

CHOLERA'S COPARCEK.

The Deadly Yellow Fever Depopulating the Cities of Northern Mexico.

Guaymas, Mazatlan and Hermosillo Frightfully Ravaged by the Disease.

The Authorities in Poor Condition to Battle with the Disease—Many Victims Buried Alive.

GUAYMAS, Mexico, September 17.—It is now clearly established that the disease raging here is yellow fever. All who can are fleeing from the city. The medical corps is being reinforced as rapidly as possible. Twelve of a lately arrived opera troupe have died. Eighteen deaths were reported yesterday; many others not reported. The streets are almost deserted, the only sounds heard being the rumbering of the dead cart. The board of health issued orders that dead bodies be immediately removed and buried.

FINK AND THE POOLS.

Combination of the Life of Railroads—The Water Ways as Equalizers of Rates.

New York, September 17.—Albert Fink, commissioner of the trunk lines, was the first witness before the Senate committee on labor and education. He stated he was at the head of a bureau composed of about forty railroad companies, who organized for the purpose of establishing and maintaining uniform tariff. The extension of lines in the United States, and hence competition, made organized action necessary to their existence. It would not do for each to operate and fix its own rates of transportation without regard to other roads.

In order to improve the connections and better the accommodations of the public by establishing a uniform system of rates, a joint executive committee was formed. As a regulator of railroad tariffs the water routes by way of the great lakes and the Mississippi river were very effectual. At certain seasons of the year the canal routes were closed to traffic, and it was popularly supposed that railroads had it all their own way. This was not true, and the idea that the roads could extort any tariff they pleased by merely combining, was false. The association had rates of one mile and local business, but only when there was competition at some great distributing point for certain class of business. This was necessary in order for the protection of shippers, that roads competing for this business should have an understanding by which rates should be known.

Fink thought legislation might be employed to assist in maintaining the uniform rates, which were incorporated by the general Government, but no direct legislation could avail. He said the Reagan transportation bill was utterly impracticable. Freight rates of this country were the cheapest in the world and the tendency was to still lower them. The scheme that the Government should purchase the railroads of the country and then itself be pronounced the wildest folly and one which no sane man would for a moment contemplate. The capitalized value of 112,000 miles of railroad in the United States was about \$7,000,000,000. Last year the gross receipts of all these different lines was \$700,000,000; net receipts the same time, \$300,000,000. Of this latter sum \$100,000,000 had been paid in dividends on stock. Of the remainder a large portion was expended in interest on bonds. About 56 per cent of the running expenses of all railroads went to laborers employed as brakemen, conductors, firemen and engineers. Witness did not think there was anything too high rates of the road was paying 20 per cent dividend on its stock. The only thing to be regarded was the rates.

Important Decisions. SAN FRANCISCO, September 17.—In a series of tax cases brought against the Central Pacific railroad company by several counties the court rendered a decision to-day that under the new State constitution the railroad companies shall only be taxed on the value of their property after reducing the amount which is mortgaged. The cases have attracted much attention both as regards the interpretation of the law on this point, as also on the large amount involved. Another case involving the rights of the railroad commissioners to regulate fares, freight and steamers and other vessels having from California. Judge Field decided that all sea going vessels were under the jurisdiction of the United States and outside the control of individual states.

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The Killer of Informer Carey Landed in England—Other Items.

CHICAGO, September 17.—