

PACIFIC STATES AND TERRITORIES

INVESTIGATIONS AS TO THE LATE MILLIONAIRE FAIR'S SANITY.

EX-VALET CLARK MAKING QUIET INQUIRIES AT LOS ANGELES.

MUCH EVIDENCE FOUND.

THE RESULT OF A PRIVATE DETECTIVE'S WORK ON THE CASE.

LOS ANGELES, March 1.—A quiet and mysterious investigation is being conducted in this city and vicinity that seems to disprove the statements that no contest will be made over the will of the late James G. Fair.

Shortly after the will was offered for probate a private detective came down from San Francisco to discover the whereabouts of the valet and nurse who accompanied the late millionaire on his last trip through the southern part of the State. This individual was the constant attendant and sole companion of Fair while in this part of the State. His name is Herbert Clark and his face and figure are familiar here at all places frequented by his employer.

At that time it was said Fair was suffering from a severe attack of asthma, but the attempt will be to show that his ailment was as much a mental as a physical disorder. Clark's present work in Southern California includes a visit to every town and health resort that was visited by himself and employer during May, June and July of last year. In questioning the people at these places, Clark devotes attention particularly to the physical and mental condition, and incidentally regarding the late millionaire's sobriety and indulgence in intoxicating liquors.

Every body, from the bootblack who gave the dead millionaire a patent-leather shine to the physician who prescribed for him, is being interrogated. And the answers there-to are being transcribed on the typewriter. Clark makes a shrewd detective. He asks his questions in such a manner as to give the impression he is merely taking a friendly interest in the matter in a reminiscent way.

"From the actions of the ex-nurse and valet," said one of the men who was interviewed the other day by Clark, "and from what I know of the information he has secured in this city, whoever it is that is going to contest the will will have abundant evidence to offer. He is securing affidavits as to the habits and physical condition of the deceased while traveling in this part of the State, and I understand that all parts of the State and Nevada will be ransacked for similar evidence.

SAN JOSE AND THE VALLEY ROAD.

The Subscription Canvass Continues With Satisfactory Results. SAN JOSE, March 1.—The directors of the Board of Trade held a meeting this evening to consider the progress made by C. M. Wooster in canvassing for subscriptions for a branch of the valley road to go through this county.

It was the intention, he said, to address a letter to each one of a selected committee of 100 of those who would be most benefited by the road, asking him how much he would subscribe. If the results were satisfactory the work of canvassing would be enthusiastically prosecuted; if not, the agitation would be given up. It was the opinion of the directors that the canvass so far had been perfectly satisfactory, and they had full confidence that the necessary amount would be secured after the meeting. William H. Wright subscribed \$500.

FIRE AT PORTLAND.

DESTRUCTION OF A COAL STORAGE WAREHOUSE CAUSES A LOSS OF \$75,000. PORTLAND, Or., March 1.—Early this morning a fire broke out in the cold storage warehouse at the foot of Pettygrove street, and before it could be got under control destroyed property to the value of \$75,000 or more. The principal losers are Charles G. Wells of Boston, the owner of the building and plant; the North Pacific Fish Company of Tacoma; C. B. Trescott of Portland and F. C. Barnes of Portland.

The fire started in the engine-room. The loss on the building and plant is \$15,000 and is fully covered by insurance. C. B. Trescott is the heaviest loser. He had stored in the building fifteen carloads of frozen fish, valued at \$15,000, which are a total loss. The North Pacific Fish Company of Tacoma had five carloads of fish valued at \$7000 and insured for \$3000. The other losses are divided among a number of people, amounting in the aggregate to \$35,000.

BARNES' SLAYER CONVICTED.

CHICAGO, March 1.—Edmund Jordan was today convicted of the murder of Alfred D. Barnes, janitor of the Hiawatha flats, on December 5 last, and sentenced to life imprisonment. Annie Mahoney was found to be an accessory to the act and her punishment was suspended.

MURDER AT SPARTA.

A Miner Shoots Two Men While at Work and Kills One.

BAKER CITY, Or., March 1.—A shooting affray occurred yesterday afternoon near Sparta, a mining camp situated thirty miles from here, in which James George lost his life and L. A. Lurchin was seriously wounded. The shooting was done by G. E. Chamberlain, who used a shotgun. Ill feeling had existed between the men for some time, which arose over a disputed placer claim. Chamberlain took his victims by surprise, coming upon them while they were at work in the mine. He took good aim and the first shot took effect in Lurchin's neck. Lurchin fell, and supposing him to be dead Chamberlain shot the top of George's head off. A 15-year-old son of George was a witness to the horrible deed. The boy started to run and was fired upon, the shot scattering all around him.

George leaves a wife and eleven children. The murderer is still at large.

LOS ANGELES CITRUS FAIR.

Large Crowds Attend the Beautiful Orange Exhibit. LOS ANGELES, March 1.—The front of Hazard's Pavilion, where the citrus fair is being held, presented a bright appearance this morning, having been made so by the addition of many flags and multi-colored bunting. Inside the building the scene of beauty seemed to be even greater than on the previous day. The fair attracted many visitors in the early morning, which increased to crowds as the day advanced. Those making entries are entitled to credit for the prompt manner in which the exhibits have been placed. The fair as a whole is as perfect as it can be made to be.

AN ELOPEMENT AT ALBINA.

TWO YOUNG OREGON PEOPLE, MUCH IN LOVE, RUN AWAY TOGETHER.

THEY LEFT HOME ON THE LAST STEAMER FOR SAN FRANCISCO. PORTLAND, Or., March 1.—Quite a sensation was caused to-day in Albina by the report of the disappearance of William Brown, a young man 19 years of age, and Miss Norma Boggs, formerly in the employ of J. W. Boggs, formerly in the employ of the Union Pacific. The couple are well known and highly respected, and it is said to be a genuine runaway love match.

Some time ago Mr. Brown, the father of the young man, was called to California by the death of his father, who left him an estate valued at \$63,000. Brown left his family in Albina, but they followed him in a few weeks, with the exception of William, who lingered ostensibly to wind up his father's grocery business. Young Brown told his friends he was going to California, but said nothing about who would accompany him.

The couple took the last steamer for San Francisco, and it is believed they intend to get married. Mr. Boggs denied that his daughter has run away with Brown, but says she was going to Pasadena to visit friends.

A NEW SACRAMENTO LEAGUE.

An Organization to Work for Bounties on Export Agricultural Staples. SACRAMENTO, March 1.—A meeting was held here to-day for the purpose of organizing the Equitable Protection League of the United States. The league is based upon the plan advocated by David Lubin for a bounty on export agricultural staples by which it is proposed to enhance the home prices of the whole domestic product and extend to staple agriculture protection against foreign competition.

The officers are: President, Senator E. C. Voorhies of Sutter County; first vice-president, Senator T. L. Ford of Sierra; second vice-president, Senator Frank McGowan of Humboldt; third vice-president, Hon. H. J. Thomas of Nevada County; corresponding secretary, David Lubin of Sacramento; recording secretary, J. A. Sheehan of Sacramento; treasurer, Frank Miller of Sacramento.

The work of organizing clubs and spreading the membership of the league throughout the United States will be rushed.

SAN DIEGO SCHOONER LOST.

Wreck of the Anna Mathilde Off the Lower California Coast. SAN DIEGO, March 1.—The schooner Anna Mathilde, forty tons, was wrecked on Elida Island, 300 miles south of San Diego, some days ago, and is a total loss. A crew of five men arrived by the schooner Lou of this port and are now on the way to San Diego. The crew consisted of Captain Peter Gunn and three sailors. The schooner sailed several weeks ago for the Lower California coast for a cargo of guano and to land a party at Cedros Island. The vessel was formerly of San Francisco, and this was her first trip under charge of her new owner, Captain Henry Doddridge.

Particulars as to the manner of the wreck are unobtainable to-night.

PAYING STATE MILITIA.

Adjutant-General Allen Leaves for Southern Towns for That Purpose. SACRAMENTO, March 1.—Adjutant-General Allen has gone to Los Angeles to pay off the members of the National Guard in that city who performed military services during the late strike. From there he will go to Redlands, Riverside and San Bernardino for the same purpose.

General Allen stated that the delay in paying the members of the militia of San Francisco and this city is because the checks, which will be payable at the California State Bank in this city, are not ready. They have not yet all been printed and numbered, and the soldiers here and in San Francisco will not get their money until after the 11th inst.

SHOOTING NEAR HOLLIESTER.

Dispute Over a Road Leads to a Fatal Encounter. HOLLIESTER, March 1.—F. M. Conkling, an old resident of this county, shot and instantly killed Charles Hardwick, a young man at Pacines yesterday afternoon at 5 o'clock. It was over a dispute about a road through Hardwick's land. Conkling came in last night and gave himself up. He claims self-defense, and says Hardwick barred his property from the road and came for him with a hatchet and a rock. Then he shot him with a rifle.

THE RAILROAD HAS AN INNING.

ITS ASSEMBLY FRIENDS SHOW THEIR HANDS AT LAST.

THE CRUCIAL TEST ON THE BILL TO ABOLISH STOPOVER PRIVILEGES.

IT WAS A BATTLE ROYAL.

DODGE AND WADE THUNDER ANATHEMAS AGAINST THE MEASURE.

SACRAMENTO, March 1.—The railroad is on top in the Assembly. Concealment was not attempted to-night. Cloaks and subterfuge were thrown aside. The friends of the Southern Pacific put themselves on record, and of the 69 men at to-night's session of the Assembly forty-one declared themselves on the side of the great corporation. Only eleven men were absent. Of these, Dwyer, Huber, Tibbitts and Tomblin are known to have railroad tendencies. Most of the others have not declared either way. No matter how they go, however, the fact remains that when Osborn a few days ago said, in burlesque, "Almighty corporation, thy will be done on earth as it is in hades," he spoke much better than he knew.

The test came on the bill abolishing stopover privileges on the Southern Pacific. It was Assembly bill 882 introduced by Speaker Lynch on February 18, 1895, by request, and referred to the Committee on Corporations. This bill is as follows:

An act to amend section 489, and to repeal section 490 of the Civil Code, in relation to railroad rates of charges and railroad tickets. The people of the State of California, represented in Senate and Assembly, do enact as follows:

Section 1. Section 489 of the Civil Code is hereby amended so as to read as follows: Sec. 489. All railroad corporations must publish their rates of charges for freightage and fares from one station to another on their various lines of road in this State, and upon being tendered the lawful rate therefor, shall be the duty of every railroad corporation to perform the carriage of property and passengers at the rate of charge so published. Every railroad corporation must provide, and on being tendered the lawful rate therefor, furnish to every person desiring a passage upon its passenger-cars, a ticket which shall be evidence of the right of a purchaser to a ride and to the ordinary accommodations provided on its cars, from the depot or station where the same is purchased to any other depot or station on the line of its railroad. Every such ticket shall entitle the holder thereof at any time within six months after the purchase of such ticket, to use the same for the trip therein mentioned, and upon such trip the passenger may stop over at any intermediate station. Any corporation violating any of the provisions of this section shall be guilty of a misdemeanor and shall be punishable therefor. And in addition thereto every corporation violating any of the provisions of this section shall be liable to the person aggrieved for the damage by him sustained. This section shall not apply to commutation excursion tickets issued and sold by railroad corporations at prices which shall amount for a single trip to a less rate than the lawful rates of fare between the stations designated therein.

Sec. 2. Section four hundred and ninety of the Civil Code is hereby repealed. Sec. 3. This act shall take effect immediately. This bill repeals Section 490 of the Civil Code which gave a man who is refused stop-over rights by the railroad damages in \$200.

An amendment is made to Section 489, to render the railroad company guilty of misdemeanor and liable to a fine of \$500. In this way the passenger who is injured would get little or no recourse, and therefore would have no excuse for prosecuting a suit when the railroad violates the law, since the only profit to him would be a small fine, which the railroad company could better afford to pay than he could afford to give up his time.

An attempt was made to rush the bill through to its second reading. Previously the generals of the House had succeeded in gaining their points. This time they did not work so skillfully. The bill was a new one to the members. They had not considered it. So when it came up for a second reading they were rather surprised to have Weymire of Alameda request that consideration of it be postponed a day.

"Mr. Speaker," put in Dodge of Alameda. "I move that action be indefinitely postponed." A storm of objections was raised by the friends of the bill, who had hoped to smuggle it through its second reading. In the tumult, Dodge tried in vain to be heard. There was a moment's lull, and he cried out: "Gentlemen, I want to warn you. To pass this bill would send the death-knell of the Republican party in this State of California."

But Dodge's motion was voted down and then began a battle royal. Cutter of Yuba led in the defense of the bill. He declared it altered the codes in no way. It still made the refusal of stop-over privileges a misdemeanor. The only difference was that instead of letting the individual bringing suit profit thereby, the penalty is given to the State. This, he urged, was just and proper. Dr. Robinson had come before the Committee on Corporations and had declared under oath that while he originally had entered into the suits to determine his right to stop-over privileges, that he afterward carried them on to make money.

"He admitted to us," said Cutter, "that he frequently demanded a stop-over privilege when he really did not want it, but just to get a right to bring suit. He and his son have now 170 suits, I believe, which will make the railroad company liable to them for \$34,000. Now, I think that any law that will allow a thing of that sort is wrong and should be changed."

"I am sorry," Dodge of Alameda said, "to see my friend from Yuba so dense when he comes to look at this infamous measure. It is not only objectionable but it is infamous, since it is made to defeat a decision of the Supreme Court and will leave the people of this State entirely without stop-over privileges. This bill says nobody but the purchaser is to be allowed to ride. This shows its connection with the scalpers' bill. The two are of the same nature and should be beaten. I am not opposed to railroads. I would give to corporations the same rights as individuals, but this bill would be a deathblow to stop-over privileges of the State and kill the Republican party. I do not consider Dr. Robinson and his suits in the least. I am looking at what is right and wrong.

Brusie of Sacramento came to the rescue of the bill. He declared that the bill was an instrument to increase the moral sense of the citizens of California. The law now allows a man to profit by promoting disobedience to the law. Since law is a rule of action, to encourage men to break those laws was poor policy. Brusie protested that Mr. Dodge was mistaken in thinking the bill had any reference to the scalpers, since it said that the holder of a ticket should have all his rights. He scored Dr. Robinson severely for encouraging the railroad to break the laws in order that he might profit thereby.

Bledsoe of Humboldt thought Brusie's criticism of Dr. Robinson was weak, because if the railroad company had obeyed the laws set down in the statute-books Dr. Robinson would not have had any ground for action. "Why," Bledsoe said, "to argue that to insist upon one's rights is to encourage crime is preposterous. You might as well say that because the Tax Collector insisted upon the railroad company's paying taxes he was tempting them to break the law, and this made it excusable for them to refuse to pay their taxes."

"Why," Bledsoe said, "to argue that to insist upon one's rights is to encourage crime is preposterous. You might as well say that because the Tax Collector insisted upon the railroad company's paying taxes he was tempting them to break the law, and this made it excusable for them to refuse to pay their taxes."

"If it does this, shall we stand up here and at the behest of this scoundrel corporation—for they cannot say it is for the conductors this time—pass a law to take away any citizen's right? Who would be the gainer thereby? What excuse save that of the retainer obeying his master could be given? The present law provides a penalty for a misdemeanor. It has been decided to be effective by the Supreme Court. Why, then, should we attempt to foist upon the public this new law which takes away one of their rights that has been established by long litigation, to give them—what? Permission to begin a new series of contests?"

The speaker warned to his subject as he proceeded. He vehemently denounced those favoring the measure, which, he declared, contained a cloaked anti-scalper's provision. "To be sure it says, 'Any holder of a ticket' at the end," he cried, "but in the beginning it says, 'Any purchaser,' and the Supreme Court would decide that the word 'holder' would gain its meaning from purchaser, and thus take away any right to ride on a scalped ticket."

Wade of Napa raised a laugh by declaring that he believed Robinson was the only man in California who ever downed the railroad, saying:

"As long as they had Dr. Robinson down no one heard of this fight. Dr. Robinson did not come to the Legislature begging for a bill to help him; but as soon as he gets on top, as soon as the railroad has been fairly beaten in the courts, it comes and demands that the laws be changed."

"And now are we, at the commands of this corporation, to surrender up the rights that the people have enjoyed for the last twenty years? What excuse can we give? What answer could we make if we commit this outrage?"

"I for one will refuse to consent to it. I will not go back to my constituents and say, 'Yes, I backed away your rights and I did it for the Southern Pacific Railroad.'"

The previous question was then called for, thus cutting off any chance to amend. Bulla of Los Angeles objected and with Dinkelspiel of San Francisco voted to give the bill its second reading, explaining that he was opposed to killing a bill so summarily. The reading was by a vote of 42 yeas to 27 nays. Mr. Collins, the new member, apparently getting on the wrong side by mistake. The vote was as follows:

Ayes—Bassford, Berry, Bettman, Boothby, Brusie, Bulla, Butler, Cargill, Coughlin, Cutter, Davis, Devine, Devitt, Dinkelspiel, Dixon, Gay, Guy, Hall, Hatfield, Healey, Hudson, Mease, McCarthy, McKelvey, Merrill, Pendleton, Phelps, Powers, Price, Richards, Swisher, Thomas, Twigg, Wyse, Wilkinson, Zocchi, Mr. Speaker—42.

Noes—Barker, Belshaw, Bennett, Bledsoe, Coleman, Collins, Dale, Dodge, Dunbar, Ewing, Fassett, Glass, Holland, Johnson, Jones, Keese, Nelson, North, Osborn, Reid, Robinson, Rowell, Sanford, Spencer, Staley, Wade, Weymire—27.

Absent and not voting—Ash, Bachman, Dwyer, Freeman, Huber, Liewellyn, O'Day, Stansell, Tomblin, Wilkins—10.

NO HOPE FOR THE LEXOW BILL.

Enough Votes in the Assembly to Kill the Measure. SACRAMENTO, March 1.—There is no hope for the Lexow bill in the present Assembly. At first it was intended to demand that the bill be sent back to the Ways and Means Committee, since it still contains the \$20,000 appropriation. Now it will most likely be put at once on its final passage, as there are forty-eight members of the House who are opposed to the principle represented by the bill, while only twenty-five are in favor of it. There are seven whose sentiments it was not possible to learn definitely.

MAKING IT EASY FOR ATTACHES.

AN ASSEMBLY RESOLUTION TO ABOLISH THE ROLLCALL.

THE CLERKS TO DRAW SALARIES WITHOUT RENDERING SERVICE.

BRUSIE'S SHARP TACTICS.

MEMBERS CAUGHT NAPPING BY THE SACRAMENTAN AND THE SPEAKER.

SACRAMENTO, March 1.—When the time for considering the special Senate file elapsed in the Assembly to-day it was extended fifteen minutes. The special order was demanded by Phelps, who wanted the roll call passed.

Brusie of Sacramento interrupted: "I hope the gentleman will allow me to introduce a resolution out of order. It will only take a couple of minutes," he added apologetically. Not knowing of what was to follow, the venerable advocate of retrenchment and reform nodded assent.

"Mr. Speaker," continued Brusie, in a tone so even it carried no intimation that he was introducing a measure that would enable a large portion of the attaches to return to their homes and still continue to draw their salaries. "Mr. Speaker, I wish to introduce a resolution that after this date all attaches be excused from rollcall."

While the unsuspecting members were gasping "What's that?" Speaker Lynch announced: "I hear no objection. So ordered. The clerk will read Assembly bill 960."

Then he sat back in his chair calmly, but with a smile that was forced upon him by the consternation depicted on the faces of the majority of the House. As the fact that a bit of undesired legislation had been forced on the Assembly dawned upon them the members turned and looked at each other blankly. Then they smiled, and the clerk kept on reading.

Nearly two hours were spent in the second reading of the bill on revenues and taxes. This bill includes that just signed by Governor Budd making the State the purchaser of lands sold for delinquent taxes. It adds four new sections to the Political Code, amends eighty-nine different sections and repeals nineteen sections. Property subject to taxation is defined to be:

All property in this State, not exempt under the laws of the United States, excepting fruit and nut-bearing trees under the age of four years and grapevines under the age of three years, growing crops, property used exclusively for public schools, free public libraries and free museums and such as may belong to the United States, this State, or to any county or municipal corporation within this State.

A few minor amendments were introduced. The bill was sent to the printer. The Contested Elections Committee reported a recommendation of \$552 to John McCarthy for election expenses. This cuts the bill of E. N. Duprey from \$1000 to \$500, and knocks out entirely an item of \$207.50 for "traveling expenses, etc." The report was adopted. Clement Bennett was allowed his claim for \$240 in fuel.

The committee recommended that J. B. McDonald be allowed \$1522.50. Price of Sonoma wanted to cut down the fees of Attorneys E. Nusbaumer and C. Wesley Reed from \$500 each to \$250. The motion was lost by a vote of 33 to 35 and the report was adopted.

H. M. Collins, the new member, was allowed \$638, of which \$750 was for the fee of Attorney Thomas F. Garity. Much to the disappointment of the anti-railroad contingency in the Assembly the printer had not returned the anti-scalpers' bill at 2 o'clock. This necessitated that it go over until to-morrow for action.

The entire special Senate file was completed within the time allotted to it, special attention being paid to the bill appropriating \$50,000 to build a wagon road from the town of Mariposa to the Yosemite Valley.

Wade of Napa thought that the House should have regard to its pledges of economy. It was time to call a halt somewhere, he thought, and he would insist upon objecting to appropriations that were not absolutely necessary. He urged, also, that not one person in fifty would use the roads.

Bachman of Fresno, who was in his seat after a siege of sickness, said the position of the gentleman from Napa was faulty. "Not one person in fifty expects to go to the Napa Insane Asylum," exclaimed the Fresno member, "yet Mr. Wade expects us to contribute to it. The road is necessary to open up the great valley to the general public."

Thomas of Nevada roused a smile by urging the bill on the ground that it was a blow to monopolies. His position as an anti-monopolist was a novel one, but he filled it ably.

Rowell of Fresno followed the line of Thomas' argument. The excessive tolls were now a drawback to visitors, he explained. If the appropriation for the road was not allowed, he would not be willing to vote the appropriation for keeping the valley in repair.

Powers of San Francisco said that while he was opposed to appropriations he was in favor of this one. The Yosemite Valley brought \$5,000,000 into the State, and there should be a free road to it. Mariposa was even too modest, he thought. She promised \$75,000 of the \$125,000 required, and the State's share was to be called for only as the work was accomplished.

protested that the bill was fair. It was introduced in accordance with the request of the Secretary of the Interior to Governor Perkins. Reconsideration was refused and the bill was sent to the Governor.

The bill introduced by the Committee on Roads and Highways passed unanimously. There was almost no comment on the Retrenchment Committee bill to abolish the quarantine office at San Francisco, and put the matter into the hands of the United States entirely. When a vote was taken the bill was passed with only twelve votes in the negative; of these nine were San Franciscans. Those voting "no" were: Coughlin, Devine, Healey, McCarthy, O'Day, Lewis, Merrill, Wilkinson, Zocchi, Glass of San Luis Obispo, Price of Sonoma and Thomas of Nevada.

Dodge of Alameda had his bill prohibiting the flying of foreign flags from public buildings considered out of order. The bill passed unanimously.

The Senate bill allowing an extra clerk for the State Treasurer was defeated by a vote of 34 to 29, after a motion for a call of the House had been lost. McKelvey gave notice of an intention to reconsider.

The following Senate bills were passed: Establishing the office of guardian of the Sutter's Fort property at a salary of \$50 a month. Transferring \$15,728.73 in a special Mendocino asylum fund to the directors of that asylum.

Appropriating \$315.04 to pay the sewer tax of the Berkeley Deaf and Dumb Asylum. Enabling the Supreme Court Commissioners to examine applicants.

Allowing street-railway companies to transfer their properties to companies or individuals without vesting the title in the purchaser till the purchase price was paid. Appropriating \$275,000 to pay the bounty on coyote scalps.

A bill was also passed providing four deputies for the Attorney-General at a salary of \$2400 each.

COUNTY DIVISION BILL.

The Senate Tinkers With It, Patching It With Amendments. SACRAMENTO, March 1.—The county division bill was amended by a vote of 19 to 17, compelling the County Division Commission to make a thorough examination, and unless the proposed division is in their judgment for the best interest of both the old county and the proposed county they must report adversely to the division. This amendment was by Burke (D.) of Santa Cruz. A former proposed amendment by him providing that a new county should not be formed from any portion of more than one county was declared unconstitutional by the Judiciary Committee and was withdrawn.

Pedlar of Fresno moved to reconsider the vote on Burke's amendment, which is considered as greatly weakening if not killing the bill, but it was finally decided to take the bill up again as a special order on Tuesday next.

By a vote of 21 to 15 reconsideration was refused on the vote by which the Jordan claim bill for \$79,000 was passed.

A bill passed appropriating \$45,000 deficiency in support of the Mendocino Asylum. The Philbrook bill regulating freedom of speech in courts of justice came up for third reading, but was passed on file and referred to the Judiciary Committee.

The resolution of Assemblyman Kenyon (R.) of Los Angeles memorializing Congress for the annexation of the Hawaiian Islands, already adopted by the Assembly, was refused adoption by a vote of 22 to 9.

The concurrent resolution by Gleaves inviting the Committee on Rivers and Harbors and the Committee on Commerce of the Senate of the United States to visit and inspect the rivers and harbors of this State was adopted and ordered telegraphed to Washington.

The Finance Committee substitute appropriating \$48,662 to pay the claims of newspapers for advertising the constitutional amendments was taken up on second reading. The substitute bill was ordered to print and third reading. This substitute proposes to pay the morning city papers \$3500 each and the afternoon papers published in San Francisco \$2300 each.

Senator Bert's resolution providing for evening sessions, except on Saturday, beginning Monday next, was adopted.

The special order bill fixing the hours of labor in logging camps was put over to Tuesday next at 2 p. m.

When the general appropriation bill came up as a special order Orr of Ventura endeavored to amend by cutting down one-half of the appropriations decided on for both State and district fairs. In his judgment it is a case of half a loaf or no bread, for the appropriation bill has so increased in amount that he is satisfied the Governor will cut out some of the appropriations.

Seawell of Colusa moved to except the State Fair. Lost.

Orr's amendment was lost by a vote of 19 to 13.

Ford of Plumas and Sierra secured an amendment making separate agricultural districts of those counties and also of Meador and Lassen counties, and giving each \$2000.

Resolutions asking Congress to cede Goat Island to the State were made a special order for next Tuesday.

A resolution was adopted providing that the Legislature adjourn sine die on March 8, but it was agreed to reconsider this action to-morrow.

Bills were passed as follows: Regulating the fees of the Secretary of State's office.

Relating to the settlement of accounts of trustees after the distribution of estates and compensation of trustees. Permitting mortgages on growing crops, including grapes and fruit.

Amending the Bank Commissioners act. Relative to the dismissal of court appeals. The following resolutions were adopted: Asking Congress to make an appropriation for the construction of a deep-sea harbor in Los Angeles County. Asking Congress to build a free wagon road from Mono Lake to Yosemite.

AWFUL DEATHS IN THE CHASM.

OVER A HUNDRED PERSONS KILLED IN THE MEXICAN TRAIN WRECK.

THREE COACHES CROWDED WITH PILGRIMS HURLED INTO A CANYON.

SCENES OF GREAT HORROR.

AN ENGINEER WHOSE CARELESSNESS CAUSED THE DISASTER ALSO PERISHES.

CITY OF MEXICO, March 1.—One of the most frightful accidents in the history of Mexican railroads, resulting in the killing of 104 persons and the serious if not fatal injury of nearly 100 others, occurred on the Inter-oceanic Railroad at a point about twenty-five miles from this city. A few days ago a great number of persons left the capital and towns in the vicinity to go on a pilgrimage to the Catholic shrine at Sacre Monte. Tickets were sold at reduced rates over the Inter-oceanic line and this road carried the bulk of the pilgrims. Yesterday a long train, aboard of which there were 1200 passengers, was returning from the place of the pilgrimage. It went well until a point on the line about midway between Timautla and Tenango was reached. On this part of the road there is a steep incline, the line at one place having a sharp curve where it runs close to the edge of a high precipice. This is one of the most dangerous places on the road, and was rendered more so by the fact that the track here was not in the best condition.

As the train began to run down the incline many of the passengers were laughing and joking, while others were looking out of the windows at the rapidly passing scenery. Soon the speed of the train began to increase, and it was soon running at a frightful rate. The passengers ceased their joking and looked at each other with a strange fear depicted in their faces. Steadily the momentum of the train, which was now swaying and bounding fearfully, increased and soon the dangerous high curve was struck.

As the pilot wheels of the engine took the curve the locomotive swayed outward and then back. As the drivers went on the curve the engine again swayed heavily and then either jumped the track or turned a rail. It dashed across the scanty space between the rails and the edge of the chasm and then plunged downward. One after another three coaches filled with passengers dashed after it and piled up in a mass of wreckage at the foot of the precipice. The next two coaches also jumped the track, but most fortunately did not go over the edge of the precipice. As the fifth coach led the track it twisted and broke the coupling connecting it with the coaches behind it. These coaches kept the rails and passed safely around the curve. After running a considerable distance they were stopped by the hand-brakes.

When the engine and three coaches fell to the bottom of the ravine there was a fearful crash, and mingled with it were the shrieks of the affrighted passengers, which could be heard above the shrieking of the escaping steam from the engine, which was knocked to pieces by the fall.

The passengers in the two derailed coaches at the edge of the precipice got out as quickly as possible, and many of them fell on their knees and thanked God for their escape from a most awful death.

In the meantime a number of passengers in the other coaches had returned to the scene of the wreck and devoted themselves to the work of rescuing those imprisoned in the wreck. The sight there was a most