THROUGH A TRESTLE.

Accident to the Southern Pacific Overland Train.

Five Persons Killed and Nearly all the Passengers Injured.

Corrected List of the Casualties — Sad Scenes at the Wreck—The Railroad Company Censured by a Coroner's Jury.

Special to THE MORNING CALL.

SALEM (Oregon), Nov. 13.—At shortly past 8 o'clock last night the overland Southern Pacific passenger-train, or California express, went down with the north end of the long trestle crossing what is known as Lake Labash, about a half mile north of the Chemawa Indian Training-school, five miles from Salem.

The trestle must have given away as soon as the engine struck it, and the train and the trestle all went down together. The engine was overturned and half buried almost in the mud.

Following this were the tender, mail, baggage and express cars, twisted and broken entirely out of shape.

Then followed the first-class day coach, which was saved from going over by alighting with the front end on an old tree broken off even with the trestle. The seats in the car were every one broken to splinters, and the partitions were broken into thousands of pieces. Then followed the smoker, the seats in which were nearly all broken. Back of this was the tourist sleeper, in which were some twenty-five or thirty passengers. Of this number only three were uninjured. Next was the Pullman car Alatia, with seventeen passengers, and only three escaped without injury. The next and last car was the Pullman Roseburg, in which were fifteen passengers. Only four of these got off with slight bruises. In the smoker and day coaches every seat was occupied, and the proportion of injured was larger, if possible, than that of the cars following, as the wreck was the most disastrous from the front end on account of the mail, express and baggage cars overturning.

The only thing that kept the train from burning was the fact that the trestle and track went down almost perpendicularly with it and none of the passenger cars were overturned. A tramp who was riding on the trucks of the express car was found mangled, making the fourth victim. The total number of deaths from this accident will probably reach as high as ten, as many have sustained what is feared will prove internal injuries. The names of several could not be obtained.

SCENES AT THE WRECK.

Fires were built near the wreck to keep the wounded from chilling through in the cold fog. Laid out on the ground were the mangled corpses recovered from the wreck. Reclining on improvised beds about the fires were the wounded, who had been taken from the coaches, while standing about, tendering what assistance they could, were these less seriously wounded, and around these and everywhere were the crowds who had come to help or from curiosity. In the coaches, slanting on the fallen trestle-work, were the same scenes, every available cushion being occupied by some unfortunate one more or less injured. As soon as the doctors from Salem arrived, at about 11:15 o'clock, they set about dressing the wounds and administering to the needs of the injured.

A PASSENGER'S THEORY.

One of the passengers thus described the wreck: "I was in the day coach next to the baggage-car. About 8:15 the first thing I heard was men remarking that the engineer had given the danger signal. I then felt a jar as when an engine goes forward at a lessened rate of speed; then there was a crash of cars colliding with each other. My theory of the wreck is that the engine struck some obstacle on the track and went off. The great crash came when the engine was in the middle of the trestle and the cars began to buckle, and this caused the stringers to break, and the trestle fell flat. When we got the first jar it felt as though the engine had struck something. My next experience was that I was struck by something. The car fell flat with the bents of the trestle, which seem to have fallen forward like a house of cards. I found my hat covered with blood, and worked some fifteen minutes before I was overcome."

AMONG THE WOUNDED.

The scenes at Salem following last night's disaster are most mournful. At 8:30 o'clock this morning a train arrived from the wreck bearing the killed and wounded, and hundreds of Salem people were in attendance to help carry them on stretchers to the Willamette Hotel, which was converted into a hospital for the time being. Undertakers' vans stood at the depot grounds with their suggestive receptacles. Long files of men only slightly crippled walked slowly toward the hotel, supported on either side by a helpful citizen or railway employe. Men and women with faces blackened, bloody and bruised were carried out on stretchers, apparently unconscious or revolving after the horrors of the night. It took an hour to unload two cars of the unfortunates.

The following is a corrected list of the killed and wounded:

Killed.

McFADDEN, JOHN, engineer.
FINNEAL, ——, fireman.
GREIBEL, C., Milwaukee, Wis.

Injured.

Dr. Hammil and wife, of Philadelphia, just returning from a trip around the world, were shaken up but not seriously injured.

CHARLES W. JOHNSTON of Roseburg, Oregon, sprained shoulder.

REV. FATHER B. CHAMPAGNE, Catholic missionary of the diocese, going to Lakeview, shoulder slightly hurt.

CAPTAIN JACK CRAWFORD, the poet scout of Fort Craig, N. Mex., injured in the hip.

MR. AND MRS. D. L. KIMBERLY of Neenah, Wis.; one of Mr. Kimberly's legs is paralyzed and he has received internal injuries. Mrs. Kimberly has a sprained back and a black eye.

S. M. YORAN of Eugene, Oregon; struck on the chest and has great difficulty in breathing, but is able to be around. He has a few minor bruises, but nothing serious.

J. R. SLOAN of Eugene, Oregon; thigh bruised and chest hurt, but can walk.

S. S. WOLFE, Los Angeles; back hurt, but can get around by careful movement.

G. B. SHALLENBER, San Bernardino; shoulder injured and eye bruised.

JOHN PENGILLY AND WIFE, Tacoma; each had one shoulder and one hip badly bruised, and both are unable to get around.

JOHN SCHRENKEL, Denver; left foot badly mashed. He was helping on the engine, and was on the front of the baggage-car at the time.

WILLIAM REA of Baker City, Oregon; head slightly cut. He is sick with consumption.

MRS. CAROLINE EVENSON, aged 33, from Christiana, Norway, bound for San Francisco; internal injuries.

C. A. COVALT, Oakland; hurt in the leg and arm, but not severely injured.

R. SAAKE, San Francisco; slightly bruised, but not seriously.

DANIEL MCCARTHY of Austin, Wash.; foot mashed and back injured.

W. A. CREEK, Kansas; ankle broken.

HON. JAMES MCGARRY, United States Marshal of Utah; leg broken and badly cut about the head and face. He is bleeding very freely, and is in a critical condition.

HARRY RAYMOND, Spokane Falls; arm broken.

MOSES HURD, Newport; internal injuries and side badly hurt.

C. W. CARIES, Pendleton, Oregon; spinal injuries and bruises.

A. BROWN, Canada; hand sprained.

MRS. W. T. ELLIDGE, Spaugh, Washington; arm broken.

MRS. E. W. LAFRANE, Colfax, Wash., internal injuries.

W. S. HALL, Spangle, Wash., spinal injuries.

F. M. MITCHELL, Pennsylvania, rib broken.

C. MITCHELL, Pennsylvania, leg broken.

A. CHURSTON, Chicago, back injured.

W. F. HOWELL, Oakdale, Wash., severely bruised.

J. W. BOATMAN, wife and child, Puyallup, Wash., badly injured, but no bones broken.

MRS. ISAACS, Walla Walla, bruised.

H. A. SMITH, porter on the Pullman car, arm broken.

J. J. NESTELL, back injured and badly bruised.

E. L. HENDA, East Portland; ankle broken.

A. HAFF, brakeman, ankle broken and cut about the face and head.

R. DODD, Eudora, Wis.; leg broken.

J. M. JANETTE, Tacoma; arm and ankle slightly hurt. He was on his way to Sisson, Cal., to visit his daughter.

MISS CLARA HAMBLETT, Tacoma; arm broken, and hurt in the back and foot.

MISS A. STANTON, San Francisco; slightly injured.

E. W. SPROAT, Hollister, Cal.; ankle mashed.

J. C. BARTHOLOMEW, Roseburg, Oregon; painful injury.

MRS. W. C. HEWETT, Menas, Me., right arm broken and injured in the back.

P. B. BECKLEY, Oakland, Oregon, four left ribs broken and hip injured.

JULIUS KUMLI, Portland, badly cut about the head.

O. A. PECK of PECK & HOUGHTON, San Francisco; injured in the breast and back.

A. WINEBREINNER, Milwaukee, Wis.; painfully injured in the back.

N. T. TYRREL, Boston; slightly injured in the side and tongue badly bitten.

H. V. TARTER, Red Bluff, Cal.; injured in the back and foot.

CHARLES POWELL, Decorah, Iowa; arm broken, head badly cut and hurt internally; he has a brother and sister living at Eureka, Humboldt County, in this State.

JOHN MILLER, aged 21 years, of Victoria, B. C.; hurt in the back and kidneys, also a slight injury to the head and wrist.

MISS MINNIE MAGNES, Minnesota, foot sprained; MISS LOTTIE MAGNES, injured in the chest and back; MISS ELNORA MAGNES, hurt in back and side; GEORGE MAGNES, slightly hurt in foot; JAMES MAGNES, slight injuries on hands and head. The Magnes family, consisting of the father, mother and six children, were on their way to California.

FRED WAITE, Kanapolis, Kans.; hurt and ankle wrenched.

A. COLLINSON, Spokane Falls; knee and chin hurt, but not severely.

L. W. CITCUTELL, Seattle, formerly of Austin, Nev.; hurt across breast and back.

GIDEON KELLOGG of KELLOGG, MCAULEY & TERHUNE, Chicago; knee sprained.

JAMES BATCHELDER, San Francisco; injured in the back. He has just completed his second trip around the world.

OLAF EKAAHL, Minnesota; chin badly cut and otherwise bruised.

MISS ECKFELDT, San Francisco; hand broken, nose injured and spine affected.

CAPTAIN C. E. BOWDEN, Tacoma; concussion of the spine. IDA BOWDEN, broken arm and dislocated shoulder.

CAPTAIN EDNELL, San Francisco; both legs broken.

WILLIAM WOHLHEIM, Mount Vernon, Wis., slightly injured.

MR. AND MRS. WELLZNER, Portland, slightly.

Uninjured.

John Wagner of Winnipeg.
M. V. and J. A. Nichols of San Diego.
Miss Bowden, Tacoma.

The special train bearing those slightly injured arrived at Portland this afternoon. They were taken to the Good Samaritan and St. Vincent Hospitals, where they are receiving every attention. Those more seriously injured, of whom mention has already been made, are left at Salem.

The number of injured passengers brought to this city is twenty-four. It cannot be determined what caused the wreck until an official investigation is had. By some the wreck is attributed to a misplaced rail. An interview was had with Marshal McGarry by an Associated Press reporter. He is about the worst injured of all of the living victims of the wreck, having at least ten different wounds and being badly disfigured. He said: "The first notice I had of an impending accident was three distinct chgs in rapid succession and then came the crash. In a moment I was hurled about unceremoniously and finally struck on top of my head and became unconscious."

VICTIMS IN PORTLAND.

Just as the relief train bearing the wounded from the scene of the wreck to this city arrived in East Portland, C. Griebel of Milwaukee, Wis., a traveling agent for the Val Blatz Brewing Company, expired, making the number of dead five. Griebel had both legs broken and his body was badly crushed, and he also received injuries about his head. The body was taken to the Morgue.

Captain Ednell of San Francisco, who had both legs broken, was taken to the Hotel Portland, where he is being cared for. The remainder of the wounded were taken to different hospitals. It is thought by the surgeons that Captain C. E. Bowden of Tacoma, who is at the Good Samaritan Hospital, cannot recover. He is suffering from concussion of the spine. He was accompanied by two little daughters, one of whom, Ida, suffered a broken arm and dislocated shoulder. The party were on their way to Australia. Among those receiving slight injuries were Mr. and Mrs. Wellzner of Portland, who were married yesterday and were on a bridal trip to San Francisco.

RELIEF TENDERED.

Following is a copy of a dispatch sent by the Mayor of Portland and the President of the Chamber of Commerce to the Mayor and the President of the Board of Trade of Salem in reference to the care of the injured:

Unless the railway company has already shouldered the burden, consider this message authority to incur any needed expense for the relief of the wounded or the interment of the dead. We will trust survivors to the hands of the people to see that funds are furnished.

V. B. DELASHMUTT, Mayor.
T. J. ROBBINS,
President of the Chamber of Commerce.

CORONER'S INQUEST.

The Southern Pacific Railroad Company Charged With Criminal Negligence.

SALEM, Nov. 13.—After hearing evidence in the case and viewing the remains and wreck to-day the Coroner's jury returned the following verdict:

We, the jury impaneled to inquire into the cause of the death of John McFadden, F. G. Neale and an unknown man, after a careful examination of the bodies of the deceased persons before us, of the bridge across the slough known as Lake Labish and the examination of witnesses known to have any knowledge of facts relating to said persons and the manner of their deaths, do find that one of these bodies is that of John C. McFadden, aged about 40 years, residence East Portland, Or.; that at the time of his death he was employed as an engineer on a passenger engine on the Southern Pacific Railroad; that another of the said bodies is that of F. G. Neale, aged about 24 years, residence, East Portland, Oregon, and at the time of his death he was employed as a fireman on the Southern Pacific Railway; that the other body is that of a man unknown to us. That all three of these men came to their death by the wrecking of a passenger train in crossing a bridge at Lake Labish. We do further find that said engineer, John C. McFadden, and said fireman, F. G. Neale, met their death through no fault or negligence of their own; that they were faithful to their duty, and acted heroically in remaining at their post after they had discovered their danger; that said engineer did the best in his power to reverse his engine to avert the calamity, or at least save from the impending accident as many as possible of the lives intrusted to his care; that the death of the unknown man before us was the result of the same accident through which those above named lost their lives, and was not attributable to any negligence or carelessness or fault of said engineer and fireman; that the accident was the result of an unsound, unsafe bridge, and that the Southern Pacific Railroad Company is guilty of criminal negligence in allowing such a structure to stand and to be used for the passage of trains, a constant menace to life and property which said company has pledged to protect and transport in safety.

SUTTER'S FORT.

The Native Sons Prepared to Turn the Property Over to the State.

SACRAMENTO, Nov. 13.—Hon. F. D. Ryan, E. J. Gregory, C. E. Grunsky, E. E. Gaddis and Charles Hollister, the committee of the Native Sons to whom the Sutter Fort property has been deeded, called upon the Governor yesterday and made known to him their desire to turn over the property to the State. They requested the Governor to include in his message to the Legislature a recommendation that the proposition be accepted; that a Sutter Fort Commission be appointed and a sufficient appropriation be made to preserve what remains of the fort, beautify the grounds, etc.

DAIRY EXHIBITS.

Objection to the Classification of the World's Fair Commissioners.

CHICAGO, Nov. 13.—The Columbian Dairy Association met this morning to discuss World's Fair matters. Mr. Boyd, of Illinois, reported that dairy products had been classed by the World's Fair Commissioners as animal fat and oleos and butterine were of course in the same class. This was objected to by a member who said these would be no dairy exhibit unless it was separate and distinct from bogus products of animals. The matter was discussed at some length.

APPLICATION FOR PARDON.

Efforts to Secure the Release of the Murderer of Dr. Glenn.

SACRAMENTO, Nov. 13.—This afternoon Mrs. Garrett, Miss Juliet Miller and Miss Sallie Miller made application to Governor Waterman for the pardon of their father, Huron Miller, who was sentenced to life imprisonment for the murder of Dr. Hugh J. Glenn in Colusa County seven or eight years ago. Mrs. Glenn and daughter, Mrs. J. W. French, are here to oppose the petition, and they have the assistance of Attorneys-General J. O. Hamilton and F. C. Lusk.

ELECTION OF OFFICERS.—The San Francisco Home Mutual Loan Association has elected the following officers: President, Thomas J. Welsh; Vice-President, Charles A. Malm; Treasurer, William Wagner; Secretary, A. Sbarboro; Attorney, D. Friedenrich.

BURNED TO THE VERY GROUND.

Costly Conflagration at Sacramento and Davis Streets.

A HUGE FORTUNE SWEPT AWAY.

Smoking Ruins Left to Tell the Mournful Tale.

Fully $350,000 Said to Be the Amount of the Loss—The Origin Not Known—Work of the Water-Tower — Saroni & Co., Leibes Bros. and H. Dutard the Losers.

It was just 10:32 o'clock last night when tongues of fire were seen leaping from the midst of the four-story brick building at the corner of Davis and Sacramento streets. An alarm from the auxiliary box at the corner of Sacramento and Davis streets was sent in by Police Officer E. W. Gwinn, but it was soon discovered that the flames were gaining on the firemen and it would require all the reserved force of the department to make any headway against it.

A second alarm was turned in and the district promptly responded. By that time the whole city was lighted up by the flames. Huge volumes of black smoke were issuing from every window of the building. Streams of water were turned in from every possible quarter, but they were of no apparent avail. Ladders were hoisted, but the firemen were driven back by the intensity of the heat.

At 11 o'clock the water-tower arrived, and was stationed on Sacramento street, where it threw in one volume a combination of five streams from as many different engines. The intensity of the heat seemed to convert the huge stream into steam as it struck the fire.

Every side of the huge building was attacked by firemen, but the only hope was to confine the flames within the walls of the building.

Fire lines were promptly stretched across all streets leading to the conflagration, and the police were battling with the mob, who were trying to get inside. It required heroic measures to keep back the crowds, but the police were equal to the occasion.

When the water-tower lifted its head and shot forth a deluge of water into the fiery furnace, a shout went up from the crowd. The work of the tower commanded admiration. The good judgment of the Chief of department had caused it to be placed on the opposite side of the street. Therefore when a grinding noise was heard and the upper wall was seen to totter, there was a wild howl all around the block.

"Get out of the way; get out of the way," were the warning words as the entire side of the top story reeled and fell into the street with a hissing sound.

Firemen and policemen retreated. The tower escaped by a few feet.

A hundred or more willing volunteers rushed upon the debris and threw the hot bricks to all sides in the hope of discovering some unfortunate who had been buried beneath the ruins.

The entire loss, distributed between Louis Saroni & Co., Liebes Bros. & Co. and H. Dutard, together with the building, will amount to about $350,000, largely covered by insurance.

The building itself was owned by Solomon Wangenheim, who valued the property at $125,000.

FALLING WALLS.

The Flimsy Structures Come Down With a Tremendous Crash.

At 11 o'clock the ornamental top portion of the facade fell while the firemen were near the front wall and in the street directing streams through windows. A tremendous crash accompanied the fall, which caused a general scampering of people to places of safety. Some of the firemen had a very narrow escape, only a few feet saving them from a terrible fate beneath the burning and sizzling mass of heavy woodwork. The crowd, which by that time had pressed forward to a dangerous proximity with the fire, was driven back to places of safety.

A few minutes later the whole top of the south wall fell away with a boom, leaving a gap fully 15 feet deep from end to end. Through this open space could be seen the water-tank situated in the southeast corner—a large wooden cistern—burning slowly in the flames shooting skyward from Saroni's seething factory. The water steamed, and gradually the tank burned.

Suddenly it exploded with a thundrous sound, and was gone in a great volume of steam which spattered and groaned for a moment. Now more of the flimsy-looking wall was dragged down, and what remained had a treacherous appearance, which the firemen were not slow to observe.

The men in charge of streams at this point directed their attention to the windows where flames surged forth furiously and shot upward in tongues of fire. The heat became intense, for Saroni's inflammable goods were in the midst of the flames.

Four streams were secured when the cistern fell, but they looked weak and without good pressure. The firemen worked from the top of a one-story frame building and kept off respectfully from the wall, which first caved inward at 11 o'clock and crushed through the low shanties with a startling crash that made all spectators near by retreat in precipitate haste. A cloud of dust obscured everything and a minute of suspense followed. No one knew whether men were buried and dead beneath the bricks. But when the dust cleared away there was the same body of firemen holding up the nozzles of four hose-pipes to the burning building as complacently as if nothing had happened. Nobody was injured.

A great opening was left in the wall, which materially assisted the usefulness of the streams, giving them room to pass into the flames on the level.

All hose, trucks and wagons were ordered removed and a general clearance was made in preparation for an expected crash of the front wall, which by this time stood threatening without much support from the sides.

LOUIS SARONI & CO.

It Is Estimated That They Will Lose About $60,000.

Louis Saroni & Co., the candy manufacturers who occupied portions of the first, second and third floors, it is estimated, suffered a loss of about $60,000. This is based on the statement of a gentleman who was familiar with their business operations, and who stated that he considered the machinery employed to be worth $40,000, while the stock he thought at a conservative estimate would foot up $20,000 more. In this business were employed about seventy-five people.

Mr. Saroni was seen, but nothing could be learned from him. He was in a state of extreme excitement, and refused to say anything in regard to the value of his stock or the amount of the insurance carried. It is believed, however, that the latter will be equal to about $30,000, one half the sum involved in the loss.

LIEBES BROTHERS.

Their Loss on Stock Estimated at About $75,000.

Liebes Bros. occupied the entire top floor of the building as a cigar factory, in which were employed about 150 persons. Of this number seventy-five were white girls, while the remainder were Chinese. This was in excess of the number usually employed, as an unusually large number of heavy orders received of late had necessitated the taking on of about fifty extra hands. They had also received only yesterday a large consignment of goods to the value of about $10,000, which they had not placed in stock, and which was, of course, uninsured, and will prove a total loss. Altogether the stock on hand and owned by this firm at the time of the breaking out of the fire amounted in value to about $75,000, which, as near as the senior member of the firm could estimate, was covered with insurance to the amount of $40,000. It consisted entirely of cigars and leaf tobacco, and is a total loss.

Mr. Liebes stated that the fire could not have originated in their place of business, as there was not a stove or furnace in that portion of the building. Saroni, however, he said, had in connection with their factory a drying-room, heated by steam pipes, by which the temperature was kept up a quarter part of the time to 160°, and to this cause he attributed the breaking out of the fire.

Liebes Bros. will resume business at once.

THE BUILDING.

Not Considered of a Substantial Character.

The building, which was owned by Sol Wangenheim, was a four-story brick structure and valued at $125,000. It was of comparatively recent construction, but was not regarded with favor by the merchants having their places in that vicinity. In fact it was considered unsafe, as was evidenced by the fact that the History Publishing Company, which occupied the upper portion of it for a time after the destruction of their building on Market street, in April, 1886, grew uneasy and removed from it as soon as other quarters could be secured.

That their alarm was not without foundation was shown last night by the manner in which the building went to pieces from the effects of the flames. The superstructure above the second floor was shown to be weak and fell in a very short time, while the walls one after another toppled over into the streets. If there was an iron girder or a binding rod in the upper portion there was nothing to denote its presence, and the manner in which the walls and floors went to pieces indicated that there was nothing of a substantial nature to uphold and support them.

The insurance on the building amounted to $60,000, distributed among several companies.

A LOSS ESTIMATE.

Captain White of the Patrol Places It at Over $300,000.

The firm of De Bernardi, Westphal & Co., consisting of David de Bernardi, Henry W. Westphal and Charles O. Swanberg, commission merchants and dealers in dairy produce at Nos. 122 and 124, occupied the central main floor of the building. They carried a large stock of general produce, butter and eggs constituting the major part.

Mr. de Bernardi stated last night that he estimated the value of the stock in his store at about $25,000, which was about half insured. As the fire was kept from reaching the ground floor, such produce as potatoes, of which the firm carried a large stock, will only be damaged by water and falling debris.

Captain White of the Fire Patrol stated that when he reached the building the roof was all ablaze and the fire shooting upward most fiercely. Covers were spread in some of the sections of the second story, but as the fire gained headway and kept creeping down most rapidly, orders to remove them were given. He was unable to give any certain figures of the entire loss, and could only guess last night that it would reach in all probability over $300,000.

By midnight the entire building was gutted to the roof of the ground floor, the combined Siamese streams and the water-tower at last succeeding in bringing the fire under control. A number of engines were ordered to take up and go back to their quarters.

Although pretty well deluged by water the contents of the ground-story offices and store-rooms were saved destruction by fire. As the books of each firm were kept in the usual safes, they will be found intact doubtless this morning when an examination is made.

In each of the ground-floor offices the lights kept burning there all night were never extinguished despite the volumes of water and masses of debris that kept falling through from the upper floors.

WHAT SPECIAL STEVENS SAW.

He Believes the Fire Started Inside an Hour Prior to the Alarm.

Special Officer Stevens, who was in charge of the building, stated to THE CALL reporter that he was on the third floor of the burned building between 6 and 7 o'clock, but did not smell or observe any other sign of smoke. He was of the opinion that the fire started on the top floor and burned downward.

At 10 o'clock he saw four or five men in Sardoni's factory hard at work packing and preparing for removing goods to the new Fair building, corner of Pacific and Front streets. They had been moving for two weeks, and a large part of the stock was in the new place, which represents a saving of several thousands of dollars.

When the fire broke out there were two or three men in the office on the ground floor working on the books, etc., and who did not know that the building was in flames till people kicked vigorously on the front door and called them out. By this time the place was blazing furiously.

Stevens says he saw the blaze ascending from the roof and immediately he rang in an alarm, which it is believed sounded at the same time as the alarm from an auxiliary box by a police officer.

FIRE AND SMOKE

The Burning, as Seen by One in the Shifting Crowds.

At 10:45 smoke began to pour through the windows of the third story on the north and west sides of the building, and soon fierce tongues of flame followed, and it was seen that the whole third story was ablaze and the flames making downward. A few minutes afterward the roof on the Sansome-street side fell in.

At 11 o'clock a second alarm was turned in, engines from the outside district quickly came on the scene, and the water-tower was placed in position on the north side of Sacramento street, between Davis and Drumm. The latter did splendid work, and soon made a diminution of the fire on that side of the building.

At 11:20 P. M. the north wall of the building above the fourth floor fell into Sacramento street with a terrible crash. The debris covered the street clean across to the north side, and several firemen, who were warned just as the wall began to topple, narrowly escaped with their lives. When the wall came down, about forty telegraph, telephone and electric-light wires that were strung to a cross-arm on the northeast corner of the burning building came down in the street, and several spectators who were standing in the way were knocked prostrate, but none were badly hurt.

At 11:25 the upper part of the south wall fell outward with a crash that could be heard blocks off, and a few minutes afterward the large sign in front of the building fell on the sidewalk.

During the progress of the fire a number of people broke through the fire lines, and a few who refused to back when ordered by the police were clubbed.

Where the Fire Started.

Charles Kern, a flour-packer in the mill across the way, was probably the first man to see the fire. He was standing at a window on Sacramento street when he noticed the bright light, and looking into Saroni's candy loft on the third floor across the street saw the flames in that part of the building. All at once, he says, the flames flew toward the ceiling, and before people on the street could notice the fire they were burning through the roof. This, he says, is positively where the fire originated. The general opinion, which was misleading because of appearances from the streets, was that the fire started in Liebes' cigar factory.

Only thirty-five minutes before Kern saw the incipient flames he saw men working about the same place.

The Water-Tower.

The water-tower was stationed on the Sacramento-street side of the block, where it did some very effective work. Despite a weak pressure in the water mains it swept that side of the block very efficiently. Its great strength of stream when directed at any one spot sent everything flying before it and hastened considerably the falling of the two upper-story walls. Although an enormous quantity of bricks, beams and debris came thundering into the street, scattering all over promiscuously, strange to say the tower did not sustain a scratch, though hundreds of bricks flew all about it. The efficiency of the tower was again demonstrated last night.

H. Dutard's Loss.

Mr. Dutard took the matter philosophically, and chatted freely about the fire and the building. "I am not insured," said he, "as the rate was too high and I had no great risk. Saroni's factory and business was always considered dangerous by the insurance people, and accordingly insurance came very high upon the whole building. It was too high up for me to take out a policy. My loss wont be much, as my stock was not valuable—all my stock was in the books, and they are all right in the safe." With this he laughed carelessly, and added: "I think our corner is all right."

The Frame Buildings.

The two one-story frame buildings which were partially destroyed by the falling south wall were occupied by Arthur Joshua as a saloon and J. P. Thomas as a produce commission store.

It was impossible to ascertain the amount of damage sustained, but it is thought that the contents suffered from water as well as the crushing from the wall.

Fell From a Truck.

Michael Mead, an extraman of Truck No. 1, was injured while running to the fire. At the corner of Market and Fremont he was thrown from the truck and sustained a laceration of the scalp. He was treated at the Receiving Hospital.

COUNTY RETURNS.

Official Canvass of Votes for State and Congressional Candidates.

MARYSVILLE, Nov. 13.—The official count of Yuba County, concluded by the Board of Supervisors to-day, gives the following result on the State and Legislative tickets: Markham 1243, Pond 1217, Bidwell 51, Reddick 1254, Del Valle 1207, Hough 34, Morgan 17, Waite 1232, Hendricks 1245, Kellogg 30, Lyons 2, Colgan 1238, Dunn 1223, Winchester 37, McDonald 1238, Herold 1215, Hart 1207, Graves 1207, Dunn 36, Reichert 1263, Boom 1210, Brown 1255, Spencer 1219, Anderson 1227, Hall 1201, Blanchard 1269, Caminetti 1204, Beckman 1275, Yell 1200, Cole 1384, Beamer 1091, Beatty 1273, Stanley 1199, Thompson 10, Garoutte 1279, Harrison 1262, De Haven 1250, Smith 1195, Coffey 1295, Hatch 1225, Murphy 22; Judge of Superior Court, Heysen 2460; Joint Senator, Cutler (R.) 1246, Stabler (D.) 1271. The Republicans elect the entire ticket with the exception of Clerk and Public Administrator by large majorities.

San Mateo County.

REDWOOD CITY, Nov. 13.—The official returns for San Mateo County are: Markham 1142, Pond 912, Bidwell 22, Reddick 1144, Del Valle 914, Waite 1172, Hendricks 894, Colgan 1169, Dunn 897, McDonald 1069, Herold 891, Hart 1172, Graves 885, Reichert 1175, Boom 890, Brown 1171, Spencer 902, Anderson 963, Hall 1001, Beatty 1195, Stanley 878, Garoutte 1159, Coffey 927, Harrison 1164, Smith 881, De Haven 1168, Hatch 888, Loud 1080, Clunie 987, Litchfield 1164, Haswell 898, Hebbron 1173, Gaffey 893, Gordon (R.) for Assembly 1140, Thornton 923. The Republicans elected the following county officers: Kinne, Sheriff; Johnston, Clerk; Lovie, Assessor; Barker, Auditor; Crowe, Coroner; Utter, Superintendent of Schools; Bromfield, Surveyor; Lawrence and Adair, Supervisors. The Democrats elected: Buck, Judge; Pitcher, Tax-Collector, and Fox, District Attorney.

Santa Ana.

SANTA ANA, Nov. 13.—The totals in the official count as declared by the Board of Supervisors are as follows: Markham 1394, Pond 1189, Bidwell 270, Reddick 1350, Del Valle 1245, Hough 255, Waite 1414, Hendricks 1186, Kellogg 202, Colgan 1409, Dunn 1196, Winchester 250, McDonald 1418, Herold 1184, French 251, Hart 1419, Graves 1184, Dunn 251, Reichert 1413, Boom 1187, Chase 2531, Brown 1418, Spencer 1189, Price 246, Anderson 1423, Hall 1180, Severance 247, Bowers 1392, Curtis 1170, Dougherty 250, Wilshire 40, Beatty 1423, Stanly 1177, Thompson 195, Garoutte 1354, Coffey 1185, Murphy 195, Harrison 1415, Smith 1253, Elliott 192, De Haven 1424, Hatch 1188, Brown 195, Rea 1415, Archer 1186, Miller 2983; Smith, for Assembly, 1427, Westerman 1198, Huddleston 2210, Hebbron 1314, Gaffe 1312, Fowler 229.

Shasta County.

REDDING, Nov. 13.—Markham 1587, Pond 1459, Bidwell 135, Reddick 1619, Del Valle 1439, Hough 108, Waite 1645, Hendricks 1443, Kellogg 97, Colgan 1642, Dunn 1448, Winchester 96, McDonald 1622, Herold 1449, French 96, Hart 1647, Graves 1419, Dunn 100, Reichert 1633, Boom 1437, Chase 96, Anderson 1624, Hall 1463, Severance 89, Brown 1642, Spencer 1448, Price 91, Beatty 1546, Stanly 1433, Thompson 74, Garoutte 1686, Harrison 1644, Coffey 1380, Smith 1416, Murphy 68, Elliott 77, De Haven 1582, Hatch 1499, Barham 1639, Geary 1451, Scranton 92, Beckman 1639, Yell 1441, Hart 103, Cole 1617, Beamer 1475.

Kern County.

BAKERSFIELD, Nov. 13.—Markham 1006, Pond 1361, Powers 1047, Curtis 1374, Sherman 1123, Berry 1271, James 1076, Rice 1338, Gaffey 65 ahead of his ticket. County ticket elected: Arick (D.) Judge, Borgwardt (R.) Sheriff, Packard (D.) Clerk and Recorder Lightner (D.) Assessor, Howell (D.) Auditor, Baker (D.) Treasurer and Tax-Collecter, Gray (R.) District Attorney, Harrell (D.) School Superintendent, Buckerus (D.) Coroner and Public Administrator, McMurdo (D.) Surveyor.

Mariposa County.

MERCED, Nov. 13.—Complete and official vote of Mariposa County: Pond 619, Markham 452, Caminetti 628, Blanchard 449, Goucher 622, Walter, 446, Gould 537, Nelson 512, Corcoran 564, Jones 496, Clark 514, Turner 554, Welder 495, Congdon 460, Trabucco 624, Lindsey 449.

Lassen County.

SUSANVILLE, Nov. 13.—Official vote of Lassen County; Total vote cast 1048, Markham 491, Pond 531; for Congress—J. A. Barham (R.) 507, T. J. Geary (D.) 533; Assembly—J. T. Jones (R.) 507, A. J. Jackson (D.) 549.

Majorities.

VISALIA, Nov. 13.—Majorities: Pond 358, Del Valle 317, Hendricks 249, Dunn 413, Herold 293, Graves 281, Boom 298, Spencer 405, Hall 235, Curtis 324.

TO IMPROVE THE RIVERS.

A Government Commission to Examine California Streams.

SACRAMENTO, Nov. 13.—Chairman Dixon of the Executive Committee of the River Convention has received notice of the appointment by the Secretary of War of a commission authorized by Congress to examine the Sacramento and Feather rivers, to ascertain what is needed for their improvement, and report fully to the War Department for the information of Congress. The commission consists of Colonel G. H. Mendell, President of the Board; Major Alexander McKenzie and Captain Dan C. Kingman, United States Army Corps of Engineers. Captain Kingman and Major McKenzie have had much experience in examining Western rivers.

The Executive Committee of the River Convention is called to meet in this city Friday night to arrange for laying before the new commission data concerning the rivers. At that meeting several Assemblymen and Senators elect will be present; also the State River Examining Commission will be represented. Probably there will also be discussed the drainage of the valley basins and the part the State should take in encouraging district formations to reclaim the basins, the cost to be borne by the lands benefited, but the State to supervise such organizations that the whole may be systematized and relate harmoniously to each other. It will be recalled that when the river convention delegation last winter asked Congress to improve the rivers, the reply was that the recommendation must first come from the War Department. The committee then applied to that department, and the answer was the engineering department must first report that something was the matter with the rivers, and that it had not done so. Finally, the War Department agreed to advise an inquiry into the condition of the rivers, and the appointment announced is the result. Great satisfaction is expressed that at last the Government is to take some action.

SUIT ON NOTES.

Judgment Entered at Portland Against the Southern Pacific Railroad.

PORTLAND, Nov. 13.—The Pacific Improvement Company of San Francisco Tuesday instituted a suit in the United States Circuit Court against the Portland and Willamette Valley Railroad, now owned and operated by the Southern Pacific Company, for the collection of notes aggregating $283,822 and issued between the dates of July, 1888, and June of this year. Yesterday R. Koehler, manager of the Southern Pacific, appeared in court and confessed complaint, whereupon judgment was entered and plaintiffs were allowed the sum of $1000 as attorneys' fees.

MONTEREY IMPROVEMENTS.

Streets to Be Graded and a Railroad Built to Pacific Grove.

MONTEREY, Nov. 13.—Charles Wehner of San Jose was awarded the contract Tuesday by the city of Monterey to grade and macadamize a part of Franklin, Pacific and Main streets for $7693.

Juan Malarin of Santa Clara, who received a franchise from the city some time ago to build and operate a street-car railroad from Del Monte, through the city of Monterey to Pacific Grove, will within two weeks commence the construction of said railroad. The grade is now being established. It will be completed by the time of the unveiling of the Junipero Serra statue, which Mrs. Leland Stanford will have erected near the spot where Father Junipero landed June 3, 1770.

APPARENT STARVATION.

Sudden Death of an Old Man in the Sacramento Police Station.

SACRAMENTO, Nov. 13.—Last evening a telephone message was received at the Police Station calling attention to an old man who was lying near the stock-yards in a helpless condition. A wagon was sent out to the spot and the man taken to the station. The old man was very weak and appeared to be suffering more from the want of food than from anything else. He seemed to recover somewhat after he had been in the hospital for a few hours. This morning he asked for a cup of coffee and his request was complied with. He sat up to drink the coffee and appeared to be feeling much better than on the night before, when on a sudden and without a word he turned over and died instantly. The name of the unfortunate man was J. L. Shaw. Letters found in his clothing showed that he had lived in Colorado. One of the letters was from the Carpenters' and Joiners' Union of Denver, advising him to make out a detailed report of an accident in which he had been injured. The fingers of one hand were gone, the loss of them being probably sustained in the accident referred to. Shaw's body was considerably emaciated, and it looks very much as if he had died from starvation. The Coroner took charge of the body.

EXECUTIVE CLEMENCY.

Job Jeffries and Mrs. Suchorzynski Pardoned by Governor Waterman.

SACRAMENTO, Nov. 13.—The Governor yesterday issued a pardon to Job H. Jeffries, convicted of manslaughter in San Francisco in April, 1888, and sentenced to seven and a half years' imprisonment. His victim was named Southers. The Governor believes Jeffries acted in self-defense.

The Governor also granted a pardon to Mrs. Francisco Suchorzynski, convicted in San Francisco of having lottery-tickets in her possession, and sentenced to 250 days' imprisonment in the County Jail or to pay a fine of $250. The Governor says: "This woman is in poor circumstances and unable to pay the fine. She has been imprisoned four months, and I think the punishment sufficient for the offense." Her petition was signed by Judges Lawler, Rix and Joachimson, of the Police Court; J. D. Page, District Attorney; W. H. L. Barnes, John T. Cutting and others.

NOT GUILTY.

A Former Railroad Employe Acquitted of a Charge of Train-Wrecking.

NEVADA CITY, Nov. 13.—Michael McQuillan was acquitted in the Superior Court this evening on a charge of attempted train-wrecking. Stones were placed on the