WILL FIGHT TURKS WITH THE PLAGUE

Macedonians Bring Disease Bacillus From India.

Threaten to Infect Constantinople and Even Berlin.

Revolutionists Declare They Will Make a Graveyard of All Europe if Sultan Is Not Checked.

Special Cable to The Call and New York Herald. Copyright, 1903, by the New York Herald Publishing Company.

LONDON, May 31.—Telegraphing from Sofia yesterday, the Daily News correspondent says:

"Information has just come to my hand which throws a livid light on the intensity of the feeling against Turkish misrule that animates the revolutionaries and their leaders here, and which at the same time throws into sharp contrast the Eastern and Western methods of agitation and revolution. The revolutionary leaders have at the present moment in their possession a large quantity of Indian plague bacillus, with the dire determination to infect Constantinople, Salonica and even Berlin.

"'If within eight days after this morning,' they say in effect, 'the great powers do not guarantee the execution of the Berlin treaty, then we shall die, but we shall not die alone, for there shall follow us into the grave myriads of people in Europe—Europe which robbed us of our liberty.'

"This dread means of achieving their object they threaten to adopt as a last resort."

SALONICA, May 31.—Turkish troops are besieging an insurgent band which occupies an island in Lake Amativa. The besiegers have vainly tried to burn out the insurgents with petroleum.

TRAIN WAS NOT FAST.

Manager Agler Talks of the Punta Gorda Wreck.

Manager James Agler of the Southern Pacific Company was kept busy the greater part of yesterday receiving reports from the scene of the wreck and sending telegraphic instructions to those who were working there. At 2 o'clock in the afternoon he was advised that the track had been cleared and that the regular traffic had been resumed. In discussing the wreck he said:

The first accounts, according to later details received by me to-day, were greatly exaggerated. The reports received to-day show that only one passenger was seriously injured, and I deeply regret that she is a woman. She is Mrs. H. C. Smith of Highland Park, Los Angeles. Her right forearm, so our agents advise me, is very badly crushed and it is thought that the arm will have to be amputated. Her left shoulder was also dislocated, and besides scalp wounds it is feared that she is injured internally. Of the other passengers none are badly injured. In fact, fifteen of them were able to proceed on their journeys as soon as accommodations could be furnished them and the remainder are now getting along very well in Santa Barbara.

Superintendent Burkhalter wired Manager Agler in the afternoon that he had been unable to find a defect in the rails, and was yet unable to account for the cause of the accident. From the fact that it was found that only the drivers of the engine were derailed and that the wheels of the engine truck and tender remained on the track it was thought that possibly something had dropped upon the track and caused the big wheels to jump. It is probable that the engine wheels spread the track and that was responsible for the cars that followed being derailed.

Wreck Mars Wife's Journey.

BERKELEY, May 31.—Mrs. W. B. Haines, who with her child was hurt in the wreck at Punta Gorda, left yesterday morning to join her husband, who graduated with the last class at the University of California, at Sespe, Ventura County. They had appointed Santa Paula as their meeting place and twenty miles this side of Santa Paula is where the accident occurred. Mrs. Haines is 28 years old and has been married only a short time. The child is 5 months old.

HAVANA, May 31.—President Palma has signed the act increasing the duty on coffee.

ADVERTISEMENTS.

Scrofula

It is commonly inherited.

Few are entirely free from it.

Pale, weak, puny children are afflicted with it in nine cases out of ten, and many adults suffer from it.

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DISASTERS FOLLOW UPON DISASTER AND CRIPPLE THE RAILROAD SERVICE

Continued From Page 1, Column 7.

was an unbroken piece of glass in any of the cars it could not be found.

On its side lay the parlor car and to prevent its falling into the ocean it was braced up by the train men. Singularly enough, the dining car and the chair car, after having turned over twice in their flight, landed upright upon the beach and from a distance appeared to be only stuck in the sand. Hanging to the track directly above the wrecked chair car was the forward day coach which had held to the roadbed, but at right angles to the track. Had this car, too, plunged down the bank it would have landed directly on top of the chair car and nothing could have saved the eighteen persons who were in that car when the wreck occurred.

LIST OF INJURED.

Following is a corrected list of those injured in the wreck with the exception of a number who were slightly injured and whose names could not be ascertained. These latter refused to give their names:

Mrs. H. C. Smith, Highland Park, Los Angeles; arm and shoulder crushed, badly bruised back, neck, internal injuries; probably will die.

Mrs. Nelson Johnson, Fort Madison, Iowa; bruised and cut about the head.

Williamson Dunne, No. 527 South Fremont avenue, Los Angeles; bruised and cut about hands.

Mrs. Charles H. Dunlap, 138 North Hill street, Los Angeles; cut and bruised slightly.

J. J. McLaughlin, San Francisco; bruised and cut about head.

Mrs. J. J. McLaughlin, bruised about breast.

Mrs. W. B. Haines, Berkeley; bruised and back hurt.

Killman Baxter, head and arm bruised.

Miss Leonora Schopbach, Pasadena; slightly cut about head.

Frank A. Chrismas, San Francisco, traveling man; severely bruised spine, injured internally.

Mrs. J. M. Casey, Fort Madison, Iowa; cut and bruised about head; internally injured.

S. Williams, San Francisco; fingers crushed, badly bruised.

Robert Casey, bruised and cut.

Five-year-old son of Mrs. Casey; slightly cut.

Nelson Johnson, Fort Madison, Iowa; very seriously hurt about head and shoulders.

Train Agent C. M. Wells, right shoulder and back injured.

William Ryder, Tacoma, Wash.; badly bruised about body.

Mrs. Ryder, bad scalp wound.

E. J. Kaily, Chicago; hand crushed and scalp wound.

Edward A. Thomas, San Francisco; bruised about body.

Mrs. Thomas, face and head cut.

John C. Lewis, Louisville, Ky.; bruised about head and body.

Mrs. Cooper, San Francisco; shoulder injured.

Pullman Conductor Tyler, cut about head.

Pickett Varie, Oakland; dining car waiter; bruised about head.

Fred Jefferson, Oakland, dining car waiter; bruised about body.

John Walker, internally injured.

B. J. Hall, San Francisco, dining car waiter; slightly cut.

Miss Blunt, Shasta; bad scalp wound and knee injured.

Mrs. Apples, San Francisco; generally bruised.

Edward Gogerty, Los Angeles; collarbone broken.

W. G. Bradley, severely bruised on back and head.

Mrs. W. G. Bradley, back and hip injured.

O. W. Grey, Lawton, Okla.; cut and bruised.

Mrs. J. E. Carr, Creston, Ia.; arm and wrist broken and shoulder much bruised; face badly cut.

Mrs. Alice Stebbins, Ithaca, N. Y.; head, face, arms and hands cut and bruised.

Mrs. Fred Colegrove, Loyalton, Cal.; shoulder wrenched and chest cut.

TERROR AFTER CRASH.

The confusion that followed the plunge of the cars to the ocean beach was tremendous. Those who were able to crawl from the windows and drop to the sandy beach quickly went to the aid of the injured. The forward part of the train was brought to a stop and quickly returned to the scene. The trainmen worked quickly and intelligently to relieve the sufferings of the passengers.

Brakeman Carson was started for the nearest telegraph office at Carpenteria. He walked to Banning and there secured a hand car to take him to Carpenteria. As soon as the news of the wreck reached here a special engine and coach were got ready. A score of physicians were summoned and the relief train took them to the wreck.

The physicians found about forty persons lying on the sandy beach and on the embankment above the wrecked cars. Their hurts were dressed and the most severely injured carried into the car and brought to this city. It was a pathetic thing to see two score persons who had passed through this city three hours before brought back with limbs broken and crushed, heads and faces lacerated, carried in a helpless condition to the ambulances in waiting.

Those who were less severely injured were placed aboard a special relief train that came up from Los Angeles and carried south. It is understood three were left at Ventura, their injuries proving more serious than was at first thought. The others, suffering from various hurts, from a lame ankle to a broken nose, were taken to Los Angeles, where they arrived at 4 o'clock this morning.

CAUSE IS UNKNOWN.

Division Superintendent Burkhalter, who was at the scene all day, said in response to a question as to what in his opinion caused the wreck:

"There is absolutely no way of accounting for it and all we can do is to speculate as to the cause. Anybody can do that, but it may never be known just what caused this wreck. We found that a recent wreck on the San Joaquin division was caused by a spike which had been laid upon the track, but there is nothing to indicate that this resulted from any such cause. I can only say I do not know and have no idea what caused it."

Resident Engineer Dehuer of Los Angeles expressed the opinion that something had fallen upon the track from the mountain side, which rises 1000 feet above the spot. In this he is supported by Engineer Curl. The latter declares that just before the three cars jumped down the bank he felt his engine give a violent lurch, as if it had run over something. Then the pony trucks left the track and the next instant the three cars were plunging toward the ocean, forty feet below. The mail car, smoker and forward day coach did not leave the track and the rear day coach was pulled around, but did not roll down the bank. The three rear cars were the ones which were demolished.

It is generally believed that the wreck was caused by the spreading of the rails when the forward trucks of the engine left the rails. The ties show where the engine plowed over them and where one of the rails parted at a joint, but this evidence was quickly removed by the track laborers.

MORE TRAINS WRECKED.

Railroad Company Has an Unparalleled Series of Disasters.

LOS ANGELES, May 31.—The conditions which confronted the Southern Pacific Company this morning on the two divisions which enter Los Angeles from the north, the coast line and the Bakersfield line, have never had a parallel in the history of that company's operation of trains in this part of the State. Not a train had entered this city since last night and it was not until after 6 o'clock to-night that the first train arrived from the north. Three trains were wrecked and behind two of them stood all the southbound trains which were due to arrive throughout the day.

Sticking in the sands of the beach near Punta Gorda, half way between Ventura and Santa Barbara and lapped by the waves of the ocean, lay what remained of the ill fated coast line limited, which last night had plunged over a forty-foot shelf in the side of the mountain, injuring more than forty passengers.

At Saticoy, thirty miles south of this awful wreck, lay the wrecking train which had left Los Angeles before midnight the night before to render aid to the other train. While speeding toward the scene of the disaster the engine of the wrecking train became disabled, or, to use a railroad phrase, "stripped herself," and it was necessary to send an engine sixty miles or more from Fernando before the wrecking crew could reach the scene of the first wreck.

On the Valley division a freight train composed of enormous oil tank cars had been ditched in a cut near Langs Station, six of the oil cars being piled in a heap in such a manner that the wreck could not be cleared away until the wrecking train arrived, and that train, as stated, was helpless at Saticoy. Behind the several wrecks were all the trains which should have reached Los Angeles during the day.

The Owl train which left San Francisco for Los Angeles Friday night will not arrive here until to-morrow morning if even by that time. At least that is the statement made by a railroad official to-night. Northbound traffic was also completely tied up. The overland train from El Paso which left Los Angeles at 10:20 Saturday night was held at Ventura nearly all night and until after noon to-day. Behind it the northbound coast line limited had to stop, and behind that the San Luis Obispo local train.

It was not until 2:30 o'clock this afternoon that the blockade on the coast line was lifted or almost exactly eighteen hours after the limited train had taken its fearful plunge. Compared with the Punta Gorda disaster the other smashups were trivial affairs, but they served to blockade the system in a manner the like of which has never occurred before.

It will be not until to-morrow that trains will resume their regular schedules out of Los Angeles. The Owl and overland trains northbound last night departed hours late because it was known they could not get through, but on the coast division there is now no obstruction to traffic and the regular schedule will be followed after all the belated trains arrive.

WOMAN WHO SUSTAINED INJURIES IN THE WRECK OF THE COAST LIMITED TRAIN, WHICH LEFT THE TRACK AT PUNTA GORDA, BELOW SANTA BARBARA, SATURDAY NIGHT, AND SENT THREE CARS HURLING FROM A CLIFF TO THE OCEAN SURF.

DEATH SENTENCE PASSED ON RIOS

Self-Appointed "Pope of Luzon" to Hang for His Crimes.

Twenty-Seven of His Followers Go to Prison for Long Terms.

Special Dispatch to The Call.

MANILA, May 31.—Rios, the self-styled "Pope of Luzon," who, at the head of a band of fanatics, committed many crimes and who was captured last month, has been sentenced to be hanged. Twenty-seven of his followers have been sentenced to long terms of imprisonment. Rios organized a religious and military movement and proclaimed himself a prophet. He promised divine aid for the insurrectionary movement and succeeded in hoodwinking many of the ignorant natives, from whom he obtained contributions of money. He secured a few arms and his followers terrorized the province of Tayabas, where they preyed upon their countrymen. Repeated efforts were made to capture Rios, but they were without result until the authorities of the town, while pretending to shelter the brigand, notified the constabulary of his presence, and he and some of his followers were soon made prisoners.

A detachment of scouts has defeated and scattered the Onaniguf Island insurgents, killing eighteen of them. This, it is believed, will end the opposition to the Government in that place.

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Steamers leave San Francisco as follows:
For Ketchikan, Juneau, Skagway, etc., Alaska—11 a. m., June 5, 10, 15, 20, 25, 30, July 5. Change to company's steamers at Seattle.
For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Whatcom—11 a. m., June 5, 10, 15, 20, 25, 30, July 5. Change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Seattle for Tacoma, to N. P. Ry.; at Vancouver to C. P. Ry.
For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., June 3, 9, 15, 21, 27, July 3; Corona, 1:30 p. m., June 6, 12, 18, 24, 30, July 6.
For Los Angeles (via Port Los Angeles and Redondo, San Diego and Santa Barbara—Santa Rosa, Sundays, 9 a. m.
State of California, Thursdays, 9 a. m.
For Los Angeles (via San Pedro and East San Pedro), Santa Barbara, Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Luis Obispo), Ventura and Hueneme.
Coos Bay, 9 a. m., June 6, 14, 22, 30, July 8.
For Ensenada, Magdalena Bay, San Jose del Cabo, Altata, La Paz, Santa Rosalia, Guaymas (Mex.), 10 a. m., 7th of each month.
For further information obtain folder.
Right is reserved to change steamers or sailing dates.
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