THE RECORD-UNION.

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THE STRIKE LEADERS.

Case of Debs and His Associates Before the Supreme Court.

ARGUMENT ON THE HABEAS CORPUS WRIT CONCLUDED.

Attorney-General Olney Upholds the Action of the Government, Insisting That the State Authorities Allowed Days to Pass Without Sufficient Effort to Prevent the Obstruction of Interstate Commerce—Attorney Darrow Closes With an Appeal for the Defendants.

Special to the RECORD-UNION.

WASHINGTON, March 26.—The hearing on the application of Eugene V. Debs and others for a writ of habeas corpus for their release from imprisonment was resumed promptly on the opening of the Supreme Court of the United States at noon to-day. Attorney-General Olney made the first argument, speaking in behalf of the Government in opposition to the application.

Mr. Olney said the single question before the Supreme Court was whether the court below had jurisdiction of the case made by the original bill, and proceeded to show that as he viewed the matter it had. He devoted but very little time to the discussion of the Government's technical relation to the mails and the mail bags, or to the provisions of the Act of 1890, which he characterized as an "experimental piece of legislation," and passed immediately to the consideration of the strike as a violation of interstate commerce regulations.

The interstate commerce, which is subject to the regulation of Congress, comprehends, he said, a great variety of different subject matter. It is held, as respects some of them, that in the absence of positive legislation thereon by Congress there may be action by a State. But it has always, and universally, been conceded that the moment Congress does act upon any matter which is part of commerce, from that moment the jurisdiction of the United States becomes absolute, and excludes all other authority.

Intercourse and transportation between the States, and all the instruments of either, are admittedly parts of interstate commerce. Transportation of passengers and freight by railroads is of course included. Not only is that so, but it is also true that interstate railroad transportation has been taken in especial charge by Congress. Having power to control it, Congress has not permitted the power to lie dormant, but has freely and decisively exercised it.

He then enumerated many of the Federal laws bearing on the question of interstate traffic, including those applying to the mail service, those relating to the carrying of livestock and those requiring the use of certain kinds of brakes, etc. But in this connection, and for the purpose, he continued, it is more important to note the provisions of several general statutes which cover the whole field of interstate railroad transportation, and show most conclusively the purpose of Congress to exclude every other source and form of regulation except its own.

Section 5258 of the revised statutes declares as follows: "Every railroad company whose road is operated by steam, its successors and assigns, are hereby authorized to carry upon and over its road, boats, bridges and ferries, any property on their way from one State to another State, and to receive compensation therefor, and to connect with roads of other States so as to form continuous lines for the transportation of the same to the place of their destination."

Having by this legislation made street railroads interstate commerce carriers for both governmental and private purposes, Congress, by the Act of 1887, known as the Interstate Commerce Act, inaugurated measures more radical and comprehensive than anything ever before attempted by virtue of its power to regulate commerce. By this Act the principles in accordance with which interstate transportation shall be conducted are laid down and defined, their violation is inhibited under severe penalties, and, to crown the whole, all the interstate commerce railroads of the country are practically put in charge of a commission, which is to see to it that their duties as interstate carriers as provided by Congress are faithfully discharged. Finally, recognizing the existence of an evil of great magnitude, Congress, by act of October 1, 1888, made provision for the creation of Boards of Arbitration to settle controversies between railroad companies and their employes, which controversies are having the effect of hindering and interrupting.

"As a matter of fact," he said, "in July, 1894, interstate railroad transportation was being interfered with in the State of Illinois and the city of Chicago. It was an interference for which, with all its consequences and incidents, the present petitioners are to the fullest extent responsible, unless it be true that men can wantonly touch the match to powder and yet be blameless because not rightly realizing the ensuing devastation; unless it be true that those who seek to execute a plot by any means possible in the open, and taking the legal consequences upon their heads, are to be branded as criminals, while those who sit in an office and hatch the plot and urge on its consummation are to go unwhipped of justice because of the loud-mouthed profession of virtue in general and respect for law and order in particular."

The Attorney-General admitted that it was the duty of State authorities to deal with certain phases of the offenses committed, and said: "If they had done so promptly and vigorously, interstate railway transportation might possibly have not ceased, but, instead of their doing this, they allowed day after day to pass, marked either by total inactivity or by effort so ill-directed and inadequate as to aggravate all the evils of the situation. Hence it became necessary for the Government to step in, not only in defense of individuals, but in obedience to its obligations to protect interstate commerce, and because it is the duty of every Government to exercise its functions whenever occasion requires."

Mr. Olney then passed on to the consideration of the means at the command of the Government for the suppression of the strike, the principal of which was the courts, which must be depended upon so far as practicable to deal with it.

Mr. Olney then proceed to consider the assertion that the Chicago affair was exceptional and to controvert the allegation of errors in the court below, and in closing said: "What was done by the Government and its court at Chicago in the summer of 1894 was done on a conspicuous theater and dealt with events striking in themselves and in the scale on which they were conducted, and which strongly appealed to the imagination as well as to the passions of men. Its action was denounced from the outset as novel and unprecedented, so that it even became expedient to publicly proclaim the right and familiar principle that for the execution of national functions every foot of every State is national soil and national property. Since then the same policy has been persistently pursued, and the Government bill in equity, the injunction and the proceedings for contempt, have all been loudly condemned as analagous, extraordinary and revolutionary. To such charges there could be no more decisive answer than is furnished by this debate and by the contentions of the respective parties."

Mr. Olney closed at 1 o'clock, and was promptly followed by Mr. Darrow in the interest of the petitioners. There was no interruption of the Attorney-General during the progress of his argument by any member of the court, and he received the closest attention.

Mr. Darrow opened by saying that he agreed with Mr. Olney that the case was one of vast importance. Not only was it of importance to the corporations, but to countless millions of working people. He asserted that the Attorney-General had overlooked the interest of this latter class in his argument, as he had also overlooked the fact of the danger to civil liberty embraced in this case. He replied with some warmth to Mr. Olney's criticism of the failure of the State Courts to take proper cognizance of the acts of violence accompanying the strike, declaring that the State had ever been anxious to preserve peace, and was capable of doing so. If the contrary had been true, the United States troops could be called on, but there was no excuse under the law for appealing to the Federal Courts.

He then took up the legal aspect of the case, criticising what he asserted to be the abandonment by the Government of its original position in bringing its bill under the anti-trust law. There was no precedent for an action like the present until the common law powers had been in vain, both on the part of counsel for the petitioners and the Government. He contended that the Interstate Commerce Act was not applicable, as that law was enacted for the purpose of dealing with and restricting the operations of railway corporations. It was charged that the officers of the American Railway Union had sent telegrams ordering strikes, but it had been shown that these telegrams advised observance of the law. The original bill itself was free from such charge. If, then, these men had committed no offense, there was no power in the court to commit them for contempt.

"In almost every word uttered by the Attorney-General this court is urged," said Mr. Darrow, "not to interfere, because these men were guilty of unlawful acts, and because the consequences of their acts were serious. Could the equity power of the courts be resorted to because Congress had not seen fit to provide an adequate penalty for certain offenses? If such a state of affairs as pictured by the Attorney-General did really exist in Chicago, the situation was one with which the executive should have dealt through the military, and not through the courts. What was needed was the display of force, and not the order of a court, in such an emergency."

Mr. Darrow concluded with a personal appeal on behalf of his clients. He contended that their acts were not criminal. He could say on behalf of his clients that, although they might have been misguided and unwise, they had acted from the highest and purest motives. "When a body of 100,000 men lay down their implements of labor, not because their own rights have been invaded, but because the bread has been taken from the mouths of their fellows, we have no right to say they are criminals. It is difficult to place ourselves in the position of others, but this court should endeavor to and should realize that the petitioners in this case are representatives of the great laboring elements of this country, upon which the country must so largely depend for its safety, prosperity and progress."

A decision will probably be rendered before the adjournment in May.

THE NEW NAVY.

Contract Signed for the Construction of a Submarine Boat.

WASHINGTON, March 26.—A contract was signed to-day by Secretary Herbert with the John P. Holland Torpedo Boat Company for the construction of a submarine boat for the use of the navy. The contract, which may mark a radical departure in naval construction, was signed only after a thorough consideration extending through a period of nearly two weeks on the subject of submarine boats, and after various plans for such craft had been examined. The appropriation for a submarine torpedo boat was made over two years ago.

The dimensions of the vessel contracted for are to be: Length 80 feet, diameter 11 feet, displacement (total when submerged) 138½ tons. All parts of the vessel and the steel to be used in her construction are to be of domestic manufacture. She is to be completed within twelve months from date, under time penalties: The contract calls for a speed of fifteen knots when the boat is in a light condition. The Secretary may refuse to accept the boat if it falls half a knot an hour below the speed named, or accept her at a reduced price. The price to be paid for the boat is fixed at $150,000.

It is expressly stipulated that the United States shall have the optional right to acquire the patent right for the Holland type of boat, the price to be paid for the rights to be determined by a board of three naval officers, the option to run until thirty days after the first session of Congress succeeding acceptance of the vessel. This provision is to give an opportunity to enact legislation for the acquisition of the patent, if desired.

FIRE AT CHICAGO.

Clothing Store Burned and Several People Injured.

CHICAGO, March 26.—"The Bell," a large clothing store on State street, was burned this afternoon. The loss is $75,000. Four men, overcome by smoke and unconscious, were taken out of an upper story by the firemen.

J. H. Smith, a salesman, was fatally hurt by dropping from the second story. Two firemen fell with a ladder and were probably fatally hurt. The fire at 3 o'clock was spreading, endangering the Owings building, a steel structure thirteen stories high.

A Steamship Founders.

MEXICO CITY, March 26.—A telegram received by Senor Joaquin Redo states that fears were entertained in Mazatlan of the foundering on the 24th inst. of the steamship Diego, bound for La Paz, Lower California, from Guaymas. A steamer has left the latter place in search of the missing vessel, which was built in San Francisco to replace the steamship Alexandre, recently purchased by the Mexican Government for the transportation of troops to Oaxaca.

Sybil Sanderson.

NEW YORK, March 26.—Sybil Sanderson, the prima donna, sailed for Paris on La Gascogne last Saturday. Another passenger is Don Antonio Terry. Miss Sanderson is reported to have said to her close friends before her departure that she would never again return to this country, her native land, where, she said, she has been terribly abused. It is also stated that she will retire from the stage.

Frank and Helen Gould.

ST. LOUIS, March 26.—Miss Helen Gould and her brother Frank, her physician, Dr. Munn, and a party of friends from Tarrytown, N. Y., are stopping at the Southern. The party is on the way to the Pacific Coast, where Miss Gould will try to recover from the effects of the grippe, with which she has been suffering recently.

Bissell's Successor.

WASHINGTON, March 26.—Ex-Representative Wilson, who will succeed Postmaster-General Bissell probably next week, spent part of the day with Mr. Bissell at the department. It was the second time the two had met since Mr. Wilson's nomination, and they reviewed the work allotted to the Postmaster-General.

MINISTER THURSTON.

Statement Relating to the Request for His Recall Given Out.

SAYS HE WILL RETURN TO HONOLULU IMMEDIATELY.

The Venezuela Claims Commission Concludes Its Labors and Announces Its Decision, Awarding Citizens of the United States Judgment for One Hundred and Forty-three Thousand Five Hundred Dollars.

Special to the RECORD-UNION.

WASHINGTON, March 26. — Minister Thurston, who leaves Washington tomorrow or the next day and sails from San Francisco April 4th, gave out the following authorized statement to-day:

"I have received no information from my Government or from Secretary Gresham that my recall has been requested, and up to the present time there has been no change in my official relations with the State Department.

"Whether my recall has been requested or not I do not know. In any event I shall not remain in Washington. There is nothing of especial importance to keep me here at present, while there are several matters requiring my attention at home. I shall therefore return to Honolulu immediately, leaving San Francisco April 4th."

Thurston declines to discuss any of the details of his departure, or the significance of it. It is understood that Mrs. Thurston will not make the trip with her husband, but will visit her relatives in Michigan.

It was said at the State Department late this afternoon that Minister Thurston had not notified the department of his return to Honolulu or to be absent from the city. It is usually customary for a Minister to notify the department of his intention and to say who will be Charge d'Affaires during the Minister's absence. Of course there is yet time for Mr. Thurston to send such notification, and one of the department officials said no doubt it would be received before Mr. Thurston left the country, if he had determined on going.

Mr. Thurston's departure puts an end to previous comment as to his purpose to remain in Washington as a thorn in the side of the State Department. His statement does not make clear, however, whether his absence is temporary or permanent, and the Minister will not go into details. It is regarded as final, however, in showing that he will not seek to remain in Washington as a source of any irritation. There have been reports, believed, however, to be baseless, that if he persisted in remaining in a private capacity the law would be invoked to have him deported, but Mr. Thurston's statement is regarded as settling that there will be no occasion for forcing him out of the country.

In some quarters Mr. Thurston's move is regarded as a shrewd diplomatic stroke. It is recalled that he left unexpectedly about fifteen months ago, when the question of restoring the Queen to the throne was at a critical stage in Hawaii. The Hawaiian Government was on the point of reaching a decision, but had not yet done so. At this juncture Mr. Thurston left Washington suddenly, his departure not being known until he was well on the way to San Francisco. He had full information as to the sentiment in the United States, and when he reached Hawaii his advice had much to do in the final action of the Government. It is being suggested, therefore, that his departure at the present juncture, before it is known what action the Hawaiian Government has taken on Secretary Gresham's demand, may result in his being at Honolulu when final action is taken. No information has yet come from Hawaii as to the course of the Government. The first ship to arrive is the Australia, expected at San Francisco tomorrow.

The departure of Mr. Thurston from the United States without being recalled by his Government will leave the relations between this Government and Hawaii in a peculiar condition. It cannot be said that there is a rupture of diplomatic relations, but they will certainly be severely strained. It is customary in ordinary cases when a Minister leaves the United States permanently or him to present his letters of recall to the President, and take his leave. But as Mr. Thurston has not been recalled, he cannot do this. Then when a Minister leaves the United States temporarily, he usually addresses a note to the State Department and informs it that he has left the Legation in the hands of a Charge d'Affaires. Probably Mr. Thurston has adopted the latter course. But in the celebrated Catacasey case, in which the Russian Government had been requested to recall its objectionable Minister, and the latter, before his Government had passed upon the request, notified the Department of State that he proposed to leave the United States on leave of absence, Secretary Fish strongly objected, and insisted that the United States would accept nothing less than the Minister's recall. In the end Mr. Catacasey did leave the United States without being recalled, just as Thurston is about to do, turning over the business of the legation to a Charge d'Affaires, and our Government accepted the situation and so expressed itself as satisfied. It was a long time before another Minister came from Russia to Washington, and the similarity in other features of the two incidents leads to the supposition that the parallel may be carried on further, and that Mr. Hastings, the Hawaiian Charge d'Affaires, may be left here in that position for many months.

From a diplomatic point of view this cannot be regarded as a complete rupture of relations, but such a situation similar to that in which the Italian Legation was left by the withdrawal of Baron Fava four years ago is generally regarded as very unsatisfactory, and is calculated to make Mr. Willis' position as Minister at Honolulu untenable.

LATER.—Before Mr. Thurston made the statement to the press to-day in regard to his intended departure, he sent a formal notification of the fact to the State Department, naming Frank Hastings, Secretary of the Legation, as Charge d'Affaires during his absence. This is the regular course of diplomatic procedure under the circumstances.

NICARAGUA CLAIMS.

The Commission Concludes its Labors and Announces Its Decision.

WASHINGTON, March 26.—After months of deliberation the Venezuelan Commission to-day concluded its labors and announced its decision, being a judgment in favor of citizens of the United States for $143,500, about one-third of the amount of the claims. Of the total award, the Venezuelan Steam Transportation Company of New York received $141,500 American gold, with interest, and Captain A. G. Post, Jacob J. Maurinus and David J. Sturgis received each $500 with interest. The claim of Cornelius J. Brinkerhoff, master of the San Francisco, was the only one disallowed.

The claims date back to 1871, when, in the course of a revolution in Venezuela, three of the vessels of the American corporation were seized by the Venezuelans on either side in the controversy and much damaged by use in war. The ships were finally recovered, one through the good office of the commander of a British warship, and the other two by the commander of the United States steamship Shawmut.

The claims also included items based on the refusal of the victorious revolutionary Government to allow the company to accede the franchise it had to navigate Venezuelan waters, and also items for the imprisonment of the masters of the seized vessels.

The principle involved in the judgment rendered to-day is of great interest to the countries of Central and South America, which are subject to revolution, for it amounts to a declaration that such countries are responsible for the acts of insurgents against the rights and properties of foreigners, even if these acts are beyond their control.

Senor Andreade, the Venezuelan representative of the committee, has given notice that he will file a dissenting opinion in the case.

VIOLATED THE STATE LAW.

Trouble of the Landing of Secretary Carlisle's Son at New York.

NEW YORK, March 26.—Collector Kilbreth has received from Surveyor J. C. Maguire a report of the alleged violation of the quarantine law committed by the Secretary of the Treasury, John G. Carlisle, the guest of the officials of the Customs Department. The Collector positively refused to make public the contents of the document.

The trouble has arisen on account of the Secretary's anxiety to care for his son. The young man arrived in port last Saturday on the American line steamship Paris, after a month's tour abroad. The Secretary went down to the quarantine in the revenue cutter and took his son off the steamer before the passengers had been inspected by Health Officer Doty. This constitutes a violation of the State law, hence the trouble.

Much to the annoyance of Collector Kilbreth, the matter became public, and he asked Surveyor McGuire for a report. Collector Kilbreth refused to divulge the contents of the report. Neither would he state what action in the matter was intended.

ONLY A TECHNICAL VIOLATION, IF ANY.

WASHINGTON, March 26.—W. K. Carlisle when questioned, said if there had been any violation of the local quarantine laws he was ignorant of it. His father reached the ship when she was lying to, at anchor, and coming aboard, waited about half an hour for him to dress. As soon as he was ready he left the ship and came up the harbor in the cutter with the Secretary, Mr. Hamlin and a Custom officer, before whom he made his customs declaration.

One singular feature of the matter, Carlisle thought, was the fact that the New York weighed her anchor and immediately followed the cutter to her dock. There certainly was not sufficient time between his leaving the ship and her weighing anchor for the quarantine officer to make any examination, as it is his opinion that the examination, if any was made, was concluded before he left the ship.

A prominent official, in speaking of the matter, said that if the Secretary had violated any law, it had been done hundreds of times before. It was a common thing for passengers to be met by friends and come with them into the city without any examination. At the most there could not have been more than a technical violation of the law.

FROM RICHES TO POVERTY.

A WOMAN'S APPEAL TO BE SENT TO THE POORHOUSE.

The Husband of the Family Once Classed Among the Wealthiest Citizens of Kansas City.

Special to the RECORD-UNION.

KANSAS CITY, March 26.—Once rich, and that not many years ago, possessing a wardrobe and diamonds deemed consistent with women of their reputed means, traveling in Europe as wealthy tourists travel, Mrs. Alex. Majors and her daughter return finally to Kansas City, their old home, their diamonds in pawn, their costly wardrobe almost depleted, and being no longer able to pay for even the meanest lodgings, they confessed to Judge Stone of the County Court that they were destitute, and asked to be sent to the County Poorhouse.

They are of the family of Alexander Majors, once classed among the wealthiest citizens of Kansas City. He was one of the pioneer freighters across the plains. The Mrs. Majors who now wishes to become a public charge is his second wife. She told Judge Stone she had a sister living in Chicago, whose husband was a millionaire, but rather than appeal to them for help she chose to go into the oblivion of the poor farm with her daughter.

These friendless women were waiting at Judge Stone's home at 3031 Prospect avenue Saturday evening when he returned home. The Judge says he could hardly believe they were in earnest when they made their wants known. The mother, the Judge says, wore a dress that must have cost $100, and it was none the worse for wear, and the daughter, a comely girl of 21 or thereabouts, was also stylishly clad.

The elder woman said they were parted from Mr. Majors for some years, and that while in Europe he had become penniless in California, and wrote them that he could not provide for them. Since then everything of value they owned had gone to the pawnbrokers for means to take them home and keep them alive. Judge Stone asked them why they did not make an effort to find work, and Mrs. Majors replied that they could not, whether meaning that they were physically unable to do so or were not so disposed, Judge Stone did not inquire. He says they both looked in good health.

Judge Stone told the applicants that while he deeply regretted the necessity, they would have to appear before the County Court, as he had no authority to act in the matter alone. The women asked to be excused from that ordeal, and Judge Stone replied that his colleagues had to sign the order of committal as well as himself, and that they would be spared any unnecessary publicity. They went away, saying that they would appear before the court yesterday, but they did not.

Alexander Majors is one of the most widely known pioneers in the Southwest. He is living in Los Angeles, Cal., to-day at the advanced age of 80 years. About a year ago he published a book about travel on the plains in early days. He was an overland freighter and a friend of the noted F. H. Aubrey. He lived at Westport and still calls that place his home. Mr. Majors was one of the freighting firm of Russell, Majors & Waddell, and was reputed to be a man of great wealth in his palmy days. The noted Missouri River steamer Alexander Majors was named after him. He would not allow his teamsters to swear nor abuse the animals and he daily held divine worship in crossing the plains. Adverse fortune of late years deprived him of most of his means. He had recently been employed as a mining expert.

Plague in China.

LONDON, March 26.—A special from Hongkong says the plague has broken out at Kow Loon in a virulent form.

TRAGEDY NEAR SAN PABLO.

An Oakland Contractor Shoots a Man and His Wife.

RESULT OF A QUARREL OVER THE LEASE OF PROPERTY.

A Miner in Butte County Swallows Half an Ounce of Carbolic Acid and Then Jumps Into Feather River—Six Members of the Crew of the Coast Defense Vessel Monterey Severely Scalded by the Bursting of a Feed Pipe.

Special to the RECORD-UNION.

OAKLAND, March 26.—R. F. Simpson, a well-known contractor and livery stable man of this city, is in jail at Martinez. During the night he shot and fatally wounded Brynen, the proprietor of the Red House, near San Pablo, and also wounded Brynen's wife. Brynen is still living, but he is gradually sinking, and his death is only a question of a few hours.

The Red House is a well-known resort on the San Pablo road. Simpson has had charge of it, and he leased it to Brynen. The lease expired yesterday and Simpson went out to attend to it. Brynen and his wife were in the house at the time of Simpson's arrival. An altercation terminating in a quarrel ensued. Simpson drew his pistol and fired two shots. One of the bullets entered Brynen's stomach. Mrs. Brynen was injured in the wrist.

After the shooting Simpson left the house and started to surrender himself to justice. The news of the affray was quickly noised abroad, and as Simpson went down the road he was met by Constable John Boquet, who placed him under arrest. Boquet took his prisoner to the jail at Martinez.

Dr. C. E. Camp was summoned to attend Brynen, and at once pronounced his injuries fatal.

Brynen is 50 years of age and came to this section from the Esmeralda mining district about fourteen years ago.

Simpson is about 56 years old and is one of the best known men on this side of the bay. He is married and his family resides at 819 Twenty-first street. He is the contractor who built the Macdonough Theater.

STOP-OVER PRIVILEGES.

Bill in Equity Filed Against Persons Suing the S. P. Co. for Damages.

SAN FRANCISCO, March 26.—The numerous damage suits recently begun against the Southern Pacific Company for refusals to grant stop-over privileges in Oakland and Alameda are causing the railroad officials no little trouble. The Southern Pacific Company filed a voluminous bill in equity to-day against all the people who have sued the company for damages for not granting stop-over privileges, to compel them to litigate all their causes of action in one suit and to perpetually enjoin them from bringing more than one suit. The suit was brought in the name of the Southern Pacific Company. The plaintiff alleges that the defendants have fraudulently conspired together to enrich themselves at the expense of the company. The company denies that there is any foundation for the numerous suits and claims relief. It is alleged that Robinson and his co-defendants are not bona fide ticket holders, but that they became passengers for the sole purpose of laying a foundation for litigation.

THE VALLEY ROAD.

Santa Clara Bidding for the Line to Run Through That County.

SAN FRANCISCO, March 26.—A delegation of citizens from San Jose, headed by Mayor Austin, were in consultation this afternoon with the Board of Directors of the San Joaquin Valley Railroad Company, setting forth the advantages of the proposed route through Santa Clara County. They announced that the people of San Jose were prepared to take $200,000 worth of stock in the road, and to furnish the rights-of-way in a great part. They asserted, too, that a right-of-way through Santa Clara County, thickly settled as it is, and cut up into small fruit orchards and ranches, was a much more valuable consideration than a right-of-way through counties in which the land is held in large tracts. They also asserted that these orchards and small farms would at once furnish a profitable freight business for the new railroad. The San Jose people also showed surveys of their proposed route, which is through Las Augulas Pass, a natural pass through the hills about midway between Pinoche and Pacheco Passes.

HAWAIIAN EXILES.

Threatened Suit for Damages Against the Canadian Pacific.

VANCOUVER (B. C.), March 26.—Lawyers from Honolulu are here threatening to bring suit against the Canadian Pacific Railroad Company on behalf of Muller, Cranston and Johnston, the deported Hawaiian exiles, who are claiming $150,000 damages each for having been brought from Hawaii against their will on the railroad company's steamers. The Canadian Pacific Company has a bond from the Hawaiian Government, however, indemnifying them against loss through any action of this kind. William A. Kinney, who presided as Judge-Advocate at the recent court-martials in Honolulu, is here, and has employed counsel to defend the threatened action. He asserts that the Hawaiian Government acted within the international law, and that, at any rate, the damages claimed by the exiles are preposterous, as they were only making a bare living in Honolulu.

A PERJURER CONVICTED.

Sentence to Serve a Term of Seven Years at Folsom.

SANTA CRUZ, March 26.—George M. Clay was to-day found guilty of perjury and sentenced to seven years at Folsom. Clay and Charles Lavish were arrested for burglary at Watsonville, and at the preliminary examination Lavish was held and Clay discharged, and made a witness for the prosecution. At Lavish's trial in the Superior Court Clay testified that he was drunk when he testified at the preliminary examination, and did not remember what he had said. It was proved that Clay was sober and that his testimony was false. For this he was charged with perjury. He has already served a term at San Quentin. Lavish is now serving a twelve-years' sentence in the State Prison.

DEED OF AN ASSAYER.

Fatally Shoots His Wife and Commits Suicide.

SAN FRANCISCO, March 26.—Frank Sattler, an assayer, shot and fatally wounded his wife to-night, and then killed himself. The couple quarreled and separated several weeks ago. To-night Sattler called on his wife at the Lexington House and asked her to go to his room. She refused, saying: "You want to kill me," at the same time running into another room. Sattler pursued her and shot twice, one bullet striking her wrist and the other lodging in the head. He then turned the weapon on himself and sent a bullet into his brain.

Mrs. Sattler, the wounded woman, is very low to-night, and her recovery is very doubtful.

ACCIDENT ON THE MONTEREY.

Several People Scalded by the Bursting of a Feed Pipe.

VALLEJO, March 26.—The coast defense vessel Monterey arrived here to-day from Sausalito. The bursting of one of the feed pipes while an experiment with the steering gear was being made resulted in the scalding of Assistant Engineer Thiess, Machinist Powell, Water Tenders Arthur and Hayes, Oiler Lee and Fireman Carlson. Thiess is in a very bad condition. At first it was thought the leak was not serious, but Thiess found the water poured out of the pipe into the fire-room, and the men in charge were in a dazed condition. Thiess ordered the fires pulled. Boiling watered surged on the fire-room floor and about the men, but they obeyed the order. Thiess, while assisting to draw the fires, fell in the boiling water, and the flesh on his side was cooked. Thiess' prompt action probably saved the Government thousands of dollars, as the Monterey's boilers would have been ruined had not the fires been drawn.

TOPICS OF THE TURF.

Racing Events at the Bay District Track.

SAN FRANCISCO, March 26.—Favorites won the third, fifth and sixth races. Commission, at even money, could do no better than third. Major McLaughlin was another good thing that went wrong.

Six furlongs, selling, Lodi won, Bobolink second, Prince third. Time—1:16.

Six furlongs, selling, Arnette won, Arctic second, Commission third. Time—1:14¾.

Five furlongs, selling, Joe Cotton won, McFarlane second, Abi P. third. Time—1:02.

Six furlongs, selling, Duchess of Milpitas won, Major McLaughlin second, Venus third. Time—1:13¾.

Mile and a half, hurdle, Red Pat won, Bellringer second, The Lark third. Time—2:17¾.

Seven furlongs, selling, Captain Rees won, Chartreuse second, Mulberry third. Time—1:27½.

Mill Destroyed by Fire.

ASTORIA (Or.), March 26.—The Nehalem sawmill, owned principally by Frank Patton of this city, was burned yesterday, causing a loss of $25,000. The mill was entirely new. The mill was situated on a little island at the mouth of the Nehalem River, and was considered one of the best plants on the coast. The fire started near the boiler, and spread rapidly. There was no insurance. It will not be rebuilt.

Schooner Star of Freedom.

SANTA BARBARA, March 26. — The schooner Star of Freedom, reported stolen from Captain Johnson at San Francisco, was here March 1st. Bartels was in command. The name had been painted out and the boat re-christened Natalie. Bartels is well known here, and said he was going south. He was very reticent and indefinite.

Suicide at Oroville.

OROVILLE, March 26.—John Swan, a pioneer miner, swallowed half an ounce of carbolic acid and jumped off the suspension bridge here into the Feather River. He left a note stating he had only a dollar and was in misery all the time. As he did not believe in a future state he proposed to take a good, long rest.

Hurley Convicted.

SAN FRANCISCO, March 26.—The trial of M. J. Hurley, charged with attempting to bribe a juror in the McDonald case, was concluded this morning. After being out forty-five minutes they returned a verdict of guilty as charged.

Rose Carnival.

SANTA ROSA, March 26.—May 8th, 9th and 10th have been decided upon as the days for holding the rose carnival here this spring. Invitations have been sent to President Cleveland, Governor Budd and other distinguished public officials.

Blake Out of Danger.

SAN FRANCISCO, March 26.—Walter J. Blake, the Stockton newspaper man who was shot by a highwayman in this city on Sunday night, is now out of danger, and his physicians are confident of his ultimate recovery.

HORRIBLE MURDER.

A Woman's Terrible Death at the Hands of Relatives.

WATERFORD (Ireland), March 26.—A most extraordinary case of murder arising from superstition was inquired into to-day by the special court of Clonmel, twenty-five miles from here. Ten persons were arraigned before the court, charged with murdering a Mrs. Cleary.

The prisoners included the murdered woman's husband and father, and the evidence showed that she was suffering from nervousness and bronchitis, and her husband, believing her to be bewitched, obtained a concoction from a herbist of the neighborhood, and while the other prisoners held the unfortunate woman in bed he forced the concoction down her throat. After the suffering woman was held over a fire and dreadfully burned, until she declared that she was not Cleary's wife. This torture was repeated on the following day, after which he knocked her down, stripped off her clothing, poured paraffine over her body, then lighted it, and the woman was burned to death in the presence of six male and two female relatives.

Cleary declared that he was not burning his wife, but that he was burning a witch, and that she would disappear up the chimney. The husband collected the charred remains and buried them.

The prisoners who were remanded, narrowly escaped lynching, and had to be removed to jail under the escort of a strong force of Constables.

BIG BLAZE AT MILWAUKEE.

Loss of Property in Excess of a Million Dollars.

MILWAUKEE (Wis.), March 27.—Fire broke out last night in the four-story block on Grand avenue, owned by the Plankinton estate, and completely destroyed the building and contents. It was occupied by Landauer & Co., wholesale drygoods, and Tanner & Co., furnishing goods.

At 1:45 this (Wednesday) morning the fire is believed to be under control. It has now become one of the worst fires in the history of the city. The flames were carried across the street to the Y. M. C. A. building on the north, one of the handsomest and most completely equipped in the West, and that is now a total loss. To the north the flames have secured a foothold on the Plankinton building.

At this writing the loss exceeds $1,000,000.

Counterfeiting Foreign Stamps.

WASHINGTON, March 26.—Attorney-General Olney has decided that the printing of fac similes of foreign stamps is a violation of the Act of 1891, which inhibits the counterfeiting of foreign obligations or securities.

GERMANY'S EX-CHANCELLOR.

Great Fete at Friedrichsruhe in Honor of Bismarck.

PRESENTED WITH A SWORD BY EMPEROR WILLIAM.

The German Ruler, at the Head of a Large Body of Troops, Rides to the Prince's Home and Greets the Aged Soldier With the Greatest Heartiness, the Two Notables Afterward Lunching Together.

Special to the RECORD-UNION.

FRIEDRICHSRUHE, March 26.—Emperor William, at the head of a detachment of cavalry and infantry, with colors flying and bands playing, paid his respects to-day to Prince Bismarck, presented him a sword of honor in behalf of the army, and congratulated him upon the eightieth anniversary of his birth. His majesty was accompanied by the Crown Prince Frederick William, General Bronsart von Schellendorf, the Minister of War, and the officers of his military household.

The ceremonies attending the visit of the Emperor to the great Chancellor, though marred by showers of rain, were brilliant and imposing. The crowds roamed at will through the Sachenwald, and nearly a thousand persons gathered behind a low hedge on the railroad embankment opposite the castle, while others grouped along the roadway, to Aumehle, a village not far from Friedrichsruhe, and waited patiently in the drenching showers for the arrival of the Emperor.

His majesty and suite left Berlin on a special train at 8:30 this morning for Friedrichsruhe. He wore the uniform of the Guards du Corps. At Aumehle he left the train, mounted a horse, and, accompanied by his suite, rode quickly to the spot selected for the assembling of the troops detailed to do honor to Prince Bismarck. In the meanwhile the imperial train, with the Crown Prince, proceeded to Friedrichsruhe, and soon after the latter's arrival there music in the distance announced the approach of the cavalry, headed by his majesty.

There was drawn up ready for his inspection a squadron of Haberseadt Cuirassiers, of which regiment Prince Bismarck, as an honorary Colonel, wore the uniform; the Seventy-sixth Regiment of Infantry and a squadron of the Fifteenth Hussars, all with their regimental bands and a battery of the Holstein Artillery Regiment. With the Emperor at its head this force marched to an open space in Prince Bismarck's park, and upon arrival there the troops were deployed in parade order.

The approach of his majesty was the signal for a storm of "Hochs," which was taken up on all sides with great enthusiasm. The Crown Prince and his suite, including General Count Von Waldersee, had in the meantime walked to the parade grounds, and as the Emperor appeared on one side, Prince Bismarck's carriage emerged upon the ground from the other side. The Prince wore the uniform of the Haberstadt Cuirassiers.

When his majesty caught sight of the Prince he spurred his horse forward, and, sitting gracefully in his saddle, rode at a fast canter to the carriage of the veteran statesman and soldier, and cordially shook hands with him. The Emperor then presented the Crown Prince and his suite to Prince Bismarck. Bismarck hurriedly descended from his carriage, shook hands with the young Prince, and with the latter re-entered his carriage. Then with the Emperor riding behind it and Waldersee walking beside it, the carriage was driven down the line of cuirassiers, the officers saluted, the troops presented arms, and the bands played patriotic airs as the Prince and Emperor passed.

The Prince's carriage was then driven to the middle of the parade ground, where Bismarck alighted. His majesty took up a position in front of the troops, delivered an address of congratulation to the Prince, and in the name of the army presented him with a sword of honor of antique form, richly embossed and inlaid with gold. The Emperor, in presenting the sword of honor to Prince Bismarck, said:

"*Your Serene Highness:* Our whole fatherland is preparing to celebrate your birthday. This day belongs to the army, which is firstly called upon to fete a comrade—an old officer whose activity placed the army in a position to achieve the mighty deeds which found their reward in the resurrection of the fatherland. Your serene highness sees in the spirit behind this band the whole army in battle array, who celebrate the day with us. In the presence of this band I come to hand you a gift. I could not find a better weapon than the sword, the noblest weapon of the Germans, the symbol of that instrument of which you and my blessed grandfather helped to forge, sharpen and wield. Iron is a remedy which never fails, and which in the hands of kings and princes will in case of need preserve unity in the interior of the Fatherland, even as when applied outside the country, it led to international union. You see engraved on the sword the arms of the Reichsland and your own. May you look upon this as a token of gratitude of deeds recorded in history which were brought to a conclusion twenty-five years ago. Let us, comrades, shout hurrah for his serene highness, Prince Bismarck, Duke of Lauenburg."

Bismarck, in reply, said: "Will your majesty permit me to lay at your feet my humblest thanks. My military position toward your majesty will not allow me to further express my feelings. I thank your majesty."

Prince Bismarck, who was deeply affected, then reseated himself in his carriage, and the Emperor ordered the troops to march past the Prince's carriage. At the end of this ceremony Prince Bismarck thanked the Emperor for his kindness and courtesy, and kissed the Emperor's hand. After this the Prince returned to the castle, stood on the terrace from which he addressed the delegations yesterday, and the Emperor led the cuirassiers to the front of the castle and back again. When his majesty voted three cheers for Prince Bismarck at the conclusion it was responded to unanimously by the troops and the people. The Emperor then, amid renewed cheers, grasped Prince Bismarck's hand.

His majesty afterward entered the Schloss and lunched with the Prince, and in proposing Prince Bismarck's health after the luncheon, referred to the services which the latter had rendered to William I. Prince Bismarck replied, saying that, since 1848 he had only done his duty, and nothing more. As to the recent events in the Reichstag, he added, he could only deplore the lack of national sentiment thereby displayed.

The Empress of Germany commissioned the Crown Prince to present to Prince Bismarck a beautiful basket of roses and a letter of congratulations. The Crown Prince handed the gift to Prince Bismarck with the simple words, "From mamma."

Emperor William has appointed Prince Bismarck's physician to be his private medical counselor, and has conferred upon Dr. Creyaander, Bismarck's Secretary, the Order of the Crown.