ORIGINAL DEFECTIVE

THE LATE WAR
Is most graphically described in HARPER'S PICTORIAL HISTORY. Twelve parts are ready.

THE RECORD-UNION.

EIGHT CENTS
Is all the RECORD-UNION charges its subscribers for each number of the HARPER WAR SERIES.

LIBRARY THE UNIVERSITY OF CALIFORNIA

VOLUME LXXXVII.—NO. 139. SACRAMENTO, MONDAY MORNING, JULY 30, 1894.—SIX PAGES. WHOLE NO. 16,470.

A DAY WITHOUT EXCITEMENT.

Nothing Sensational in the Train-Wrecking Trial at Woodland.

LARGE PART OF THE SESSION TAKEN IN READING TELEGRAMS.

Many Messages Read Which Were Sent by Knox During the Strike—The Whole of the Afternoon Devoted to Argument—A Lecture by Judge Fisher to Parties Furnishing Liquors to the Defendants.

[Special Correspondence of RECORD-UNION.]

WOODLAND, July 29.—Upon the opening of court yesterday morning Judge Fisher stated that he had been informed that persons in the audience had been furnishing the defendants whisky. The Judge warned them that if the offense was repeated they would be prosecuted to the full extent of the law. His honor then requested defendant Worden to take an isolated seat at his right and maintain better order than he did yesterday.

The day was without excitement, a large part of the morning session being taken up in the reading of the telegrams produced by the Western Union Telegraph Company which had been sent by the leaders of the American Railway Union during the strike.

The whole of the afternoon session was devoted to argument on the part of attorneys for the prosecution and Attorney Wood of the Postal Telegraph Company as to the production in evidence of the telegrams sent through that company. At the close of the afternoon session General Hart made his usual impassioned application for bail for defendants Knox, Mullin and Compton.

The first witness put upon the stand was Alex Brown, a resident of Walnut Grove, Sacramento County. In answer to Attorney Bruner, witness testified: "Am a merchant; saw defendant Worden at Walnut Grove on July 7th; saw him get off of steamer Modoc at 5:30 P. M., and in company with another man asked for a team to go to Galt."

Witness refused to let him have a team, He went to a store and engaged a team from a man by the name of Dubec. While in the store he used the telephone.

Witness did not hear who he called. "Heard him say, 'Hello, Harry, is that you? Everything is all right here. No cattle on this boat.' The number that he called was either 225 or 235, in Sacramento."

W. Harland of Oakland, a colored Pullman porter, was the next witness. "On the 9th and 10th of July was in Lathrop. Was ordered by the Superintendent to stay with the car. Had been there since the 2d of July."

Witness saw Worden there. "At 10 o'clock on the next morning saw defendant Hatch; saw Worden and five others go to the telegraph office; four of them had guns; they then went to the engine and removed the bnxcar and the Pullman; Worden, seeing someone on the platform, ran his hand into his hip pocket, and, displaying a pistol, said 'Do you want to go with us, young man?' I said 'Yes, sir.' He handed me his valise, and said 'Take care of this.' Said they were going to Sacramento.

"They stopped about a mile and a half this side of Stockton and took on forty or fifty men. Next stopped at Lodi. Stopped at a place in Sacramento said to be Fourteenth street. The men went uptown. Worden told myself and five other men to run. Worden came back in about an hour. Saw Hatch in Sacramento about five minutes after Worden left."

Witness and the engineer were escorted by Hatch and others to the American Railway Union headquarters. Two of these were armed.

The cross-examination by Hart of the witness did not develop anything of consequence. Witness wasn't much frightened, but thought it best to obey.

M. J. Crosby, foreman and engineer of motive power, was the next witness sworn. In answer to Attorney Cook witness stated that he lived at Stockton. Was in Stockton in daytime of July 9th. Went to Merced and returned on the 10th, and found an engine gone; was very angry. A gentleman came and asked me if my name was Crosby. I replied that it was. He introduced himself as Worden. He said he wished to state that the American Railway Union had nothing to do with taking the engine; said he was an organizer of the American Railway Union. I told him there were a great many idle young men there, and I thought it a crime for him to do as he was doing in trying to induce more idleness; that whatever show they might have had to win the strike they had none, as the matter was now in the hands of the Government. He said: "If the worst comes to the worst we can fight. We can make bombs of the best material if necessary."

"Mr. Worden told me he was going to San Francisco that night, and would see me the next day. He then went down the track toward the depot. Mr. Worden claimed that he was in perfect ignorance of how the engine was taken out."

In answer to cross-examination by Attorney Gaddis, witness stated that the conversation concerning bombs took place in the office. "Worden told me in the yard that he came to assure me that the American Railway Union had nothing to do with taking the engine."

Witness swore positively that Worden mentioned the making of bombs and using of bombs.

George B. Clark, sworn: "Reside in Alameda; am a locomotive engineer for the Southern Pacific Company; was in Stockton about the 9th and 10th of July; saw Worden there in a saloon near the roundhouse; had an engine in Stockton; had the throttle lever taken off and buried, and the pin taken out of the valve stem."

Witness disabled his engine to prevent its being taken. "First saw Worden with a man named Kelley; did not have any conversation with them at that time; on the morning of the 10th saw Worden in Mr. Crosby's office; the conversation between the two was about the strike; Mr. Crosby remonstrated with Worden as to the manner in which they were trying to win the strike; Crosby told Worden that it was treasonable for them to oppose the Government, and that the matter was in the hands of the Government. Worden asked what the Government was. Crosby replied, 'The people.' Worden said, 'We are the people, and if the worst comes to the worst, we can throw bombs as well as any one. We have plenty of them, and, by G—, we will use them.'"

J. P. Gallagher, a telegraph operator of the Southern Pacific Railroad at Lathrop, in answer to Carroll Cook, stated that on the night the train was taken "three or four men ran along toward my office. I thought they were officers. I sprang through the window into my office. A man covered me with a revolver and said, 'Young man, don't dare to touch an instrument there, or you'll suffer the consequences.'"

Witness saw among this crowd defendant Worden. "Worden, when he came along, said, 'Have you got 'em?' The others replied, 'Yes.' He said, 'I guess you know who we are.' I said, 'Yes, sir.' The other man said he was not going to touch the instruments. Worden said, 'We'll leave some one to see that you do not. Unpleasant things happen sometimes, but I hope nothing of the kind will happen here.' Worden had a pistol at this time. Then they went to the roundhouse and coupled the engine onto the Pullman. Worden was on the engine and was leader of the crowd."

George Senf, manager of the Western Union Telegraph office of Sacramento, was recalled. The court having satisfied itself upon the point of privilege brought by witness in yesterday's session, announced that he had made, signed and filed an order that the telegrams be produced. The witness here produced the telegrams in a sealed envelope, and at the suggestion of Attorney Cook the court broke the seal. The court passed the package to Attorney Cook and the four attorneys for the prosecution consumed the next half hour in a close examination of the 127 yellow slips. Attorneys Cook and Bruner, at the conclusion of the exrmination of the telegrams, took seats by the witness and read them one after another, requiring witness to identify each as read.

The first dispatch read was sent from Sacramento under date of June 27th, and was as follows:

To W. H. Clune, 1844 Maud street, Los Angeles: Stop all Pullman sleepers. Answer.
H. A. KNOX.

The second was:

SACRAMENTO, July 4, 1894.
To McClintock, Secretary A. R. U., Truckee: State army here. You may come with all guns and volunteers. Come by trains at once, without orders. H. A. KNOX.

The next was:

SACRAMENTO, 6—27—1894.
To W. O. Brown, 733 Wood street, Oakland: Stop all Pullman sleepers. H. A. KNOX.

The fourth read:

SACRAMENTO, July 6, 1894.
To W. O. Brown, 733 Wood street, Los Angeles: As Nos. 2, 4 and 16 were on their way before notice was given, we let them go through. H. A. KNOX.

The next was:

SACRAMENTO, June 27, 1894.
To E. V. Debs, care of Keliher, Chicago: Will we stop loaded sleepers? Answer.
H. A. KNOX.

The next, under date of June 27, 1894, was sent to J. B. Hoffmire, Portland, Or., and read:

Stop all Pullman sleepers. H. A. KNOX.

Others read:

SACRAMENTO, June 29, 1894.
A. R. U. 253, Winnemucca, Nev.: Hold all but mail. H. A. KNOX.

SACRAMENTO, July 4, 1894.
Wallace, Rocklin: Come. Bring all hands. Come. Rush. H. A. KNOX.

SACRAMENTO, July 4, 1894.
Citizens' and Labor Union, Stockton, Cal.: Come at once by boat. Answer.
H. A. KNOX.

SACRAMENTO, July 15, 1894.
C. P. Kopplin, Carlin, Nev.: Large mass meeting to-day, 5,000 strong. Farmers' Alliance all with us. Now is the time to stand firm. J. MULLIN.

Dispatches which were in substance the same as the last one were read, addressed to James Kennedy, Terrace, Utah; J. H. Wade, Salt Lake; J. M. Wagner, Ogden; J. D. Gillhan, Ogden; G. G. Good, Umatilla Junction; James H. Jackson, Pendleton, Or.; C. S. Dunn, La Grande, Or.; W. H. Swart, Kamele, Or.; H. A. Risley, Junction City, Or.; J. E. Paul, Huntington, Or.; W. H. Jones, The Dalles, Or.; G. W. Lindsay, Wadsworth, Nev.; V. Porter, Reno, Nev.; Charles Capper, Farley, Nev.

Recess was then taken.

AFTERNOON SESSION.

Upon the opening of the afternoon session Court Reporter Mulligan, at the request of Carroll Cook, was instructed by the court to mark for identification the telegrams read at the morning session.

At the suggestion of General Hart all the telegrams were admitted in evidence, and those that were not read during the morning session were ordered marked also.

General Hart then proceeded with the cross-examination of witness George Senf.

Witness did not remember that a telegram was sent through his office to Willows, saying, "Armed assistance would be acceptable"; was sure it was not sent through his office, as there was no record of it.

Witness could not remember in what paper he had seen the publication in reference to this dispatch. He had never seen the Willows *Journal:* said he did read the RECORD-UNION sometimes.

J. K. Beede, Manager of the Postal Telegraph Company of Sacramento was next sworn:

Mr. Cook asked the court to make an order requiring the Postal Telegraph Company to produce telegrams sent by members of the American Railway Union with reference to the strike, as had been done in the morning session requiring the Western Union Company to do so.

Attorney William Wood of San Francisco, legal adviser of the Postal Telegraph Company here, addressed the Court at length and asked the permission of the Court to state the position of the Postal Company with regard to the production of private telegrams. The substance of Attorney Wood's argument was that the subpena was not a sufficient legal document, inasmuch as it did not distinguish any particular telegrams, and bore no description, mark or order by which the company was to know what special messages were referred to. Counsel cited decisions of the Supreme Courts of Missouri and California in similar cases, and produced a copy of subpena in one of the cited cases, in which it was decided that the subpena was not sufficient. He claimed that the subpena in that case was more particularly descriptive than in this. He referred to various authorities to sustain his point, and asked that the telegrams be submitted to the court to be passed upon before being passed to counsel.

Carroll Cook replied to the effect that the subpena referred to was much more general than the one in the present case. The subpena gives the time and places and says the telegrams are "necessary and material," therefore it fills all the requirements.

At the close of extended argument upon the point in issue by Attorneys Cook, Bruner and Woods, Judge Fisher said that he considered the subpena sufficient and overruled the objection.

General Hart here made another application for bail, which was refused by Judge Fisher, whereupon Hart announced that unless the prosecution produce something material before 3 o'clock Monday he should demand bail.

The court commanded the witnesses to be present at 10 o'clock Monday, to which hour court stood adjourned.

A Feasible Waterway.

WASHINGTON, July 29.—Secretary Herbert, through a letter to Senator Squire, has submitted to the conferrees on the river and harbor bill a report of a board of naval engineers, recommending for the benefit of the navy in Pacific waters the construction of a waterway connecting Puget Sound with Lakes Union and Washington, which was provided for in the bill as it passed the Senate. This board has been examining the dry dock in course of construction at the Port Orchard naval station, and has visited the proposed waterway. The report speaks of the great advantage which access to Lake Washington would be to the navy as well as to commerce at large, and also emphasizes the feasibility of the project.

Killed by Lightning.

PITTSFIELD (Mass.), July 29.—George B. Castle, a grocer of this city, was instantly killed by lightning at Lake Onala this evening and four others were rendered unconscious for a time. The bolt struck a tree around which the party was seated. The storm throughout the southern part of Berkshire County was terrific. Many other persons were prostrated, while several buildings in this city were struck and damaged by lightning. At Lenox considerable damage was done.

Strike Voted Off.

IRONWOOD (Mich.), July 29.—The Miners' Union to-day voted the strike off, and decided to go to work to-morrow. The troops will return to-morrow.

RUIN BY FOREST FIRES.

A Prosperous Wisconsin Town Almost Totally Destroyed.

THREE THOUSAND PEOPLE ARE LEFT HOMELESS.

At Least Thirteen People Known to Have Lost Their Lives—All But One Drowned While Trying to Escape the Raging Flames—Terrible Scenes Witnessed Which Beggar Description.

Special to the RECORD-UNION.

MILWAUKEE, July 29.—A special from Phillips says: Thirty-nine buildings out of seventy-five stand amidst smoke and ashes on the site of what was the flourishing city of Phillips, the county seat of Price County, and one of the wealthiest and most prosperous of all the towns in the timber regions of Wisconsin.

Three thousand people are homeless, and except those who have been offered shelter in the neighboring towns—whose people will themselves pass a sleepless night through the fear that the fires raging in the forest on all sides will sweep away their homes at any hour—will have no covering for their worn-out bodies to-night. Worse than all, at least thirteen people are known to have lost their lives.

All the dead were drowned in Elk Lake while trying to escape from the fire except the unknown man, whose body was found in the ruins of the house of F. W. Sackett, editor the Phillips *Times*.

Four gales of fire following each other, as soon as one had accomplished its work of destruction, cut four swaths through the city, leaving standing only the Lutheran Church and some dwellings near the southern limits, and freakishly jumping over the Worcester Town Hall and a group of dwellings in the very heart of the burned district. A system of water works which would ordinarily be ample protection against the blazing forests were rendered useless by the burning of the pumping station in the first fire. The volunteer fire department, consisting of thirty-four men and having 3,000 feet of hose, had been working two days in the swamp to the west of the city to prevent the flames coming into town.

Driven by the increasing wind the fire reached the southwest limits of the city about 2 o'clock in the afternoon. Across the miles of swamp, where the water was from six inches to a foot in depth, it could be heard roaring for fully an hour—a sound that rendered the people panic-stricken. The firemen fought it until it drove them back with blistered hands and faces, and then they sought to stop its progress with dynamite explosions. This they did accomplish after the north end of the city had been destroyed, the entire First and part of the Second Ward, including the box factory of the John R. Davis Lumber Company and the schoolhouse.

Just then another cyclone of fire struck the western side, sweeping through the main business and residence portion of the city and destroying the rest of the Davis Company plant. The path of the fire took in the City Hall, Courthouse, jail and the Wisconsin Central depot, and swept everything to the lake. Thirteen prisoners were in the jail, and some of them made their escape from the Sheriff.

It was during the first fire that the loss of life occurred. Driven frantic by the rushing gale of flames, the families of James Locke, Frank Cliss and Dave Bryden gathered hurriedly in their arms all the possessions they could and made for a floating boathouse that was tied to the town bridge near the box factory. After they had gone a short distance the craft began to sink, and death by fire staring them on one side and drowning on the other, the boats were resorted to; but in the gale they capsized almost instantly, all perishing with the exception of Mrs. Cliss, who was found floating this morning on the opposite side of the lake, clinging with desperation to a boat.

When it became evident that the city was threatened with destruction the John R. Davis Lumber Company made up a train of its cars and sought to take the women and children to a place of safety, on the Little Elk branch. The train had proceeded but a short way, however, when the bridge across the stream was discovered to be burned, and the train with its cargo of human freight was forced to return to the city and run the gantlet of flame and smoke.

In the meantime permission had been received to use the main tracks of the Central road, and the homeless people were carried south twelve miles to Prentice. The people of Prentice opened wide their homes, but there was not room for all the crowd of men, women and children.

The terrible scenes beggars all description. The blackened faces of those who fought to save their homes stare with bloodshot eyes at the blackened heaps which mark their once happy homes. Not since the forest fires which destroyed Peshtigo has anything occurred which will be compared with the scene of the ruin here.

A committee of Ashland arrived here with a special train last night with provisions. They were given out in small quantities, so as to make them last as long as possible and keep something until available provisions arrived. Men and women walk the streets, all begrimed, wringing their hands and bemoaning their sad fate. Only a town hall and a few small buildings are left. They were immediately converted into shelter for the destitute, but a few women and children could crowd into them. The vast multitude had to remain without food or shelter last night. Improvised huts are being used to-night. Governor Peck and his staff arrived from Madison this morning. A dozen cars of provisions have arrived from various cities, and the organization for relief has been completed.

Governor Peck met with the committee at the town hall this morning and offered many suggestions. He brought a quantity of sheeting which is being converted into tents. Great crowds of residents who left Friday returned to-day. Lumber is being shipped to complete buildings already burned.

Two more bodies have been recovered from the river where the terrible holacaust occured, those of J. Locke and one of his children. The boat house on which the desperate men and women took refuge was shoved from the shore. Before it had gone far the suction of the flames drew it right up into a regular furnace of fire. The boats were either overturned or the people jumped.

It is now estimated that fifteen lives were lost at this place. It is supposed that the bodies of several children were buried under the ruins of the wagon bridge, which, it is claimed, gave way while they were trying to escape from the flames to the peninsula which runs out into the lake, approaching closely the location of the John R. Davis Company's plant. Mrs. Cliss, who was picked up after clinging to an overturned boat for over an hour, is doing nicely and it is thought will recover.

Relief trains have fairly poured into Phillips to-day, and there are supplies of food here now sufficient to supply the fire sufferers for a month. Men were set to work making a large mess tent, where the homeless will be cared for.

Following is the list of the losses: John R. Davis Lumber Company, $500,000; Fayette Shaw Tannery Company, $150,000; Wisconsin Central Railroad, $20,000; Jump Lumber Company, $20,000; city and county property, $75,000; Fifield Manufacturing Company, $8,000; Duluth, South Shore and Atlantic Railroad Company, $10,000; F. L. Hunt, $20,000; C. C. Kelhers, $18,000; Jacob Rasmussen, $10,000; Giles House, $8,000. This is not counting the half-million loss to the residence owners.

The list of dead recovered from the river up to 4:30 is as follows: Mrs. David Briggin and two children, James E. Locke and two children, Frank Cliss and one child. There are still three persons in the river, Mrs. Locke and children.

THE RECENT STRIKE.

An Editorial Which President Gompers Will Publish.

NEW YORK, July 29.—Samuel Gompers will publish in the August number of the *American Federationist* an editorial on the recent strike. He says in part:

"The strike of the American Railway Union to influence Pullman to submit to arbitration the controversy between himself and his employes will long live in the memory of man as one of the greatest labor struggles in the history of the country. Many of its predecessors have failed of its immediate object, but it has accomplished more good in directing attention to the underlying wrongs of modern society than all the lectures and publications could secure in a decade.

"Out of all the tumult it has revealed to the world the character of one of its noblest sons—Eugene V. Debs. His earnestness, honesty and sincerity no man doubts. It must be borne in mind that the proposition he desired to submit to the Managers' Association contained no other condition than the reinstatement of the striking railroad men. In other words, the question which the men had come out for had been abandoned. They were then on strike in their positions. In view of the fact that the railroad men were asked to be reinstated, we submit to the calm judgment of all whether it would have been either wise, just or expedient to advise our fellow-workmen of all trades throughout the country to lay down their tools and quit work?

"Apart from any consideration of this question, or eschewing for a moment the consideration of contracts entered into between organized workmen and their employers, and even putting aside the excellent reasons given in the statement, already issued, we feel that it would be the most palpable wrong ever inflicted on the workers of the country to alter what the conference did, and it was to pledge our support to the men on strike while advising our fellow-workers not to enter into a sympathetic strike at this time."

PULLMAN EMPLOYES.

They May Quit and Work for a New Corporation.

CHICAGO, July 29.—The *Record* will to-morrow publish the following:

If the negotiations now pending are carried to a successful termination, the striking car builders at Pullman will quit Pullman in a body and become the employes of a powerful new corporation organized for the manufacture of palace and freight coaches. For more than a week secret communications have been passing between the agent of the corporation in Chicago and the strikers' Central Committee. The offers to the men are in writing, signed by a man of wealth and prominence in business circles of the city. The names of a number of capitalists who are connected with the enterprise are also mentioned to give the communication greater weight.

Thus far the preparations of the Central Committee and their replies to the advances made by the corporation have been kept wholly secret, but it is known that every member is heartily in favor of the change if reasonable terms can be agreed upon. As soon as the negotiations have reached a more definite basis the matter will be laid before the body of the strikers for their sanction and approval.

"The corporation which is making those offers means business," said a man who has had part in the negotiations, "and if a definite arrangement can be made all of the skilled mechanics at Pullman will be hired in a body. They are thoroughly familiar with the somewhat difficult task of making cars, and they could go right at it without a moment's delay, thus saving the new concern thousands of dollars which it would cost if new men started it."

The names of those back of the offer to the strikers will be made public within a week or two. At present the committee is silent. The corporation conducting the negotiations is identical to the one which filed articles with the Illinois Secretary of State last week. It has a capital of $5,000,000, and its works will be located at St. Louis.

Debs Makes an Address.

TERRE HAUTE, July 29.—Packed like sardines were the people who listened to President Debs of the American Railway Union to-day in the operahouse. Debs said that he had always been in favor of arbitration and opposed to strikes until the gauntlet was thrown down, and an effort made to crush organized labor, and there was a time when not to strike meant degradation and dishonor, and this was the time. He made quite a lengthy address, and was vociferously applauded.

Three Children Found Dead.

HARTFORD, July 29.—Raymond, aged 9, Elroy, aged 7, and Freddie, aged 5, sons of James Kerins, who have been missing for several days, have been found dead in a closet of a caboose siding on a side track not 300 feet from their home. The bodies were entirely nude and badly decomposed. The children had entered the car to play, and it is supposed closed the door, and not being able to open it suffocated.

Will Not Sign the New Schedule.

KANSAS CITY, July 29.—There was a meeting of the lodge of the Brotherhood of Locomotive Engineers at Argentine last evening at which was discussed the proposition of the company to reduce the wage schedule. While the members of the order refuse to talk for publication as to their proceeding, it was stated by one of the men unofficially to-day that the lodge decided not to sign the new schedule presented by the Santa Fe Company.

Big Fire at New York.

NEW YORK, July 29.—A big fire broke out this afternoon, and the damage is put at $150,000. It started in the basement of a six-story building, 82 to 88 Fulton street. The building was practically gutted. The New York *Law Journal's* composing room was destroyed. Other occupants of the building were Lehr Bros., printers; Eagler & Montophans, restaurant; Child & Foster, John B. Brooks, The Duane Press Company, F. S. Brooks, moulder.

Cases of Sunstroke at New York.

NEW YORK, July 29.—The fatal cases of sunstroke to-day were: Michael Newell, 36 years of age; Thomas Spencer, 39 years old; Johnny Toomey, 50 years old; John Daley, 25 years old, a carpenter; Jack McGowan, 60 years old. An unknown man was prostrated in Brooklyn, and died before the ambulance arrived. Other fatalities were Abbie and Henry Holzswarz, 36 years old.

Fatal Boiler Explosion.

ASHLAND (Pa.), July 29.—A boiler at the Lehigh Valley Works exploded last night, killing one man and injuring three others. Dead—John Miller, aged 49; John Lack. The fourth victim was Steven Solskiaba Polander, who was badly scalded, but will recover. The cause of the explosion is not known.

TERRIBLE LOSS OF LIFE.

Another Chinese Transport Sunk by a Japanese Cruiser.

ONLY FORTY OUT OF TWO THOUSAND TROOPS SAVED.

Two Hundred Houses in a Town in Bulgaria Destroyed by Fire and a Number of Lives Believed to Have Been Lost—Quiet Reported to Reign at Bluefields.

Special to the RECORD-UNION.

SHAN[illegible], July 29.—In addition to Hugh M[illegible] & Co.'s steamer, Kow Chung, [illegible] a Japanese cruiser, all the Ch[illegible]s on board being drowned [illegible]ese Trading Company's st[illegible] Toonean, also being used as a transport, has been sunk by a Japanese warship. All the steamers of the Chinese Trading Company now here and the Chinese merchant steamers are ordered to remain here until orders from Tien Tsin.

The Toonean was a vessel of 900 tons, commanded by Captain Lowe, and belonged to the China Merchants' Steam Navigation Company. She was chartered by the Chinese Government to transport troops to Corea.

Late this evening further details of the naval engagement reached this city. The fighting, though of short duration, was very severe. Prior to the discharge of the torpedo from the Japanese warship the crew of the transport, which was armed, and military on board of her made a hard fight. When the vessel began to sink there was great excitement. In the confusion no attempt was made to lower small boats. Had such an attempt been made the boats could have carried only a small percentage of those on board. Every foreigner on board was either killed in the fighting or went down with the vessel when she foundered.

The loss of life was very great. Of nearly 2,000 troops on board of her only forty were saved. They were picked up by a French gunboat that was cruising in the vicinity. Only a short time elapsed between the explosion and the foundering of the transport. The vessel went down suddenly near Shopcent Island, at which place her commander attempted to beach her. The Saon Kian which was captured by the Japs was an old man-of-war that had been pressed into use as a transport. Many were killed on board of her before she fell into the hands of the Japanese.

The official Chinese dispatches of the engagement of the warships say the Chinese iron-clad Chen Yur, which is one of the largest of her class belonging to the northern fleet, retreated to Kotze and escaped capture by the Japanese. The latter, the report adds, captured a dispatch boat and sunk a transport. Six other transports escaped.

News has been received here that on the same day a naval engagement took place. The Japanese troops ashore attacked the Chinese at Asan. No details have been received. The British twin-screw cruiser Porpoise has sailed hence to protect the British at Chefoo on the Shan Toong Promontory, a health resort of foreigners. The principal reinforcements of the Chinese have reached their destination safely.

WIDESPREAD DISCONTENT.

LONDON, July 29.—As the results made by experts in Corea, a reporter of the Associated Press learns that widespread discontent exists in Corea because of the corruption and misgovernment that everywhere prevails. One of the most powerful revolutionary factors in the country is a quasi religious sect called Tong Hak, which ascribes the precarious condition of Corean trade and commerce to the presence of foreigners in the country. This sect has set for itself the task of ridding Corea of the bad foreigners, and has threatened the Japanese and other foreigners. Among the charges brought against the foreigners is one that they have caused an enormous increase in the price of feed stuff without any benefit accruing. The King of Corea possesses no real authority, and he is in constant terror of a revolution that will sweep him from the throne. He is heavily in debt and the whole country is in a state of anarchy. To this condition of affairs is due the revolt.

Last year 30,000 Coreans, armed and unarmed, threatened to march on the Capital, Seoul, and compel the foreigners to leave. This rebellion was suppressed, but the country has been disturbed ever since. Reforms in the administration are regarded as absolutely necessary, not to save the commerce of the country, but for the safety of the foreigners.

JAPANESE ADVANCE ON SEOUL.

BERLIN, July 29.—Advices received here from Seoul show that upon the refusal of Corea to accede to Japan's demand that the Chinese troops be sent out of the country, the Japanese advanced on Seoul. After a short encounter, in which the Coreans were defeated, the Japanese occupied the royal palace. The killing of Corean troops caused the foreign troops to intervene.

AN IMPERIAL EDICT.

YOKOHAMA, July 29.—An imperial edict has been issued calling out the army and navy reserves and ordering them to report for duty at their respective headquarters. The Chinese residents of Japan are greatly alarmed at the threatened outlook. Reliable information has been received at Tokio that the main body of the Chinese army crossed the northwestern frontier of Corea on July 25th.

Further firing on the Japanese ships at Corea is reported.

AT BLUEFIELDS.

Natives Keeping Close Guard Waiting the Approach of Nicaraguans.

NEW ORLEANS, July 29.—A letter from the Associated Press correspondent at Bluefields, dated July 23d, shows that no trouble has taken place there up to that date. The natives are keeping a close guard of all the avenues, waiting the arrival of Nicaraguan troops. General Cabezas is still at Rama, where he is gathering troops. But on the date mentioned he was said to have been uncertain as to his course, owing to advices from the interior describing an uprising against Zelaya, headed by General Ortiz, the commander of the Nicaraguan army. Between that rumor and the report of the demonstrations of war by Costa Rica, the natives regarded themselves safe from attack for some time to come.

The only excitement was caused by Cabezos, under cover of martial law, preventing American ships and launches from visiting Rama and holding the vessels there pending his orders. Some Americans managed to escape from Rama, and communicated the facts to Captain O'Neil of the Marblehead, who armed his launch with a rapid-firing gun and made a trip into Rama, where he interviewed Cabezos and caused a revocation of the order to hold the ships. O'Neil gave him to understand that the attempt to interfere with a citizen would be promply resented.

The British cruiser Mohawk, in command of Captain Stewart, has arrived at Bluefields. He gave no hint of the British policy except to say that he recognized the present Provisional Council, and that he would return from Port Limon, whither he was bound, in a few days, and land a party of marines to assist the American sailors in guarding the property and persons of the foreigners.

Fatal Accident to an Archduke.

VIENNA, July 29.—Archduke William, third son of the late Archduke Charles, and son and cousin of Emperor Francis Joseph, met with an accident to-day that resulted in his death. He was riding near Baden, and was thrown from the saddle, and falling struck his head on a stone, was entangled in the stirrups, and was dragged quite a distance before the animal was stopped. When picked up the Archduke was unconscious. He had a concussion of the brain. Shortly after he was taken to the cottage he relapsed into unconsciousness, and soon died.

Two Hundred Houses Burned.

SOFIA, July 29.—Fire has destroyed 200 houses at Cottell, a town in Bulgaria. Full details of the disaster have not been received. It is believed that many persons perished. The town's people are camping in the fields.

GILROY NOT A CANDIDATE.

Tammany Will Have to Seek Elsewhere for a Mayor.

NEW YORK, July 29.—A special from Saratoga says: Thomas F. Gilroy announced to-day that he will not be a candidate for Mayor next fall, saying: "The strength of Tammany Hall lies in its compact organization, and that the fact that no man has a lien on it. The organization is free without pledges or conditions. No circumstances will induce me to be a candidate again." At the same time he believes the candidate of Tammany Hall will be successful. The Mayor is for harmony in the party, and believes the Democrats can carry the State if they will get together.

Thoms C. Platt said: "I observe that our distinguished anti-Tammany fellow-citizen, William R. Grace, is reported as saying: 'Under no circumstances will the State Democracy consent to have a Republican at the head of the municipal ticket.' The Tammany leaders at Saratoga sent forth a loving message to the State Democracy. At the first sign of a really and permanent Republican split they throw off their masks and front merely toward the plunder. No sane Republican can fail to see his duty in such circumstances. I have no candidate for the Mayoralty, nor the smallest disposition to influence the conduct of party affairs here, except to counsel union, to urge the factions to come together in one party to beg that no influence, however small, be sacrificed to the angry spirit of faction. If there was ever a time when the Republicans should keep sober and think before they act, this is the time. We Republicans have to-day the opportunity of a lifetime. If we are true to our sentiment we can elect the Governor. We are not united, but we are in the crisis of our internal difficulties. A false step now may mean the ruin of everything."

DAY OF REST AMONG POLITICIANS.

SARATOGA, July 29.—This has been a day of rest among the politicians. There was not even the suspicion of a Democratic conference. A politician who is in a position to know said to-day: "It is possible the Governor will be here, for I understand it is almost certain that there will be a conference here Wednesday or Thursday. Lieutenant-Governor Sheehan will be here on that day, and in accordance with the ultimatum of Governor Flower that he will not run and in harmony in the party, I understand Smith Weed, the New York Independent Democratic, Mr. Bissell and several other leading divisions will be invited to confer." Senator Warner Miller said: "It seems to me very probable that Governor Flower can dictate terms to the State leaders, because he is really the strongest man they can have."

CYCLING NOTES.

Initial Meet of the Wheelmen's Training League at Los Angeles.

LOS ANGELES, July 29.—The initial meet of the Wheelmen's Training League took place at Athletic Park and resulted in the breaking of the coast record for five miles. The summary is as follows:

First race, one mile, handicap, invitation by A. D. Cummings, 100 yards, T. Q. Hall (scratch) second. Time, 2:26.

Second race, quarter-mile, Harry Parks won in 43 seconds.

Fourth race, one mile, handicap, won by W. M. Jenkins, thirty yards, Phil Kitchen (scratch) second. Time, 2:24.

Fifth race, five miles, handicap, won by Tom McAleer from scratch. Time 12:48, breaking the coast record by 42 seconds.

ZIMMERMAN BEATS A FRENCH RIDER.

PARIS, July 29.—In Bordeaux to-day Zimmerman, the American crack, beat Loste, the best rider in Southern France, and several wheelmen of local fame. The race for the Tolure prize at the Velodrome to-day was won by Lumsden. The tandem race of 5,000 meters was won by Verhegin and Louvel.

SPORTS AT SAN FRANCISCO.

Opening Game of the Players' League at Haight-Street Grounds.

SAN FRANCISCO, July 29.—The California Players' League season opened at the Haight-street grounds yesterday with a game between the San Francisco and California teams. Several old-time ball-players were present, and were greeted with rounds of applause from the bleachers. The boys played honest ball, and promise some good contests if the public wants them. Although the playing was brilliant at no time, and frequently of the variety that leaves a bad taste in the mouth, the game was well contested, and the winning run was made in the last half of the last inning. Hanley made a three-bagger at an opportune moment, bringing Mullee in and giving the game to the San Franciscos by a score of 10 to 9.

Two very important events took place in the cricket field to-day. The world's record of 333 for no wickets was beaten by Robertson and Sheath of the Bohemians, and the Pacific Coast record for a single score was beaten by Robertson with 206 not out in a match played with Berkeley. The fact that the California's bowling was weak is indisputable, but the mere fact of such a gigantic score in a one-day match is remarkable. Two hundred runs were put up in eighty minutes, during which time only one chance was given, and that by Sheath, after he passed his century.

Heavy Shock of Earthquake.

MOJAVE, July 29.—A heavy shock of earthquake at 9:12 this evening shook this town. Goods were knocked off the counters of stores and great excitement prevailed. The vibration was from north to south.

LOS ANGELES, July 29.—A severe earthquake, the vibrations of which were from northeast to southwest, and which lasted about forty seconds, was felt here to-night at about 9:15 o'clock.

Funeral of the Late Senator Foley.

RENO, July 29.—The funeral of the late Senator Foley, who was killed by Mrs. A. M. Hartley, took place this afternoon. The deceased was buried with military honors and impressive ceremonies. Governor Colcord and staff came from Carson to attend the services.

Terrible Windstorm.

NAKUSP (B. C.), July 29.—A terrific windstorm swept over Arrow Lake yesday. The steamer Illacillawait, lying in Nakusp harbor, was broken in two. A steamer unloading iron here was driven from her moorings and several lives lost.

NATIONAL AFFAIRS.

No Meeting of Democratic Conferrees Since Saturday.

SENATORS WAITING FOR PROPOSITIONS FROM THE HOUSE.

Senator Brice Thinks the Bill Will Pass in the Form as Amended and Adopted by the Senate—He Thinks Gorman's Speech was Not an Attack Upon President Cleveland.

Special to the RECORD-UNION.

WASHINGTON, July 29.—There has been no meeting of the Democratic conferrees on the tariff bill since adjournment Saturday, and the Democratic managers have as yet been uninformed as to what answer the Democratic managers in behalf of the House will make in response to the Senate's position that the conference must accept the Senate bill.

Having at the Saturday meeting made plain to the House members of the conference why this demand on their part had to be made, and why it should be accepted, the Senators have, since the adjournment on Friday, given very little attention to tariff affairs and say when spoken to that there is nothing for them to do until the House members make known their acceptance or rejection of the proposition. If it be accepted, they think the report can be made after a brief conference.

If rejected, they say they see no reason for a long parley, as under the circumstances they cannot abate their demands without endangering the passage of the bill in the Senate. The Senate conferrees have said to those of the House that to strike out the differential on sugar probably means a loss of eight votes in the Senate, and also that it is equally important that coal and iron ore should remain in the bill as arranged in the Senate. It does not appear that any difficulty has arisen over coal and iron ore in the present differences.

It looks very much like a deadlock, unless the House conferrees yield, as there is no indication of any purpose on the part of the Senators to do so. The conferrees talk frankly about the situation and plant themselves firmly upon the proposition. The full conference by members of the two houses will be had at 1 o'clock to-morrow. Previous to that time the Democratic managers will meet informally, when it is presumed the Senate conferrees will be informed of the decision of their House colleagues of the conference on Saturday. The decision is likely to be a flat refusal of the present House conferrees to yield to the Senate's demand in whole or in part. The determination to give this negative response has, it is said, been agreed on definitely by the House conferrees. It had been expected that the intense feeling of the past week would clear the atmosphere and lead to some common ground of agreement, but when the House conferrees were met by a demand to yield in toto on sugar and iron, they assumed an equally aggressive and determined stand.

At their meeting each of the House members was asked to state if his views had changed in any way since the former conference. It developed that not one of the four had modified his views in the slightest. They were, therefore, a unit in declining to accede to the demand of the four Senate conferrees.

A strong demand is being made by religious bodies for the House to pass the anti-lottery bill which Senator Hoar introduced in the Senate, and which passed that body. Mr. Broderick of the Judiciary Committee, who reported the bill to the House on Friday, has received hundreds of letters urging the passage of the bill, and the other members of the committee have been the recipient of much correspondence on the subject. Most of these have come from religious organizations, but many individuals have written. While the present anti-lottery laws were strongly drawn to prevent the use of the mails for lottery business, the measure now before Congress goes much further, invoking the authority of Congress over foreign commerce and commerce between the States.

The penalties provided for by the pending bill are very heavy, the first offense being punishable by imprisonment or by fine of not more than $1,000, or both, and after the first offense by such imprisonment only. It embraces persons who cause to be brought within the United States from abroad or deposited or carried in the mails, or carried from one State to another, any paper purporting to be or represent a ticket, share or interest in any lottery or similar enterprise, or who cause any advertisement of such enterprise to be brought into the United States, deposited in the mails or carried from one State to another. It stipulates that no part of the bill shall be construed by repealing any former Act for similar purposes.

Some opposition was raised in the judiciary by those who argued that the bill would, if enacted, be an infringement upon personal rights. As a concession to this sentiment, an amendment was inserted providing that the contraband goods must be brought into the United States for disposing of the same.

Whether the bill will receive consideration in this session depends on how long the session is protracted. Its friends are confident that it will eventually become a law. They point out that the publications which have been made to the effect that it would interfere with church fairs and similar enterprises are unfounded, since Congress has no jurisdiction in the matter, except over mails, or in the matter of commerce between foreign nations and the United States.

THE TARIFF BILL.

NEW YORK, July 29.—Senator Brice was at Manhattan Beach to-day. He said he thought the tariff bill would pass in the form as amended and adopted by the Senate. He said three or four of the Senators (he would not mention any names) were in a very peculiar position. They had early pledged themselves, purely in the interests of party unity, to support the bill, and this, notwithstanding the fact that they objected to the income tax, and therefore to the bill, would much prefer to have stood out against it. But the Senators had stood firmly and manfully by their pledge through all the parliametary exigencies of the fight, and had thus preserved intact the body of forty-three Senators for the bill.

"These Senators now," he went on, "closely watch any attempt to change that bill from its form as they supported it, and will eagerly accept any opportunity which a change in the bill would give them to bolt and go over with him into complete opposition to the bill."

Senator Brice was asked what he thought of Mr. Hill's speech in support of Cleveland. The Senator replied that such a speech was directly in line with Hill's policy of opposition to the bill he had continually maintained. Hill was therefore perfectly consistent in standing up for Cleveland.

Mr. Brice said the Senators did not view Senator Gorman's speech as an attack upon Cleveland. Gorman simply stood up for the Senate in reply to charges made by Cleveland in what had been a private letter, but afterward by its publication became a public communication.