THE RECORD-UNION.

VOLUME LXXXIX.—NO. 91. SACRAMENTO, FRIDAY MORNING, JUNE 7, 1895.—SIX PAGES. WHOLE NO. 16,736.

WRECK OF THE COLIMA.

Seventeen Survivors of the Disaster Arrive in San Francisco.

THE SHIP WENT DOWN DURING A TERRIFIC HURRICANE.

Third Officer Hansen Makes a Statement Regarding the Movements of the Colima After Leaving Mazatlan—Thrilling Experience Related by One of the Rescued Passengers of the Ill-Fated Steamship.

Special to the RECORD-UNION.

SAN FRANCISCO, June 6.—Seventeen survivors of the ill-fated steamer Colima arrived in port to-day on the San Juan. When she docked hundreds of friends and relatives of those who went down on the Colima assembled, awaiting the landing of the passengers. Groups of women with tear-stained faces and knots of anxious men implored everyone on board for tidings of the lost, all hoping against hope that there might have been some mistake in the dispatches and some name omitted among the saved. How keen was their disappointment, even in the face of the inevitable assurance that there was no hope, was evidenced in their bitter lamentations. On the upper deck of the steamer were a few happy people whose pleasure contrasted sharply with the grief of the bereaved. These were the friends of the survivors, who were embraced and congratulated at their miraculous rescue.

The Colima survivors who landed today at this port are: A. J. Sutherland, C. H. Cushing, Jr., J. M. Thornton, H. H. Boyd, Gustave Rowan, Bruno Calda, Jose Antonio Soliz, Jose E. Manuel, George D. Ross, Louis Sangene, F. J. Oriel, Juan A. Remos. Crew—O. Hansen, R. A. Villes, Albert Carpenter, Arthur Richardson, Tom Fish.

The following were landed at Mazatlan, Thomas Saraiba, Domingo Albans, Angel Guithez, Carlos Ruez.

The nineteen men saved from a watery grave, when they all had given up hope of rescue, were a sorrowful looking party when they arrived at the dock. Some had their arms in slings, and the heads of others were swathed in bandages. They limped as they walked, and their bruises were plainly in evidence. All looked thin and weak, and showed only too plainly the effects of the terrible strain during the fearful hours when they waited succor.

The stories of the survivors all confirmed the telegraphic accounts of the disaster. They agree that the cause of the foundering was the top-heavy condition of the Colima, due to her bulky deckload. From the beginning of the voyage south they say the steamer acted badly, and would not answer her helm.

The storm which sunk her was encountered about 9 o'clock Monday night, May 27th, and blew furiously during the next fourteen hours. The vessel lost steerageway, and swung shoreward in the teeth of a furious southeasterly gale, when she lay helplessly battered by the mighty tidal waves. The steamer lay helplessly on her side for about fifteen minutes, and then tipped over and sank.

The women and children were drowned in their staterooms, where they were confined during the gale. Those passengers who had been on deck were thrown into the sea. Many were killed and horribly mutilated by the lumber on the Colima's deck being blown by the wind on the heads of the struggling men in the water.

The raft on which Cushing, Sutherland, Richardson and two others were afloat drifted about for twenty-four hours. They gave up all hope until the San Juan hove in sight. They attracted her attention by hoisting a red piece of cloth and waving their clothes.

On the raft with the passengers were two sailors. One seized a small cask of claret, of which they drank until they became drunk and quarrelsome. To save the lives of the rest on the raft, the men say they were obliged to push one sailor, mad with drink, into the sea, where he drowned.

The passengers say there was no time to launch the boats or put on life-preservers when they realized the serious plight of the Colima, and besides the fury of the storm made it impossible to launch or man the boats successfully. Those who secured life-preservers got them in the water, and those in the boat picked up by the San Juan clambered into her as she floated toward them struggling in the sea.

As soon as the San Juan was fast to the wharf the third officer, the storekeeper and Seaman Aviles, the three men of the crew of the Colima rescued, were called to the office of the Pacific Mail Steamship Company to make their statements about the wreck. The relation of each one was taken in shorthand, signed and sworn to.

THIRD OFFICER HANSEN'S STATEMENT.

Mr. Schwerin asked Third Officer Hansen of the Colima to make a statement regarding everything he knew of the movements of the Colima, commencing at the time he left Mazatlan until he was taken on board the San Juan, in connection with the loss of the Colima, and to tell everything he knew, sparing no one.

Hansen said: "When we left Mazatlan we had fair weather and a heavy southeast swell, which lasted until 6 P. M. We got heavy east to southeast winds and sea. The southeast swell increased. We had heavy rain and swells the whole night. At 6 A. M., May 27th, the wind increased to a heavy gale. The ship was hove-to, and continued to roll heavily. She bore up nicely until 10:15 A. M., when she lost three starboard lifeboats, and things remained quiet until 10:45 A. M., when she listed heavily over to starboard. She remained in that position about two minutes, when she capsized and sank in about three to five minutes, stern first. Before she listed the Captain ordered me to cut the deckload adrift and heave it over the side, and before I got ready to heave it all she capsized."

"Did you have any deckload except what was put on board in San Francisco?"

"We had a small express wagon on the upper deck that we took on board at Mazatlan."

In reply to questions, Hansen stated that the Colima's steering gear was in good order; that the ship was properly loaded; that she did not carry too much deckload; that the officers were faithful, and the crew well disciplined; that the ship was properly stowed to go to sea when she left San Francisco, and that if he were ordered to sea under similar conditions he would not hesitate a moment.

Hansen said he thought everything was done on board the Colima that could be done to protect life and property, and that nothing could have been done to prevent the disaster. According to Hansen the deckload of lumber had nothing to do with the disaster. The wind was blowing a hurricane, and that, with the heavy swell, was the cause, Hansen did not consider the Colima was in danger until the last couple of minutes, when she gave the final list. The ship rolled with the swell, which filled her main deck on the starboard side with water, and she did not have time to recover herself before the second swell came, pinning her down and shoving her overhard. The third swell then came and shoved her down. These swells came in quick succession, and the officers could do nothing to save lives. It was the worst storm Hansen ever saw in an experience of thirteen years at sea.

The two other members of the crew corroborated Hansen's statements.

Because of the criticism of Captain Pitts, commander of the San Juan, to the effect that he had not spent sufficient time in cruising for survivors, R. P. Schwerin, General Manager of the Pacific Mail Steamship Company, made particular inquiry into the efforts of Captain Pitts to rescue people from the rafts and the wreckage. Captain Pitts informed the General Manager that he was 180 miles south of the place where the Colimia foundered when the fearful hurricane struck the San Juan. He reached the place of the disaster about eighteen hours after the Colima had been sunk. Seeing the wreckage, he began the search for survivors, and cruised for seven hours, going as far as twenty-five miles to leeward of the place where the wreck occurred, until he had passed all the wreckage.

Mr. Schwerin says he is satisfied from Captain Pitts' statement that he did all that he could to rescue the survivors, and was diligent in the search.

Captain Pitts described the storm as the most severe he has ever experienced in his twenty-two years at sea.

A PASSENGER'S THRILLING EXPERIENCE.

A. J. Sutherland of Seattle, who was one of the heroes of the Colima disaster, tells a very thrilling and graphic story of his experiences during the hurricane that swept the steamer from the seas. Throughout the hours of anxiety and dread he preserved his mental faculties, and observed all that passed around him with an extraordinary calmness. "Everything was quiet when we were in Manzanillo harbor," said he, "but immediately we went out to sea it began to blow and become rough. Two hours out the wind began to increase steadily in fury, and kept on getting worse, until the steamer collapsed. During the night the sea was growing more and more terrible, but yet it caused no great excitement aboard except among some nervous passengers. It was only an hour or two before we went down that any real signs of alarm could be seen among the passengers and crew.

"Professor Whiting was the worst worked up man in the cabin, and we young fellows kept 'joshing' him about his fears. Why, really, five minutes before the wreck I did not realize the danger. Something like two minutes before the ship listed the Captain told me it was all up. 'We are going down,' said he. 'A cyclone is coming upon us.' Both he and the officers were expecting a terrible storm, and made all preparations for it. The glass fell down at once—so fast it frightened them—and they took the plugs out of the steering apparatus so as to be ready to steer from the stern, lashed down everything securely and took in awnings.

"Just at the time of the collapse it got very dark, but the real darkness came on when we were on the wreckage floating about. That was the most awful hurricane I ever saw, and I've been through Kansas cyclones. I never saw anything like it before. Some things tore loose from the stern, and they were lashed fast by sailors at imminent risk of their lives.

"The whole thing went to pieces at once—say from three to five minutes from the time the steamer listed until she sunk. As she rolled, all the while listing deeper, the lower tier of staterooms were filled by water by every successive sea that swept over us. The women and children were in the rooms holding on to something to save themselves from being battered to death by the pitching and rolling. It was utterly impossible to keep your feet, even while holding fast with your hands to the railing or whatever you could grasp.

"After we took the last fatal list the cabins started and I climbed up to the top of the hurricane deck. I realized then we were gone. Both rows of cabins and everything above the hull crumbled away like a bit of soft brick instantaneously. I was then outside amidships, hanging onto a rail behind the stays, or ropes that stay the masts, and scrambled into a life-boat. From that point I saw the deck-houses and two rows of staterooms go overboard. A mast fell upon the boat and shoved it into the water. Then I was off the ship. The cabins were coming toward me, churning and crunching into splinters and crushing the people who were washed away with them. Above the roar of the gale I could hear the screams and yells. The wreckage and men and women were mixed up in a frightful mass as the timbers were crushing out lives before my eyes. No one could have escaped from that awful mass of broken timbers that kept on churning and smashing in the waves.

"Only the bare hull was left with masts sticking up, for everything above the iron was swept away. During the listing even the hull was filling up with water, but she kept afloat, though very far down. Suddenly there was an explosion. The masts raised back of the water, and the hull lifted up, and then she tilted and went down in an instant, stern first. I don't think there can be any question but that the boilers exploded. I learned that there were explosives stored far aft, but the explosion was amidships. It tore the hull to pieces, and the Colima sank like a flash.

"There were a number of women and Chinese down in the steerage who would not be let up on deck, and they never got out alive. Everyone of them went down in the explosion with the hull. The first one I saw near me was Mrs. Irving, and then a stout lady who came up near the lifeboat which I was lucky enough to be thrown against. I pulled Mrs. Irving into the boat, and after her the other lady. They had been taken from their stateroom a little while previously by officers, as the partitions had been smashed by the waves, leaving an opening into the diningroom. It was only by that mere accident that they were not ground to death in the wreckage of cabins. Twice these ladies were thrown out of the boat, and twice I got them back. Then Professor Whiting came alongside, and I pulled him into the boat. He acted as if he was out of his head.

"We tipped over repeatedly, Mr. Whiting and I turnnig the boat over once in attempting to drag the stout woman in; but we got in again, and when we came right, Mr. Peters was hanging onto the stern. I went to save Peters, when again the boat turned over in the awful sea. It was then I lost sight of Whiting. The large lady was struck by wreckage and disappeared. I never saw either of them again. Mrs. Irving held on to the boat for half an hour later with marvelous tenacity. It kept turning over, but every time I came up I found her hanging on to some portion of the boat, and helped her all I could. Once I got astride the keel and held her up by leaning over to one side and holding her firmly by the hand. But this could not be sustained long, and as the boat tipped I went over. As I came up I tried to tip the boat on its keel, and then I lost Mrs. Irving. She sank from sheer exhaustion after a noble battle for life. Peters sank too, but I never saw him again, though he was saved.

"When we were in the water the worst trouble began, for it was only then that the hurricane struck us with its full force. The day was blackened and the rain fell in solid masses. It was not a cyclone, but a circular whirlwind, that caught us in its very center and would draw the wreckage together in a circle for a great distance. Yes, bodies of struggling men and women, life rafts and battered boats all went into the dreadful vortex. Then a tremendous wave would rise from underneath, like a mountain bursting forth, and scatter the wreckage everywhere around. It was in this vortex that those who escaped from the ship were stunned or killed outright from being literally ground to death by driftwood.

"How did I escape? If I saw a log or a mass of wreckage coming down upon my head ten feet above, I jumped from my boat and dived. The only thing to do was to dive, and then come up again and swim for your raft. The water was extremely buoyant, and I would come up anyhow, though at one time I thought I was better dead. All night long I sat in the submerged boat, and when I would get cold I would crawl down into the water between the seats. Fortunately the water was very warm and comfortable. I was about twenty-three hours in the water when picked up by the San Juan. About an hour or two before sundown the ocean was as calm as an inland lake, all strewn with bits of the lost Colima.

"At one time I was close to the shore, and could see the rocks distinctly, but at daylight next morning I found myself drifting far out to sea, with only a dim outline of mountains where the coast was. I saw the San Juan at 8 or 9 o'clock in the morning, but was not picked up until 11 o'clock. My boat was very low in the water, almost under the surface, and so it was long after I sighted the San Juan that their lookouts found me. The Captain of the San Juan made a circuit of thirty miles and stated north about noon. He might have picked up more if he had kept cruising around all the afternoon. I don't think I was two miles away from the rest of the rafts that he picked up."

"Was anybody to blame for the wreck of the Colima?"

"They have not got a ship that would have lasted five minutes in that hurricane. It was beyond human skill to maneuver a ship through it successfully. The hurricane, or whatever class of storm it was that caught the Colima, could crush the stoutest ship afloat as if it were a tiny toy. Look at the terrible force of the waves. They tore every stitch of clothing off of us before we were ten minutes in the water. Men and women alike were shorn of covering by the wind and sea.

"When I saw Professor Whiting for the last time all he had upon him was the shoulders of his coat; the rest was torn to atoms and blown away. Poor fellow, he had lost his mind. The terrible fate that fell upon his wife and children—for he must have known full well they were swept down to a frightful death in that churning wreckage—it took his senses from him. I believe he could not realize his position shortly before he went under the waves.

"The Captain staid by his post to the last. Just before the explosion I saw him clinging to the railing of the bridge, and as I was whirled away in the water he gave two faint blows of the whistle. But he never left the bridge. He sank with his ship."

The United States Inspectors of Hulls and Boilers will hold an investigation into the cause of the sinking of the Colima. Messrs. Talbot and Phillops, the Inspectors, have determined upon an official inquiry into the charge that the cargo was not properly stowed. It was for the purpose of this investigation that the testimony of the third officer, the storekeeper and the engineer's storekeeper was taken by the officers of the Pacific Mail Steamship Company.

The investigation will be purely technical in its character, and the witnesses can only be experts. For this reason the only testimony that will be of any practical value will be that of Third Officer Hansen. The testimony of the two rescued store-keepers, they being neither engineers nor navigators, will have but little more weight than the statements of the passengers. The three surviving officers of the Colima have been summoned to appear to-morrow and tell their stories, in addition to the affidavits that were made to the officials of the Pacific Mail.

WAR OF THE REBELLION.

Decision Rendered Bearing on the Question of Date of Termination.

WASHINGTON, June 6.—Another decision has been rendered by Assistant Secretary Reynolds bearing on the question of the date of the termination of the civil war and the pensionable rights of soldiers enlisting in 1865 and 1866. The conclusion reached by Mr. Reynolds is that in all these cases the question to be ascertained is whether the enlistment of the soldiers was for service in the war of the rebellion or for the regular army. If the former, he is pensionable, and if the latter, he is not.

Mr. Reynolds cites the various orders suspending enlistments for the war and those ordering the commencement of enlistments for the regular army. He says: "As to these volunteer enlistments in the regular army after the cessation of armed hostilities, it cannot be truthfully said that their enlistment was for the war of the rebellion."

In reference to the decision of the Supreme Court assigning August 20, 1866, as the end of the civil war, he says: "The reasons, however, which would admit of this holding, where the right of the parties in the case involved might be affected by the running of a statute of limitations, cannot be accepted to establish the date of termination of the war of the rebellion, where the questions involved are whether an enlistment was in fact for the war of the rebellion and the service performed thereunder in furtherance of its suppression."

The Secretary, therefore, holds that the enlistments in the loyal States after April 13, 1865—when recruiting in them ceased—will not be deemed enlistments in the war of the rebellion. In the other States, Territories and the District of Columbia June 1, 1865, will be taken as the final date, as enlistments then ceased in those parts of the country, and July 1, 1865, when the blockade of the Southern ports was raised, will be taken as the final date of war enlistments for the navy.

COMPANIONS OF THE FOREST.

Officers Elected by the Grand Circle for the Ensuing Term.

SAN JOSE, June 6.—The Grand Circle, Companions of the Forest, A. O. F. of A., elected the following officers: Past Grand Chief Companion, Mrs. M. B. Campbell, San Francisco; Grand Chief Companion, Mrs. A. B. Andrews, Los Angeles; Grand Sub-Chief Companion, Mrs. Duke, San Francisco; Grand Secretary, Miss A. D. Bremer, Alameda; Grand Treasurer, Mrs. J. R. Himes, Oakland; Grand Trustees, Mrs. E. Harrington of San Francisco, Mrs. M. E. Read of San Francisco, Mrs. M. Green of Stockton; Grand Marshal, Herman Kohn, San Francisco; Grand Guard, Mrs. Worms, San Francisco; Grand Sentry, Mrs. A. Tepley, San Francisco; Grand Organist, Mrs. Kemp Van Ee, San Francisco.

Oakland, Los Angeles and Watsonville were submitted as places in which to hold the next annual session, and on a vote being taken, Oakland was selected.

The new grand officers were then installed by Supreme Companion C. H. Bremer, assisted by Supreme Marshal Mrs. E. A. Carah.

There was a ball and banquet to-night.

FRAUD UNEARTHED.

What a Grand Jury Investigation at Milwaukee Brought Forth.

MILWAUKEE, June 6.—As a result of the investigation by the Grand Jury, at the instance of the Interstate Commerce Commission, at least four of the most prominent railway lines in this section, together with several big Eastern lines, will be served with papers of arrest, also a prominent Wisconsin firm of maltsters.

Among the railroads implicated are the Chicago, Milwaukee and St. Paul and the Elgin, Joliet and Eastern. The complaint is conspiracy for the purpose of fraud.

It is charged that the roads implicated have been able to reap a big advantage by means of making false weights and returns. Cars containing say 40,000 pounds of malt would be shipped as 25,000, and so on. Some of the larger firms, finding themselves undersold in the Eastern markets, began a systematic investigation, which resulted in the discovery of the false weights.

NIMES (France), June 6.—The explosion of a boiler at the Lavernardo mine to-day killed six persons and seriously injured three others.

MURDERERS TO BE HANGED.

Collins, Azoff and Garcia to Suffer the Death Penalty To-day.

THE EXECUTIONS TO TAKE PLACE AT SAN QUENTIN

Professor Moses of the State University Mistaken for a Defaulting Bank Official and Thrown Into Prison in Mexico—Fatal Shooting Affray in Nevada, a Prominent Merchant Being the Victim.

Special to the RECORD-UNION.

SAN FRANCISCO, June 6.—In the State Prison at San Quentin three murderers will be hanged to-morrow. The condemned men are: Patrick Collins, who stabbed his wife twenty-eight times because she would not continue to relinquish her earnings for the maintenance of her husband's debauches; Anthony Azoff, who shot Detective Len Harris of the Southern Pacific to avoid capture for robbing the railway station at Boulder Creek, and Amelio Garcia, a Mexican, who slew James Guillimot, an aged resident of San Bernardino, because the victim would not give his money to Garcia and two companions.

EX-SENATOR BUCK.

His Remains Laid at Rest in Mountain View Cemetery, Oakland.

SAN FRANCISCO, June 6.—The funeral of ex-Senator L. W. Buck took place from his residence, 229 Adeline street, Oakland, at 1 o'clock this afternoon. An immense concourse of people were in attendance, representatives being present from Vacaville, Suisun, Sacramento, San Jose, Alameda and other interior towns.

The body rested in a black casket in the front parlor, and was buried under a profusion of floral offerings. On the casket was the Knight Templar regalia of the deceased.

The burial service of the Episcopal Church was read by Revs. Akerly and Mynard, of St. John's Church, music being rendered by Redfield's quartet. After the services at the house were completed the body, accompanied by Live Oak Lodge, No. 69, and other Masonic organizations to which deceased belonged, was taken to Mountain View Cemetery, where it was interred with Masonic honors.

The pall-bearers were J. Z. Anderson, C. B. Seymour, F. S. Chadbourne, D. C. Allison, S. L. Everett, Edward Cooper, W. Montgomery, F. C. Lelong, W. D. Sanborn, E. M. Cooper, F. S. Wilson, Frank A. Kimball, C. E. Lelong and W. B. Parker.

PROFESSOR BERNARD MOSES.

He Had an Unpleasant Experience in a Mexican Village.

SAN FRANCISCO, June 6.—Professor Bernard Moses, who occupies the chair of history and political economy in the University of California, and who has achieved distinction as a writer on political economy, recently had an unpleasant experience in a Mexican village. He went south to collect data for a history of the Central American States. He had intended to accompany Professor Harold Whiting on the ill-fated Colima, but at the last moment decided to travel overland. After crossing the Mexican frontier he was mistaken for a defaulting bank cashier, arrested and confined in jail one day and a night. An appeal to the resident express agent secured his liberation, the express agent advising the authorities that it was a case of mistaken identity. After leaving the jail Mr. Moses was locked in his room at his hotel for another day. In his baggage were letters to President Diaz and other prominent Mexicans.

MOXLEY WILL CONTEST.

Two Women Who Lay Claim to the Large Estate.

SAN FRANCISCO, June 6.—The suit of Mrs. Elizabeth T. Moxley against Elizabeth W. H. Doe, sometimes known as Moxley, came up for trial in the Superior Court to-day. The action is between the widow of John S. Moxley, a real estate speculator, who died in 1892, and a woman who has represented herself as Mrs. Elizabeth Moxley since his death. The last mentioned has control of the estate, and the widow is trying to get possession of it.

Moxley was married in Baltimore, in 1849, and was never divorced. Soon after his marriage he came to California, where he accumulated a fortune by real estate speculation. He never supported his wife, but once offered her $1,000 to consent to a divorce, a proposition which she refused.

The plaintiff admits that Moxley lived with Elizabeth Harrington for years, and that the woman's earnings were mingled with the money of Moxley in the purchase of some of the property. All the widow claims is her community interest, and as there are no children or other known relatives, such part of the remainder as does not in justice belong to Elizabeth Harrington. The whole estate is worth about $100,000.

CALIFORNIA GRAIN SUPPLY.

Amount in the State, as Reported by the Produce Exchange.

SAN FRANCISCO, June 6.—The San Francisco Produce Exchange to-day issued its usual statement of the amount of grain, etc., on hand in this State on June 1st.

The report shows that there are 51,607 barrels of flour, against 80,310 for June 1, 1894. There are 6,356,340 centals of wheat in store—over a million centals less than was in store at the same time last year. There are 713,440 centals of barley, against 1,370,305 for June 1, 1894. In oats there are 108,960 centals—2,000 centals more than last year. Last year there were 134,300 sacks of beans, but this year the figures have dropped to 65,819. There is a decrease in the supply of corn also, the figures being 65,340 for this year and 94,390 in 1894. Rye has dropped from 6,585 centals in June, 1894, to 4,480 centals for this year.

CASE AFFECTING WOMEN.

A Husband's Petition to Have His Wife's Suit Dismissed.

SAN FRANCISCO, June 6.—There was filed in the Superior Court to-day a petition involving the right of a husband to dismiss an action for damages brought by the wife. This affects every woman in California, for a decision in favor of the petitioner means that a husband can at any time, for a consideration, dismiss an action brought by the wife without regard to the justice of her cause. The case in question is the suit of Laura D. Cunningham against the California-Street Railroad Company for damages on account of injuries received in a collision. The attorneys for the defendants have filed a petition, signed by A. C. Cunningham, husband of the plaintiff, asking that the suit be dismissed. Cunningham says that he has separated from his wife, but that no formal agreement of separation has been made between them. He alleges that his wife was not so badly injured as she pretended to be, and is attempting to blackmail the railway company. Acting under this belief, Cunningham has authorized the railway company to dismiss his wife's suit.

Carried Out His Threat of Revenge.

SAN RAFAEL, June 6.—Victor Calzacia, an Italian laborer, was released from jail to-day, where he had served a term for putting gunpowder in the stove of a hotel kept by Mrs. Bravo. The woman was the principal witness, and Calzacia swore revenge. As soon as released from jail to-day he sought Mrs. Bravo, and threw her down a flight of stairs into the street. Then he attempted to shoot her, but was prevented by spectators. Mrs. Bravo is in a critical condition. Her face is badly battered, her nose broken, and it is feared she is hurt internally. Calzacia has been arrested.

Want Right-of-Way for a Railroad.

STOCKTON, June 6.—E. B. Pond, John Treadwell and J. W. Coleman of the Corral Hollow Coal Mine Company are here to-night to meet Stockton business men on the proposition to run a railroad from the mines to this city. The Supervisors, Councilmen and a number of other officials and business men visited the mines to-day and were surprised by the magnitude of the property. The company wants rights-of-way and land in town on which to erect coal bunkers. The people will do all they can to secure the road.

A Laborer Accidentally Killed.

ELMIRA, June 6.—Last evening while a couple of men employed by J. F. Brown of Binghampton were unloading hay with a derrick fork the harness on the horse J. F. Miles was driving broke, causing the single-tree and stretchers to fly back and striking him on the head with great force, knocking him insensible. The best medical attendance was given, but he remained unconscious until his death, which occurred five hours later. He leaves a widow with six helpless children.

Shooting Affray in Nevada.

WINNEMUCCA (Nev.), June 6.—Word reached here to-night of a fatal shooting affray at Kennedy, a mining camp sixty miles south. W. T. Jenkins, a prominent mining man and sheep-owner, shot and probably fatally wounded C. H. McIntosh, a merchant. The men had a dispute over the ownership of some tailings worked in Jenkins' mill. McIntosh is in a dying condition, with a bullet wound over his heart, and Jenkins is under arrest. Some years ago Jenkins shot and killed a cattle man named Dean in Eureka County.

Charged With Burglary.

MODESTO, June 6.—The trial of John K. Love, charged with burning the Empire livery stable last July, in which fourteen horses were burned, was concluded this afternoon by a verdict of not guilty. Immediately after acquittal, upon motion of the District Attorney, the court made a complaint charging Love with burglary. The defendant in his testimony stated that he went into the stable on the night of the fire with rubber shoes on and stole three coyote scalps valued at $15. Bail was fixed at $1,000.

Epworth League.

VISALIA, June 6.—The third semi-annual convention of the Fresno District of the Epworth League closed its session here to-night. The district comprises all the counties south of Madera to Santa Barbara, and embraces about 1,200 members. Delegates were present from all parts of the district. The next convention will be held in Tulare in November. Rev. R. A. Johnston of Selma was elected delegate to the National Convention to be held at Chattanooga, Tenn., the 27th of this month.

Jordan Murder Trial.

FRESNO, June 6.—The prosecution closed its case to-day in the Jordan murder trial, and no new evidence was brought out materially changing the aspect of the case. The evidence as it stands proves deliberate murder, but a strong effort will be made to prove self-defense, and to show mitigating circumstances in the slanders circulated by the murdered man against the defendant's wife, who was separated from her husband.

The Suit Against the Stanford Estate.

SAN FRANCISCO, June 6.—Counsel for the Leland Stanford estate continued the argument in opposition to the Government claim for $15,000,000 in the United States Circuit Court to-day, considering principally the laws of the State of California bearing upon the liability of stockholders of incorporated concerns. Counsel contended that the Government should have commenced its action within three years after the creation of the liability, as provided by the Act of 1850.

Ex-Mayor Andrus Dead.

OAKLAND, June 6.—At 3 o'clock this morning, after a lingering illness of several months, ex-Mayor Andrus, blind, unconscious and paralyzed, passed away. He served two terms as Mayor of this city, and was recognized as a conscientious, honest official. The funeral will be held under the auspices of Live Oak Lodge, F. and A. M., from Masonic Temple at 2 o'clock Sunday afternoon.

A Justice's Bill Rejected.

FRESNO, June 6.—It transpired at a meeting of the Supervisors to-day that Justice of the Peace Ashurst of Mendota, this county, had charged the county a fee of $3 in each case of vagrancy before him in April and May, while everyone of the thirty-nine tramps arrested had been discharged without trial. The Justice's bill of $110 was rejected.

Site for State College Buildings.

SAN FRANCISCO, June 6.—The committee appointed to select a site for the buildings of the affiliated colleges of the State University have chosen a lot owned by the Spring Valley Water Company, facing on Potrero avenue, Santa Clara avenue, Sixteenth street and Franklin Square. The site is chosen because of its contiguity to the City and County Hospitals.

Sunday Boat From Stockton.

STOCKTON, June 5.—The Navigation and Improvement Company will next Sunday put on a Sunday boat for San Francisco to enable the residents of that city to spend Sunday here, and leave at 5 o'clock and be at home for business Monday morning. The newly refitted City of Stockton will take the run.

Reduction in Freight Rates.

SAN FRANCISCO, June 6.—The Southern Pacific Company to-day announced a reduced rate of thirty cents per 100 pounds or three cents per gallon for wine shipments to New Orleans, to take effect on June 20th, in place of the present rate of seventy cents per 100 pounds or seven cents a gallon.

Robbed by Sure-Thing Gamblers.

STOCKTON, June 6.—Two young men named Shufeldt and Bastien, who came up from San Francisco by boat this morning, were robbed here to-day by sure-thing gamblers with the old padlock game. They lost their few dollars and one a watch.

WASHINGTON, June 6.—To-day's statement of the condition of the treasury: Available cash balance, $183,245,566; gold reserve, $99,389,169.

CLOUDBURST IN GERMANY.

Many Houses in Villages Along the Eyach Swept Away.

LARGE NUMBER OF LIVES REPORTED TO HAVE BEEN LOST.

The Situation With Relation to the Settlement of the Dispute Between the Turkish Government and the Powers Regarding Reforms in Armenia Much Improved—Belief That the Sultan Will Gracefully Yield to the Demands.

Special to the RECORD-UNION.

STUTTGART, June 6.—There was a tremendous cloudburst yesterday evening over the Wurtemburg portion of the Black Forest district, causing destruction of property. The river Eyach overflowed, and many houses at Balingen, Frommern, Dirrenwengen and Lanfen were swept away.

Ten persons were drowned at Balingen, seven killed at Krommer and nine are missing. Ten were killed at Lanfen.

REFORM IN ARMENIA.

The Sultan Will Likely Agree to the Demands of the Powers.

CONSTANTINOPLE, June 6.—The situation, as far as the settlement of the questions in dispute between the Turkish Government and the representatives of the Powers regarding the reform in Armenia is concerned, shows considerable improvement to-day.

The improvement is undoubtedly due to the firm attitude of the Powers in positively refusing to accept any modification of the programme mapped out for the improvement of the condition of Armenia. The Turkish Minister for Foreign Affairs, Said Pasha, has paid frequent visits to the British Embassy since the reply of the Porte to the note of the Powers was delivered, and it is hoped it will result in persuading the Sultan to accept the inevitable as gracefully as possible.

The incident of the assault upon a French officer by a Turkish officer may be regarded as closed, for the Turkish Government has assured the French Embassy it will accord the fullest satisfaction, and indemity will be paid to the French officer. In addition his assailant will be tried before a military tribunal and punished if found guilty.

Riotous Bedouins have destroyed the cholera hospital erected at Jeddah for the care of sick pilgrims traveling to and from Mecca. The Turkish garrison at Jeddah has been reinforced, but the population will remain on the ships in the harbor until the arrival of the warships, when their safety will be guaranteed.

THE REVOLT IN CUBA.

Spain Will Send More Troops to the Seat of War.

MADRID, June 6.—Captain-General Martinez de Campos has sent a cable message to the Spanish Government announcing that several insurgent leaders are expected to effect a landing in Cuba, and owing to fresh disturbances on the island, asks for a reinforcement of six battalions of infantry.

The Cabinet decided to send ten battalions to Cuba without delay.

The Republicans in the Chamber of Deputies to-day formulated a resolution, asking the Government to respect the free discussion of Spanish affairs, particularly referring to the insurrection in Cuba. The resolution was rejected by the overwhelming majority of 132 to 19.

AN INSURGENT LEADER SURRENDERS.

HAVANA, June 6.—A dispatch from Manzanillo, Province of Santiago de Cuba, announces the surrender to the Spanish authorities there of the well-known insurgent leader, Fonesca Santistebar Guevarra.

The insurgents commanded by Masso have burned the village of Guisa. Captain Torres was captured by the insurgents and shot.

SUCCESSFUL REVOLT.

Revolutionists in Possession of the Principal Coast Cities of Ecuador.

WASHINGTON, June 6.—The news of the success of the revolutionists of Ecuador came to the Navy Department to-day in a cablegram from Captain Watson of the Ranger, now at Guayaquil.

The cablegram is dated at Guayaquil yesterday, and reads: "The insurgents have possession of the city. Governor-General Flores has resigned. Ignacio Robels, Liberal, has been proclaimed military and civil General. Everything quiet at present. Communication with Quito by telegraph is interrupted."

The last statement explains why the State Department has heard nothing of the progress of the revolution from United States Minister Fitman, who should have arrived at his post at Quito some time ago. Ecuador has been in a turbulent state for some time past, and much dissatisfaction was expressed by the people generally at the conduct of the Government. This was fomented by the transfer of the celebrated Chilean cruiser Esmeralda from Chile to Japan under cover of the Ecuadorean flag early in the spring, and since that event there have been several revolutionary outbreaks culminating in this last successful attempt to overthrow the Government, for it is believed here that as Guayaquil and other principal coast cities have fallen into the hands of the revolutionists, their complete success will be only a matter of a few days.

NINETY CHINESE KILLED.

Result of a Magazine Explosion During a Fire in Formosa.

HONGKONG, June 6.—Advices from Taipeh Fu, Formosa, describe affairs in that town as being still in a chaotic condition. The native quarter has been burned. During the conflagration a magazine exploded and killed ninety Chinese. The German gunboat Itlis fired on the Chinese forts at Hobe, presumably because a merchant named Tang, and the former President of the so-called republic of Formosa, was on board with a number of refugee Chinese soldiers.

The forts were silenced by the fire of the gunboat. Subsequently the merchant steamer proceeded. The British cruiser Rainbow left this morning for Tamsui.

MILLIONS UNITED.

Marriage of Miss Adele Sloane and J. H. Burton, Jr.

LENOX (Mass.), June 6.—Two of the richest families in America were united to-day at noon when at Trinity Church James Abercrombie Burdon, Jr., and Miss Florence Adele Sloane, granddaughter of Mrs. William Vanderbilt, were married. Most elaborate preparations had been made for the event, involving an expenditure of $1,000,000.

The bride's dress was by Worth, of heavy satin, ivory colored and trimmed with point lace. The veil was of very rare old lace, fastened at the crown of the head with a bunch of orange blossoms.

The services were read by Rev. Dr. William Grovener, rector of Trinity Church, and the blessing was given by Rev. Dr. John Hall of New York.

Directly after the ceremony traps were in readiness to convey the guests to Elm Court, Lenox, the country place of Mr. and Mrs. Sloane. Here the bridal breakfast was served.

Among the guests was W. K. Vanderbilt, who had not been expected, but who came on Tuesday in a private car.

The bride is the granddaughter of Mrs. William Vanderbilt and daughter of William D. Sloane. The bridegroom, James Abercrombie Burden, Jr., is a member of the family of Burdens, whose fortune originated in the great iron works at Leroy, N. Y., bearing their name. He is himself a millionaire, and has been a prominent figure in New York society for several seasons.

For the occasion the preparations have been upon a scale of magnificence more than regal, involving, it is estimated, an expenditure of about $1,000,000. The Curtis, one of the largest hotels in Lenox, was engaged for the use of the wedding guests for three days. A special train conveyed guests from New York to Lenox, and will remain here until they are ready to return. The item of expense for transporting 180 broughams to Lenox for the use of guests is estimated at $7,200. The bride's trousseau is said to have cost $10,000. Presents have been mostly in the form of jewels, and a conservative estimate of their value is placed at $700,000.

GEOLOGICAL SURVEY.

Secretary Smith Approves the Plan of Operation for the Coming Year.

WASHINGTON, June 6.—Secretary Smith has approved the plan of operations for the coming fiscal year submitted to him by Director Wolcott of the Geological Survey. Out of a total appropriation of $515,490 for the surveys, $118,700 is to be devoted to geological purposes.

In the Rocky Mountain region the Aspen mines of Colorado will be studied and preliminary survey made of the mining regions of New Mexico, Arizona, Colorado, Utah, Wyoming, Idaho and Montana. This will cost $7,000. In the Pacific Coast region J. S. Diller will use $4,000 on the coal and gold mines of Oregon. Three parties will have $8,000 to use in California; $1,800 is allotted to keep up the petrographic laboratory; $8,000 for coal investigations in Washington and $9,500 for work in the gold fields of Alaska.

In the division of hydrography there will be two parties—one in the East and another in the West—having respectively $200 and $1,000 to expend. The work consists of gauging streams and examining the water resources of the country. In the mining resource district a register of all the mines in the country will be made, and the work of mapping the mineral deposits will be begun. For topographical work the Atlantic region is allowed $40,000 and the Central Rocky Mountain and the Pacific regions $30,000 each. In the surveying department preliminary triangulations will be made in Colorado, Oregon, Washington and Indian Territory.

GIVEN A "SURPRISE PARTY."

A White Man Ordered to Depart From Tuskegee, Ala.

ATLANTA (Ga.), June 6.—A special from Tuskegee, Ala., says: About twenty of the best citizens of this town gave a Rev. Mr. Kelly, a white man of Ohio, a "surprise party" at 7 o'clock last evening by calling on him and informing him, through their spokesman, Dr. A. J. Gautier, that his presence was obnoxious and disgusting to the white people of Macon County, and especially to the citizens of Tuskegee county, and that he must leave the town and county on the first train or abide the consequences.

Kelly pretended to be a minister, claiming that he was "called to preach to the negroes of the South." He has been holding a protracted meeting here in the negro church for the past ten days, eating, sleeping and mingling with the negroes, making his headquarters with one Thomas Harris, where he was found by the committee that waited on him. He is teaching and practicing social equality, which will never be submitted to by the people of this section.

Ute Removal Bill.

DENVER, June 6.—A special to the *Times* from Durango, Col., says: A majority of the Utes signed the ratification of the removal bill to-day and will go to the new reservation. Those wishing to take land in severalty will select lands on the west end of the reservation.