T. A. Brown, Mrs. Alsip, Mrs. Storch, Miss R. Meyer, Miss D. Burns, Miss N. Deval, Miss M. Ramsley, Miss Ormiston and Miss Sims.

REVOLT IN MEXICO.

Government Troops Meet Defeat at the Hands of Rebels.

FEARS THAT A GENERAL UPRISING MAY TAKE PLACE.

The Condition of Mrs. Harrison's Health Does Not Improve—A Scare Created at Homestead by a Rumor That an Attempt Would be Made to Blow Up the Carnegie Mills.

Special to the RECORD-UNION.

NEW ORLEANS, Sept. 11.—A *Times-Democrat* El Paso, Tex., special says: The trouble between the Indians and the Government at Tomasache, in the State of Sonora, continues. Election troubles in the same district have been occurring about the same time. The political party under the leadership of Cruz Chuvez, have organized. General Ranjel, with the Eleventh Battalion of infantry, marched against them. Arriving at Tomasache, the troops were surprised by the rebels and several killed, the entire staff made prisoners, and the battalion dispersed with heavy losses. The Government has a strong force in the country, but the rebels have the advantage. Latest reports have it that the rebel force is over five hundred strong, and the Government sent over five hundred men against them and met a most signal defeat.

On Wednesday last Captain Martinez and 500 men left Chihuahua for the scene of hostilities. About 160 miles west of Chihuahua the regulars encountered the rebels, resulting in the loss of Captain Martinez and forty soldiers, while the rebels came out without the loss of a single man. Last night two companies of Government troops left for the scene of action. The Government is doing all it can to suppress the revolt, but the Indians in the mountains have put to route every advance of the regulars, without loss or capture, and now hold as hostages General Ranjel and staff. It is feared this is but the beginning and the success of the Indians will encourage the dissatisfied element in Mexico in a general uprising and the Government will succumb.

REIGN OF ANARCHY.

Dictator Mendoza Running Things with a High Hand in Venezuela.

NEW YORK, Sept. 11.—The *Herald's* Panama correspondent says: News comes here of a state bordering on anarchy in Venezuela. While the Government's old soldiers have been plundering private houses in La Guayra and Caracas, Dictator Mendoza has assessed the estate of Cuzman Blanco for $150,000, those of Rejas Paul Mammatos and Andrueza Palacco $100,000, each of the Crespos $50,000, Santa Ana $25,000, and other wealthy estates proportionately.

He orders the immediate confiscation of the estates or the imprisonment of the managers unless the amounts be paid at once. He robbed and closed the Bank of Venezuela, taking all the gold and silver in sight, and compelling the directory to agree to issue to him $5,000 a day in paper money.

The use of the telephone between Caracas and La Guayra has been denied to anybody except himself and he has suspended passenger traffic on the railroad trains and denies passports to people desiring to leave the country. Clearances have been refused to foreign vessels, and they have been compelled to appeal to the warships for protection in leaving port. Bishops have been banished, churches robbed and priests put in jail. Altogether there is a reign of terror.

IN A PITIABLE CONDITION.

Starving Immigrants in Quarantine at Windsor, Ont.

DETROIT (Mich.), Sept. 11.—Fifty or sixty immigrants, who arrived at Windsor, Ont., to-day over the Canadian Pacific Railway from Quebec, were held there to await the decision of the Detroit health officials as to whether they can enter the city. Government Inspector Mulhern has decided to have them held at Windsor pending a conference with the health authorities to-morrow.

Sixty immigrants who stopped at the border Friday night were released from quarantine by decision of Dr. Frank Wells of the State Board of Health. He says the quarantine restrictions apply only to those immigrants entering America by Canadian ports. These immigrants came through the New York harbor. The release brings the State and local boards into conflict. Health Officer Duffield says under no consideration can these immigrants pass the river, except by decision of the local Board of Health.

The situation of the immigrants in the meantime is pitiful. Two cars were side-tracked on the river bank at Walkerville, Ont., Saturday night, and this morning they awoke fairly famished. But few of them possessed money, and they bid fair to starve. There was not a morsel of food on the cars, and not one had had a warm meal since Thursday. At 4 o'clock hunger drove them out of the cars, and they flocked to neighboring houses for food, begging from door to door for what bites they could get. As soon as their condition was made known, a number of kind ladies went to their relief.

Damage to the Tehuantepec Railroad.

SAN ANTONIO (Texas), Sept. 11.—Jas. P. Faulkner, who has charge of a portion of the construction work on the Tehuantepec Railroad, which is to connect the Atlantic and Pacific Oceans at the Isthmus of Tehuantepec, arrived here to-day. He states that the rainy season in that part has been the most severe ever known, and work on the Atlantic side of the divide is temporarily suspended. Sixty miles of track and roadbed were washed away by the unprecedented down-pour, causing immense damage. On the Pacific side it rained also very heavy.

Corbett and Sullivan.

SPARTANBURG (S. C.), Sept. 11.—Corbett and Paddy did not leave Atlanta till the middle of the day and several thousand people gathered to see the champion off. At every station large crowds of people assembled to cheer the tall young Californian.

NEW YORK, Sept. 11.—John L. Sullivan arrived at the Grand Central Depot at 3:50 this afternoon on a Chicago and Saratoga special. When Sullivan stepped from the car a cheer went up that reassured the pugilist, and showed that he still held a warm spot in the affections of many.

The Peary Party Safe.

PHILADELPHIA, Sept. 11.—A special to the *Ledger* from St. John's, N. F., says: The Kite arrived here this afternoon from North Greenland, from whence it sailed on August 24th. On board are the entire Peary relief expedition, in good health, with Lieutenant and Mrs. Peary and party, except Mr. Voorhoof, who, it is believed, lost his life shortly after the return of the party from inland.

Schooner and Her Crew Lost.

HALIFAX, Sept. 11.—A schooner returned from Grand Banks yesterday, bringing the report of the loss of the schooner Cashier. After a fierce storm nothing more could be seen of the Cashier, and probably the entire crew of eighteen persons have perished.

A Little Scare at Homestead.

HOMESTEAD (Pa.), Sept. 11.—Something of a scare was created last night by a rumor that an attempt would be made to blow up the mill with dynamite. Additional guards were placed about the property, but nothing transpired to give color to the story.

Mrs. President Harrison.

LOON LAKE (N. Y.), Sept. 11.—Dr. Gardner, Mrs. Harrison's physician, arrived to-day, and will remain with her for the present. Her condition does not improve as was hoped.

A BURGLAR'S RAID.

He Enters the House of an Old Lady.

Mrs. Ree, an old lady who lives alone in a small house in the alley between G and H, Seventh and Eighth streets, was awakened about 2 o'clock yesterday morning by a noise in one of her rooms.

The old lady got up and saw a man getting out one of the windows to the front porch. She went out of the door and caught the man, endeavoring, without success, to hold him. She shouted for help and blew a police whistle, but the fellow escaped.

She had been down the evening before to market and thinks the burglar may have secreted himself in the house during her absence. He got into the back yard by climbing over a large pile of kindling wood which was partially overturned.

Mrs. Ree has been sick and is very feeble and the shock and fright was a severe trial for her. She thinks the thief only secured $3 or $4 in money and some small articles.

She reported to the officers yesterday morning and a man named Joe Stevens was arrested by Chief Rodgers on suspicion. Stevens lives in the same alley and has been seen by neighbors to prowl about the premises, and two or three persons are confident he is the burglar. He was a "pal" of Wilson, who recently garroted a man near the railroad shops, and is now serving a term in the County Jail.

BEET SUGAR ENTERPRISE.

The Old Factory on Andrus Island to be Started Up.

Referring to the proposed reopening of the old beet sugar factory on Andrus Island, the Rio Vista *News* says: "The building is not now attractive. The bats, rats and mice reign supreme, and the window lights are nearly all broken by mischievous boys throwing missiles. The smokestacks have succumbed to the center of gravity and lie on the top of the rear shed roof or upon the ground. The day is dawning along the horizon when this property shall present a more favorable appearance.

"A Mr. Smith of San Francisco, formerly an engineer in this factory, and his son, who has been running a sugar factory in Honolulu for twenty-two years, have looked through the factory, have seen the owners and have concluded to open the once noted sugar factory of Isleton. They will begin to remove the machinery about the 1st of November and replace it with modern machinery.

"Their lease begins with 1893, and with the privilege of buying. The factory has been closed down since 1881. Beets will be raised on the island and converted into sugar."

CRUELTY TO A HORSE.

Permitted to Stand on the Street All Night Uncared For.

Another case of shameful cruelty to a dumb beast has come to the notice of the Humane Society.

At about 6 o'clock yesterday morning a citizen took charge of a fine-looking horse and surrey at Twentieth and G streets and turned the rig over to the police. The poor animal had been left tied to a hitching-post at that place since Saturday afternoon without care or shelter.

The police placed the rig in a livery stable. The owner can have it by applying to the Secretary of the society (as per advertisement in another column) and by paying the society's costs.

AMUSEMENTS.

At the Clunie Opera-house this evening Jeffreys-Lewis will appear, opening for a week's engagement, supported by the capable company from Stockwell's theater, San Francisco. She will present this evening "Diplomacy;" Tuesday evening and Saturday matinee, "Forget-me-not;" Wednesday and Friday evenings, "Clothilde;" Thursday and Saturday evenings, "La Belle Russe." Few, if any actresses, are better known to this public than Jeffreys-Lewis. Her earliest triumphs in California were some of them achieved here, and she has never failed in this city of good audiences and unstinted applause. She plays an ungracious round of characters, most of them drawn from the side of life that is not lovely; but she invests them with such strength, acts with such intensity, makes her personations so actually real, that they are all thrilling, brilliant and passionate, and despite their shadows and moral defects she wins for them the sympathies of her auditors. In fact, no actress in similar roles succeeds so well in investing vicious life with such interest and such excusing phases as to command for them something a great deal warmer than commiseration and forgiveness, on the part of the audience. Jeffreys-Lewis is a genius on the stage, an artist in a line of specialty really without a successful rival; a passionate, fascinating, commanding and subtle presence, and art on the stage that is without comparison—there are none like her, and no characters portrayed as she paints them.

Among the leading members of the company are: Miss Ethel Brandon, Harry Mainhall, Julius Kahn and "Nick" Long—all favorites here. Judging from the demand for seats already made the engagement will be a most successful one.

At the Metropolitan Theater Dan'l Sully, the comedian and accomplished actor, will reappear, to begin a week's engagement, beginning this and to-morrow evenings, with his comedy-drama "The Millionaire." On Wednesday and Thursday evenings he will play "Paddy Nolan," Friday and Saturday, "Tammany Hall," and "The Corner Grocery," with a matinee Saturday afternoon. In his several appearances here Mr. Sully has had complete success. He is an actor of the warm, urgent, effusive order. Nothing lags in his hands; he plays as if his soul's salvation depended upon it, with earnestness, feeling and perfect sincerity in every line he reads. He has that peculiar strength which it is conceded those possess who are said to be men of "personal magnetism." But Mr. Sully's manners and methods are not self-sufficient nor aggressive. He is, on the contrary, close to his audience and has its sympathy from the outset. "The Millionaire" is a comedy-drama with some very striking and sensational scenes, one in particular, "The Strike," and another, the "Blasting of the Gorge of Rock," and still another, "The Driving of the Last Spike," are strong effects. Sully's company is one fully equal to all the requirements of the dramas played and give him excellent support.

DEATH ON THE RAIL.

Frightful Accident at a Railway Crossing Near Boston.

A FREIGHT RUNS INTO THE REAR OF A PASSENGER TRAIN.

The Rear Car of the Passenger Train Telescoped—Eight Persons Killed Outright and Nearly Forty Others Injured—As the Bodies of the Killed Were Recovered From the Burning Wreck They Presented a Sickening Appearance.

Special to the RECORD-UNION.

BOSTON (Mass.), Sept. 11.—The horror of the great Quincy accident was recalled last night when a through freight express train, west-bound, on the Fitchburg Railroad, ran into a passenger train standing on an out-bound track at West Cambridge Junction, telescoping the rear car, killing eight persons outright and injuring nearly forty others, three of whom are reported to have since died.

Passenger train No. 131, due to leave Boston at 10:15 P. M., started on time. When West Cambridge Junction was reached the engineer found it necessary, owing to the dense fog, to run close to the cross-over in order to see if he had the right of way from the signal tower. While standing near the cross-over an express freight train, bound west, came thundering along, and just as the passenger train started to cross to the Watertown branch the freight train crashed into the rear of the passenger train, with the result above described.

When the engine struck the rear car it entered it like a wedge, splitting it in two parts, each of which fell outward upon the track. The whole roof of the car lodged on top of the locomotive. The recoil from the collision drove the heavily loaded freight cars backward, and although the two cars nearest the engine were not injured, ten or twelve cars behind them were smashed into kindling wood. Cars were piled upon one another in undescribable confusion, completely blocking both tracks for fully a hundred yards.

As soon as the accident occurred word was dispatched to various police stations in Boston, Somerville and Cambridge, asking them to send surgeons to the scene.

The relief and wrecking trains, on arriving on the scene, found six of the bodies removed from the debris and laid out in the West Cambridge passenger station. They were removed by the undertakers, as were the bodies of two others recovered later. By 1 o'clock this morning all the visible bodies were removed from the wreck, and the wounded cared for by willing hands.

On the rear end of the ill-fated car a man's legs were dangling, the trunk being found a quarter of a mile down the track.

The rear brakeman of the passenger train, who shortly after the accident was sent back to notify the engineer of the freight train that there was danger ahead, states that he went back as directed and signaled the freight train, and the signal was answered by two whistles, which is the usual answer that all signals have been seen and noted. The reason for the collision, he feels sure, was that the engineer of the freight train could not control his train, which was of thirty cars, a greater part containing lumber. All were very heavy. Engineer Goodwin, of the freight train, is in the hospital suffering from a bad shaking up, but is not seriously injured. He says: "As soon as I saw the signals on the rear of the passenger train I reversed the engine, but the momentum of the freight carried it into the passenger train."

The passenger cars, other than the rear one, were not very much injured, but the shock to the occupants was only a little less severe than that sustained by those in that car.

As soon as the crash came frantic men and women rushed about in a purposeless way, shrieking and groaning. Flames soon began to burst from the wrecked freight cars. The fire department soon put out the flames. The work of rescue then began. One by one bodies were brought in and placed on the depot floor. Mangled by the crash of timber, scalded by steam and blackened by fire, they presented a sickening appearance.

The groans of the injured and cries of those who were searching for missing friends added to the horror of the scene. Most of those on the passenger train were residents of places on the line of the Watertown branch, and nearly all were working people.

It will be a difficult matter to identify some of the dead. Some were burned to a crisp, while others were frightfully mangled.

A complete list of the killed and injured, as far as known, is as follows: S. J. Sullivan, Boston; Leon C. Raymond, Winchendon, a brakeman on the freight train; John Herdson, Watertown; James Lane East Watertown; M. H. Barnes, Newton; Miss Retta Feylor, Waltham; Benjamin Tuck, Waltham, died en route to the hospital; Miss Margerie Adams, Waltham, died to-day; H. H. Nerrifield, Watertown, died to-day.

Injured—Cornelius Doyle, Waltham, probably fatally; John Regan, Watertown; Frank Mills, Watertown; Andrew Doyle, Watertown; Edmond Doyle, G. M. Spear, Waltham; Thomas O'Connell, Waltham; Fred Warren, Waltham; Robert Orr, Newton; Thomas Hinds, Waltham; Herbert P. Goodwin, engineer of the freight; Mary Dardis, Watertown; Elenor O'Hern, Florence F. Park, Boston; Kate White, Cambridge; L. S. Murphy, Waltham; Florence Clark, Boston; William O'Herne, Watertown; Peter Whitney, Watertown; John McPhee, Watertown; Patrick Oates, Watertown; Patrick Downey, Thomas F. Berry, George Good, Mrs. Fahey, James Smith, C. S. Hall,