

**DEBTS OF RAILROADS.**

**REPORT OF THE GOVERNMENT DIRECTORS IS MADE PUBLIC.**

**COOMBS' IDEAS UPHELD.**

**DESIRE TO TERMINATE RELATIONS EXISTING BETWEEN UNCLE SAM AND DEBTORS.**

**FORECLOSURE OF THE LIENS.**

**GRAVE QUESTIONS TO WHICH THE ATTENTION OF CONGRESS IS CALLED.**

**WASHINGTON, D. C., Oct. 19.**—The views of Union Pacific Director Coombs concerning the Union and Central Pacific railroads and their relation to the Government were given in THE CALL'S dispatches last night. Coombs was the only one of the five directors who made a careful and painstaking personal investigation, and this he did at the request of President Cleveland. In the main his conclusions agree with those of his associate directors except that the latter present an alternative proposition which is appended. It is believed, however, that if Mr. Cleveland makes any recommendation in his message he will adopt Mr. Coombs' proposition to provide for reorganization of the roads and the acceptance by the secretary of the Treasury of a stipulated minimum sum to be fixed by Congress.

**THROWN WHILE RACING.**

**DETAILS OF THE SUDDEN DEATH OF JOHN W. MACKAY JR. IN FRANCE.**

**HIS HORSE GOT BEYOND CONTROL AND HE WAS HURLED AGAINST A TREE.**

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**CLEVERNESS OF THE SULTAN IN OUTWITTING THE POWERS.**

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**BUT IN DOING SO HE DID NOT YIELD TO ANY MATERIAL POINT.**

**TROUBLES IN THE FAR EAST.**

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that part of the arrangement would remain entirely in the hands of a purchasing committee, whose sole relations to the United States in that event would be in the cash payment of the amount so agreed to be received.

In conclusion the report calls the attention of the department to the propriety of obtaining from the bond-aided companies full statements showing all lands now remaining in the ownership of the several companies.

**DOUBLE MURDER IN IOWA.**

*A Jealous Mulatto Killed His Wife, Attacked a Sheriff and Fatally Shot an Innocent Woman.*

WEBSTER, Ia., Oct. 19.—A double murder and the wounding of Sheriff Woolsey of Webster County occurred last night at the coal mining town of Lehigh, near this city.

Reed Smith, a mulatto, in a fit of jealousy, clubbed his wife in a horrible manner on Thursday night, and she died yesterday. When Sheriff Woolsey arrived at Smith's house he submitted to arrest, but asked to be allowed to go to an adjoining room for his coat.

When he emerged he was armed with a gun. With one bullet he severed an ear of the Sheriff and fatally wounded a woman who happened to be in the house. He escaped and is being pursued.

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He was immediately picked up and carried into the chateau, where he was worked over assiduously in an endeavor to restore him to consciousness, but all the restorative efforts were in vain. He died at 9:30 last night, six hours after the accident. There was no member of the family present when he died. Mr. Mackay's father and mother were notified of his death early this morning, and the body will be transferred tomorrow to Rue Tilsit in Paris, where Mrs. Mackay has ordered the erection of a catafalque to receive it, around which lighted candles will be burned.

The place where the accident occurred is in a remote rural district, and the friends of Mr. Mackay had to send more than twenty miles to procure a doctor. The physician did not arrive until hours after the accident. He pronounced Mr. Mackay to be suffering from concussion of the brain.

**SYMPATHY FOR THE FATHER.**

**Friends of Mr. Mackay Offer Their Sincere Condolence.**

Owing to the fact that the accident happened so far from Paris, John W. Mackay received no particulars of his son's death until nearly noon yesterday. Up to that time all through the night and the forenoon of yesterday the grief-stricken father did not sleep at all.

Finally when the cable telling the story at Mayet came his friends persuaded him to go to his bed, where he slept during the afternoon.

During the day there was a constant stream of callers, who came to express their sympathy. On all sides of the City the news made a strong impression and aroused the sympathy of all classes.

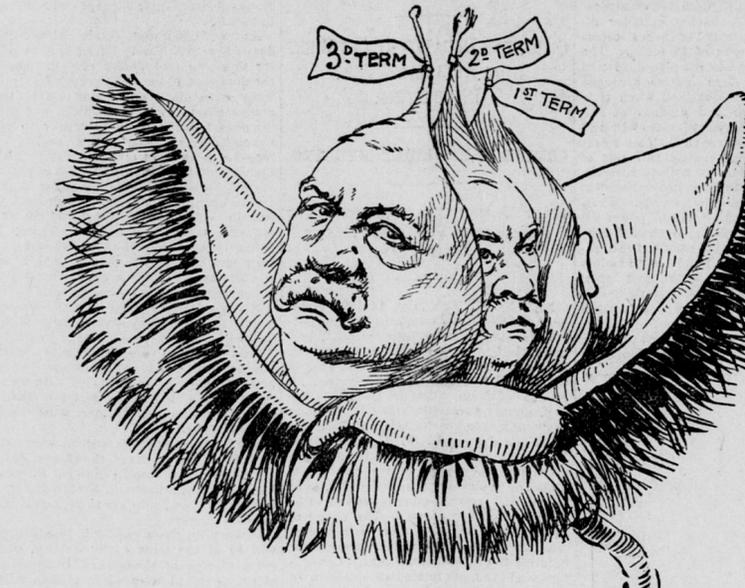
At the time of the accident Clarence Mackay and the Princess Colonna, the brother and sister of the deceased, were in Paris, where they are now. His mother, Mrs. Mackay, was at her home in London. The body has been embalmed and will be transferred to Rue Tilsit in Paris. It is certain that it will be taken in time to New York and probably out here, where it will find a final resting place.

Mr. Mackay has made no plans for his future movements, but will probably remain in this City for a time.

**Runs Down by a Train.**

WEEPING WATER, Neb., Oct. 19.—News reached here this evening of a fatal accident at a Rock Island crossing near Murdock last night. A maverick cow entered wagon with his wife and son and daughter, was crossing the track when a train struck the wagon, killing the man instantly. The daughter will die. The other two were not badly injured. Their names cannot be learned.

**IT'S DEAD RIPE.**



**"Opening of the Cleveland Chestnut Burr."**  
(Chicago Evening Press.)

**RODE ON FLATCARS.**

**HOW THE VALLEY ROAD'S FIRST PASSENGERS TRAVELED.**

**TRIP OF ODD FELLOWS.**

**ROLLING STOCK CROWDED WITH VISITORS INSPECTING THE LINE.**

**SAW THE CREWS AT WORK.**

**THE TOURISTS IMPRESSED WITH THE RAPID PROGRESS THAT HAS BEEN MADE.**

**STOCKTON, CAL., Oct. 19.**—An excursion bound for nowhere in particular, with standing-room only, and the conductor lost in the crowd, was the kind that took the visiting Odd Fellows over the Valley Road lines in this city during their recent visit. The requisite for a ride was to get aboard early and avoid the rush. The man who generally makes good time on the bass drum of the Canton band did not have room to beat in correct meter, but the puffing of the "Claus Spreckels" supplied a sort of accompaniment to the efforts of the other musicians.

In spite of these little inconveniences the Odd Fellows from every section of the State of California were enabled to see for themselves the vast amount of work done by the Valley Road Company within the last three months.

They witnessed the activity in the yards, the operating of the track crew and numerous other evidences of the progress of the work. Nothing was passed over, that is certain, for in the crowd were numerous Stocktonians, who pointed out the objects from the moving train with an air of saying "Don't you wish you were one of us?"

The visitors and citizens had a jolly good time of it on the flatcars, in default of Pullmans, and the former stored away a lot of information concerning the Valley road for dispensation on their return home.

**CONDENMATION SUIT.**

**Action in Court Necessary to Secure a Right of Way.**

STOCKTON, CAL., Oct. 19.—The San Francisco and San Joaquin Valley Railroad, by its attorneys, Colonel E. R. Preston and Woods & Levinsky, to-day filed a

suit against P. J. Chalmers of this county, for the condemnation of a right of way through his lands. Mr. Chalmers has demanded \$3000 for 5.463 acres of land, and the company failing to induce him to recede from his unjust position, no other course was open but an appeal to the Superior Court for an adjudication of their differences.

The suit was instituted only after the seemingly reasonable offer of the company had been rejected by Mr. Chalmers.

The land lies in the northeast quarter of section 25, township 1 south, range 8 east, and the line of the road cuts off but a single corner of the ranch. It is understood that the action will receive early attention by the court. When this matter is disposed of, the right of way will be clear from the material storage yards on Mormon Channel to the Stanislaus River.

At the river the work of driving the piles for the great steel drawbridge is being prosecuted with great vigor, and this spirit pervades the work all along the line. By this time next week it is expected that the first construction train will be at work in the county.

The deed to block 21 from Simpson & Gray has been received. Great credit is due to S. D. Woods in the acquirement of the block, as he handled the negotiations in such a fair manner as to inspire confidence on both sides.

The company has a force of men at work on the tract west of Edison street and south of Kearny. Earth is being taken from the McDougald ditch to make a roadbed along Edison street. The canal will thus be widened and deepened, and after the roadbed is made more earth will be taken from the ditch to fill up the company's property there. About twenty-five acres will be filled to the depth of from three to five feet, so a great deal of earth will have to be taken from the ditch for this purpose. As a result, a channel capable of floating river craft will be formed.

The McDougald ditch empties into Mormon Channel, near the bend of that stream, at the western limits of the city. Wharves will be built there so that freight may be loaded and unloaded on and from barges and steamers. The Valley road will thus have two places where freight may be handled on the water front.

A CALL correspondent has it from an attorney who above all others ought to know that the rumors that J. P. Rendon and other Taylor-street property-owners contemplate suing the road because of the grade established on that street are greatly exaggerated.

This gentleman says the company can see that Mr. Rendon's property has been damaged, and as Mr. Rendon knows he will receive just treatment in the matter he is willing to take the company's word that any claim he may have will not be ignored. This spirit on the part of the company is actuated by the best of motives, for even if it be true that the property-owners have a legal claim it would be hard to press it, as the City Council by resolution authorized the company to establish its line above the official grade in order to protect the tracks from overflow water from Mormon Channel. The company stands in no danger of suits so far as can be learned.

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There is to be reform on paper of the local Government in six eastern vilayets of Asia Minor, a portion of the offices are to be held by Christians, and the Moslem Governors are to have Christian secretaries. Pledges, on paper also, are given about amnesty for the Armenians now under arrest and about reform in prisons and management of the police.

That seems to be all that—after these five months of negotiations, backed by imposing masses of war fleets—has been extracted from the Sultan. It amounts to nothing more than the reaffirmation of the pledges that he gave eighteen years ago, and he, no doubt, would have been delighted to concede it on the very first day of the negotiations. Even this much he is allowed to minimize in the eyes of his own subjects by declaring, through official newspapers, that what he is doing is not intended for the benefit of the Christians by themselves, but is merely an experimental step in a programme for reforming the governmental machinery of the whole empire. Nothing could be more fatuous and impotent than this conclusion, if it had to be regarded as concluding any-

thing; but, unfortunately, the Eastern question remains as much open as ever.

Neither the Armenian committee on one side, which has been running this whole Government, with plenty of money at its command and a sort of walking-delegate authority to close up the Armenian shops and coerce the entire Armenian community to do its bidding, nor the Mohammedan governing clique on the other side, has any intention of abandoning its activity or of laying down its arms because the Sultan signed one paper more or less. All the elements of the trouble which convulsed Stamboul and Trebizond a week ago remain unaffected. Every London newspaper man in Constantinople predicts that there is to be a revolution in Turkey.

There is as great a threatening an uncertainty in the external relations of Turkey as exists within. The British fleet at Lemnos has been augmented during the week by the Camperdown, instead of having been diminished. In the meantime Russia's Black Sea fleet, instead of going into winter quarters at Sebastopol as in other years, early in October, has been hastily provisioned at Odessa and brought southward to some unknown point near the mouth of the Bosphorus. Both these movements were antecedent to the so-called settlement and might have been explained as intended for the purpose of scaring the Sultan, if it had not turned out that he himself practically dictated the terms of the settlement and was not scared at all.

As it is these two fleets are instinctively thought of in their relation to each other rather than to the Sultan. That there is direct danger of England and Russia becoming embroiled in Turkish waters is not suggested, but it is apparent that they have finished with the face of pretending to act in concert and at last stand free to observe the Turkish confusion and anarchy each on its own account and in its own interest. This is a situation which cannot but be fertile in sensational rumors and alarms so long as the fleets remain where they are. When the French Chamber of Deputies meet next week it is universally understood that the Egyptian question will be at once brought up, and with fresh, urgent importance. What the French propose to demand is not clear, but it has been accepted by every one all summer that at the October Parliament session they were to formulate a definite policy of some sort.

This question may be debated with a large spectacular effect between Paris and London, but the usual fight will be waged at Constantinople, where English diplomacy on one side will be frankly pitted against Russo-French influence on the other side. There is another reason why these two fleets, with possibly the French Mediterranean squadron as well, will occupy men's thoughts a good deal for the next month or two.

All these disturbing things are really subordinate in point of actual weight to what is going on in the far East. Not even the episode of Bulgaria's crumpling in the Russian grasp, which will probably be seen before Christmas, will be of an international importance equal to the events which are working themselves out in obscurity on the other side of the globe.

An old Newcastle engine-builder friend of mine, who yesterday signed a contract with the Japanese for a \$150,000 job, tells me curious things about the way the Japanese are laying out the money that they expect to get from China. They have two big battle-ships on the stocks here, ordered before the war and now nearly finished, and they are completing arrangements with British builders for three more of the same size, also eleven armored cruisers and some torpedo cruisers. All are to be hurried forward with the utmost dispatch. Meanwhile a Chinese commission of eight experts and officials here in Europe is charged with the task of examining the various shipyards and marine models, and of recommending where orders for a new Chinese navy may be placed to the best advantage.

The Japanese have money and are paying one-third down at the signing of the contract, one-third when the engines are put in and the final third at the launching and delivery, but no one will trust the Chinese at all, and they must pay in full before the work is begun. The Japanese make no bones in saying among shipbuilders that they are going to whip Russia off the Pacific.

From other sources I hear that great nervousness exists lest the disorders in Korea precipitate a Russo-Japanese collision prematurely. In this whole business England is deeply involved, and it is there and on the Mekong that skilled students like Sir Charles Dilke believe that England stands the greatest chance of active trouble.

The American embassy has been invested the whole week with cordons of newspaper men anxious to find out about Venezuela, but the smiling secretaries have blandly resisted all attempts to get a word of news. This is all the more successful since they have no news themselves. What it all amounts to, I am told by politicians, is that Chamberlain desires to attract attention to himself as the hero who can

**STRIFE IN SALVADOR.**

**PRESIDENT GUTIERREZ IS THREATENED ON ALL SIDES.**

**REBELS GROWING BOLD.**

**REVOLUTIONARY PROCLAMATIONS POSTED ON THE WALLS OF THE CAPITAL.**

**ARMY COMMANDERS CHANGED.**

**IT IS CLAIMED THAT THEY ARE IN THE CONSPIRACY TO OVERTHROW THE GOVERNMENT.**

SAN SALVADOR, SALVADOR, Oct. 19.—The Government has changed commanders of all troops for this city and Santa Ana, as it is claimed that they are nearly all in the conspiracy to overthrow the Government. The malcontents grow bolder daily, and this morning a revolutionary proclamation calling the people to arms was found on many walls of this city.

Last week's robbery of arms from the barracks was much greater than at first reported. It is known that the thieves or conspirators made many arms, mostly cannon, useless.

Soldiers are openly threatening and will desert en masse, unless paid. This is frightening the merchants, who fear a repetition of last Monday's riots in Sonsonate, where the garrison rose and claimed that they were not paid. So they looted all the mercantile and many private houses, stealing over \$600,000 in cash and goods, with which they made off toward the lower coast country.

General Manuel Rivas telegraphs from Santa Tecla that he is unable to hold the Cotepeque Indians in check, as they insist that they will march on this city and capture President Gutierrez, who they propose to hold as hostage until all their grievances are settled and they are paid in full.

The greatest precautions have been taken here to avert a surprise from the outside. Gutierrez wants to resign, but is detained by his friends, principally Castellanos, whom Gutierrez wants to leave as President. There is great dissension in the Cabinet. It is reported that relations with Guatemala are strained.

Merchants complain that they are suffering heavy losses in the custom-houses, where goods are robbed in transit. The Government has sent more troops to Chalatenango, where there has been heavy fighting for over a week. Fourteen persons were arrested Wednesday at La Union on suspicion of being in a conspiracy to seize the custom-house there and capture shipping in ports. The conspirators had a lot of arms concealed, which the police seized. Those arrested will be tried by a military court.

**WARSHIP CONDE VENADITO LOST.**

**Wreck of the Spanish Vessel While Rendering Assistance to the Colon on the Colorado Reefs.**

JACKSONVILLE, Fla., Oct. 19.—A cablegram from Key West, Fla., says: Passengers by the Mascotte to-night bring word that notwithstanding the Government has endeavored to keep the matter quiet, it is now positively known that the warship Conde Venadito has been lost while rendering assistance to the ship Colon on the Colorado Reefs.

**Storms on the Italian Coast.**

ROME, ITALY, Oct. 19.—The violent storms which have prevailed along the coasts of Italy and the interior have resulted in the death of fifty persons and injury to hundreds of others, while the damage to property is almost incalculable.

For additional Pacific Coast news see Pages 4, 5 and 6.

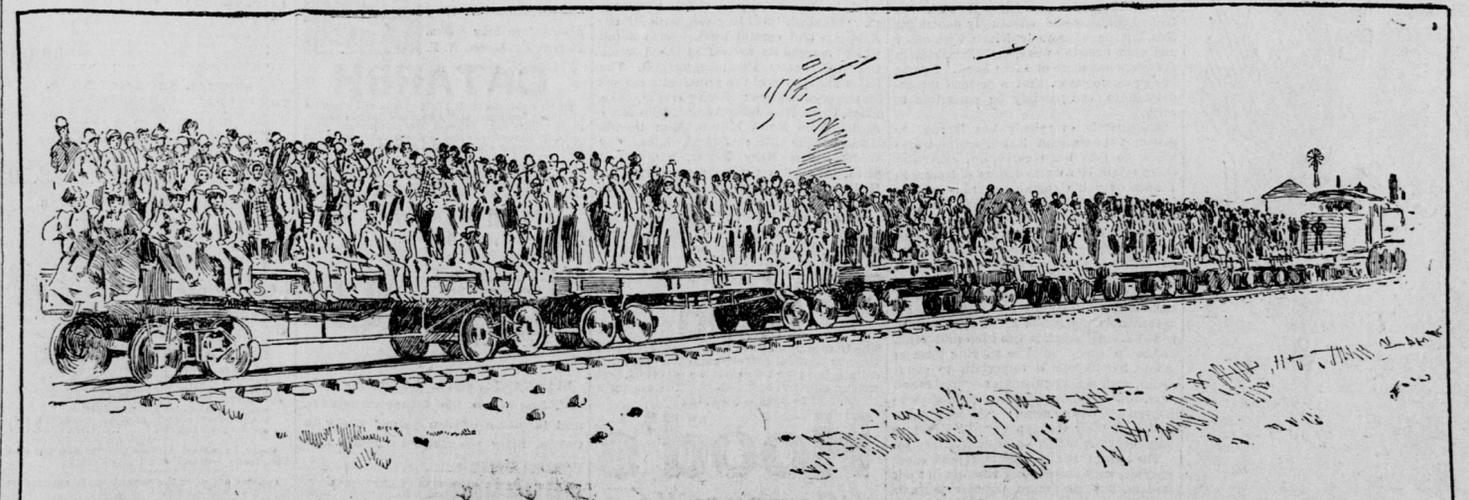
**LEVI STRAUSS & CO'S COPPER RIVETED OVERALLS AND SPRING BOTTOM PANTS.**

EVERY PAIR GUARANTEED FOR SALE EVERYWHERE.

**SMOKE La Belle Creole CIGARS,**

3 for 25c--10c Straight--2 for 25c ASK DEALERS FOR THEM.

RINALDO BROS. & CO., Pacific Coast Agents, 300-302 BATTERY ST., S. F.



**VISITING ODDFELLOWS AT STOCKTON TOOK A TRIP OVER THE COMPLETED PORTION OF THE SAN JOAQUIN VALLEY ROAD ON A TRAIN OF FLATCARS.**  
(Sketched by a "Call" artist.)