AMUSEMENTS.

CALIFORNIA THEATRE---KIRALFYS.

LAST PERFORMANCE TO-NIGHT AT 8.

NO PERFORMANCE TO-DAY AT 2 P. M.
LAST PERFORMANCE TO-NIGHT AT 8.

NO PERFORMANCE TO-NIGHT AT 8.

REBALFY BROS. GREATEST TRIUMPH,
THE RATCATOHER 1

MB. HUBERT WILKE AND GREAT COMPANY.

Novel Specialties! Novel Specialties!

Note.—In consequence of the enormous preparation necessary for the production of Euchantment, there will be no performance to morrow, Sunday Evg.

Next Monday Evening, Dec. 20th—First time here of Kiralfy Brok. Gorgeous Fairy Spectacle. ENORMENT, with HUBERT WILKE and Entire Great Organization. New Ballets, New Scenery, New Choruses, New Effects, New Illusions by Bellac, New Feats by the Moxons. Moxons. SEATS NOW ON SALE.

ALCAZAR THEATRE. Wallengod, Osbourne & Stockwell.....Madagers Geo. Wallengod.....Lesses

MATINEE TO-DAY AT 2 P. M. To Night and To-Morrow (Sunday) Evening, Positively Last Performances of the Great Emotional Drama,

THE BANKER'S DAUGHTER!

MISS ISABEL MORRIS as LILLIAN OSBOURNE & STOCKWELL'S COMEDY CO. People's Popular Prices 25c., 50c. & 75c.

..... December 20th LIGHTS O' LONDON!

BUSH-STREET THEATRE.

BRILLIANT BUJOESS! MATINEE THIS AFTERNOON AT 2 O'CLOCK. EVENING AT 8.

The Brightest and Most Artistic Comedienne of the present day—Jessop & Gill's Farcical Comedy.

MAM'ZELLE!
Full of the Brightest Fun. AIMEE in English,
French and Spanish Songs, including: "Greep Into
Bed, Baby," "Chicken Pie," "His 'Art Was True
to Poll" and "Pretty as a Picture."

POPULAR PRICES! Next Monday, Dec. 20.-Victorien Sardon's 3-Act Comedy, DIVORCONS.

TIVOLI OPERA HOUSE.

KRELING BROS Proprietors and Managers THIS WEEK ONLY,

Grand Reproduction, by Bequest, of Offenbach' Charming Opera, THE BOBBERS. THE ROBBERS, THE ROBBERS. THE ROBBERS,

MISS HELENE DINGEON, When will be produced

ORPHEUS. ORPHEUS. ORPHEUS. Upon a Grand Spectacular Scale. Our Same Popular Prices 25c, and 50c.

BAY DISTRICT ASSOCIATION! RACES RACES

heste.
Match, \$500, mile and repeat—Shamrock and Twin-kle.

Admission to Grounds and Grand Stand, \$1.

	W. H. HINCHMAN	, Secretary.
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GOOT YOU DISCHARGED.

She is Allowed to Go Because of a Defec tive Commitment.

Goot You, the Chinese woman recently arrested in Sacramento on a Commissioner's warrant and charged with holding women in involuntary servitode for an immoral purpose, and who sued out a writ of habeas corpus, was yesterday discharged by the United States Circuit Court. The argument on the application was heard one day last week by Judges Sawyer, Hoffman and Sabin, in bank, and dages sawyer, Hoffman and Ssoln, in bank, and yesterday they filed their decision. It was held that neither the complaint, warrant or commitment stated an offence under the section of the United States statutes upon which the woman was arrested, and that there was a failure to state that the parties held in involuntary servitude had been sold or bought within the meaning of that statute. The Court in conclusion said that the discharge of the prisoner will not prevent another arrest and of the prisoner will not prevent another arrest and examination on a proper complaint.

The Assessorshio Contest.

The recount for the Assessorship was resumed yesterday morning before Judge Wilson, in Department 5 of the Superior Court. The morning seession was taken up with the examination of election inspectors for the identification of re-

After the noon recess the Court allowed the donble ballot from the First Precinct of the Twenty-ninth District, which was taken under advisement at the beginning of the recount, to be credited to Nealon. In the Sixth Precinct of the Thirty-Nealon. In the Sixth Precinct of the Intry-fourth District Siebe gained one vote which had been credited as scattering in the official returns. This result was unchanged when the Court ad-journed, the Second Precinct of the Thirty-fifth District being the last one counted. This leaves Nealon's plurality so far 173.

Under Rented Property.

Joseph G. Eastland, as trustee for Katie Kepler and Williie Kepler and their issue, has filed a and willie kepler and their issue, has filed a petition in the Superior Court, asking permission, as executor of the will of the late J. C. Biedeman, to lease certain lands devised to those represented by him, the heirs under said will, which lands are now alleged to be under-rented.

Between disease and health is often brief and fatal. It is better to be provided with chesp and simple remedies for such common disorders as coughs coids, etc., than to run the risk of contracting a fatal disease through neglect. DR. WM. HALL'S BAL-SAM is a sure and safe remedy for all diseases of the lungs and chest. If taken in season it is certain to cure, and may save you from that terrible disease, Consumption. It has been known and used for many years, and it is no exaggeration to say that it is the best remedy in the word for coughs, etc.

What a Display. Nothing like it ever exhibited in this city before. Chadbourne's, 741 to 745 Market street.

The "Atlantic" Wrecked on Cliff-House Beach.

Twenty-Nine of Her Crew Perish in the Surf.

Stories of the Survivors.

A Life-Saving Service Which Does Not Save.

Survivors of the Wreck Who are Washed Ashore in Front of the Station Have to Wake Up the Keeper to Inform Him of the Disaster.

About 2 o'clock yesterday morning one of the most complete and disastrons wrecks that has ever occurred in this port took place on the ocean beach a short distance southwest of the Cliff House. The ill-fated vessel which was stranded and totally wrecked was the whaling bark Atlantic, bound for the Arctic on a sperm-whaling expedition.

The whaler was owned by J. & W. R. Wing, of New Bedford and San Francisco, and has been plowing the water for over thirty years. She was 115 feet long, 27 feet beam and 161/2 feet deep, and

over his narrow escape from a watery grave. He evinced great sorrow for the unfortunate men who had perished and even shed tears as he referred to them. He made the following statements of the manner in which the vessel was wrecked. "The was valued at \$14,000. tug Sea Witch took us out and let us go at 4 o'clock yesterday afternoon. After the tug left us, we encountered a heavy swell on the bar, and then the wind left us and there was nothing to give us a headway. The swell increased in force and dashed against the vessel, toesing it about like a cork in the water. The outgoing tide did not carry us out far enough and the vessel began drifting. We dropped anchor, but the swell was so great the anchor would not hold. It was dragged through the sand, and the vessel swung around any way that the sea would carry it. One swell would come up and twist it one way, then a counter one would take it and jerk it in an opposite direction, making the timbers of the deck creak diemally. The sea commenced sweeping over the vessel's deck. An order was given to swing out another anchor, and the second one was dropped. Just then a swell struck the vessel square on the side, nearly toppling her over, tearing one whole side from stem to stern and washing over about ifteen men. The men then took to the rigging and held on for their lives. As the heavy seas continued to sweep over the vessel, I ordered the men to clear away the boats and save themselves. Mate Doty succeeded in launching one boat containing ten men and asked me to go with him, but I refused, as I wanted to see my men leave the bark before I deserted her. I told him to go ahead and he passed the the order, but did not get in. The boat, as soon as the struck the water, went astern and shot under the counter of the ship. The collision turned the small boat over and the men were thrown into the foaming billows before my eyes. I could not see any chance to save the life of the remainder of my crew by remaining on the vessel, so I ordered that another boat be cut away. As soon as the boat was ready to be launched, I with my mate and six men got into her and started for shore. The boat had, not got more than fifty feet from the ship when she turned over and we were all thrown into the water. When I came up I canght hold of a piec tug Sea Witch took us out and let us go at 4 About 2:30 o'clock on Thursday afternoon the o'clock yesterday afternoon. After the tug left bark was ready for sea and was towed outside the Heads by the tug Sea Witch, which cast her off about 3:45 P. M. When the tug left the bark there was no wind, but the current was very strong and there was a remarkably heavy swell. The bark was headed for the har, but as she approached it the heavy sea forced her back. The breeze was so light that it was impossible to make a crossing, and the vessel was at the mercy of the waves, which tossed her about and washed over her. The swell kept increasing continually, and at an early hour in the evening the officers of the vessel began to realize that they were in danger. The captain did not dare to rewere in danger. The captain did not dare to return, as he was afraid of the south drift, which was setting into the beach very strong, and he made a desperate effort to cross the bar again, the result of which was that the vessel received a terrible shaking-up. The captain then concluded that it would be worse than foolish to attempt to get out, and he decided to throw out an anchor. In the meantime the vessel had been dritting slowly, but surely, shoreward, and the swell was increasing every moment. The first anchor did not have any perceptible effect, and a second one was cast without any greater success. At this time the fog was so dense that it was impossible to distinguish an object at a distance of more than twelve yards, and the captain being unfamiliar with the coast, was very uneasy. Considerable difficulty was experienced in casting the second anchor, and when it became apparent that the anchor had not the required effect, the captain and officers of the vessel, thinking they were out a considerable distance, concluded that they certainly could not rnn ashore until the fog lifted, when they could ascertain where they were. The waves tossed the vessel to and fro, and she was completely at their mercy for about four hours, during all of which time she was slowly dragging her anchors towards nercy for about four hours, during all of which time she was slowly dragging her anchors towards the shore. About this time a terrific shock was felt, and it was found that the doomed vessel had struck on the sandy bottom. In this position she was more at the mercy of the sea than ever. With each succeeding swell she rose and fell, pounding on the sands with a force which was fairly crushing in her keel. She lay in this condition for but faw minutes when a trailing can be also as the sands with a force which was fairly crushing in her keel. ce of driftwood about three feet long, which I a piece of driftwood about three feet long, which I placed noder my right arm. I then drifted around for some time when the capsized boat overtook me and crushed me down, when I discovered for the first time that I could touch bottom. After some time the boat drifted away, and how I got on shore God only knows. I did not make any signal of distress as I considered the fog was too thick for it to be seen from the shore. ang in her keel. She lay in this condition for but a few minutes, when a terrific sea struck her, and under its overpowering force she careened over on her side. While she lay in this position a succeeding wave struck her, ripping open her entire side, washing some of the crew overboard, drowning others who were down below, and lifting out

tain and fold him to get aboard. This the captain refused to do, and Doty then refused to get in. The ten men cleared from the bark and went to their doom in a very short time, as the boat was lifted up by a great wave, almost as soon as it touched the water, and dashed against the side of the vessel, smashing the frail boat to pieces and drowning the unfortunate occupants before the eyes of their comrades on the bark. The henvy sea continued to break steadily over the ill-fated vessel, and although the experience of the first boat was very discouraging, the heavy bumping of the bark convinced the captain that

the first boat was very discouraging, the heavy bumping of the bark convinced the captain that in a very short time she would go to pieces. He therefore ordered that another boat be cleared. The waist boat, containing the captain, second mate and six men, dropped on the starboard side and was immediately swamped by being dashed against the side of the vessel in the same manner as the first boat launched. The occupants were thrown into the water and they immediately started to swim for the shore, which, owing to the fog. could not be discerned. By this time the vessel had begun to break up very rapidly, and the cap-

could not be discerned. By this time the vessel had begun to break up very rapidly, and the captain succeeded in grasping a piece of drift wood about three feet long, which he placed under his right arm. The others also gained a hold and floated until they were crushed by the overturned boat which floated on top of them. As soon as the boat went over them the men discovered that they could touch ground, and they waited until the boat left them, when they made their way to the shore. Neither the captain nor the men who were sayed could fully realize how they reached the shore, but upon his arrival on the beach Captain Warren, although much exhausted, went up to the Life Saving Station and notified the keeper of the wreck.

wreck.

The apparatus was soon in working order upon the beach, but, owing to the dense fog, it took about half an hour to fix the location of the vessel for the firing of the rope. The crew of the Life-Saving Station consisted of four men, and it is charged by persons on the beach at the time that while they were engaged in trying to locate the wrecked bark many of the crew of the vessel, who might have been saved, were floating around in the surf in sight of the shore.

The crew of the Life-

nal of distress as I considered the fog was too thick for it to be seen from the shore."

Captain Warren, who commanded the wrecked bark, although a shipmaster for years, has had but little experience on this coast, and was not acquainted with the bar, which was also the case of the second mate, Doty, who came from New Bedford to go on this voyage. Captain Warren had taken command for what is called a "between-season" voyage, and was to have given place at Honolulu in March next to Captain McGregor of Oakland. The Captain is highly esteemed by other shipmasters, and is spoken of by them as a capable, brave and intelligent officer. side, washing some of the crew overboard, drowning others who were down below, and lifting out her cargo and scattering it over the surface of the water. In this condition the swell swept over the vessel, and the men who survived were obliged to hold on for their lives. It was an utter impossibility for the Captain to determine the location of the vessel, and he and his officers waited in silent hope for daylight to dispel the gloom surrounding them. About half-past one o'clock a very heavy swell struck the vessel with such force as to carry the vessel a great distance toward the shore, and the captain then concluded that the time had arrived for the men to abandon the vessel, and he ordered the boats to be cut away. First Mate Doty succeeded, after much difficulty, in cutting away the boat on the starboard bow, and after ten of the men had got into her, he turned to the captain refused to do, and Doty then refused to get in. AN OFFICIAL STATEMENT.

What Life-Saving Superintendent Blake

The Atlantic was built in New Bedford in 1851, and was 110 feet long, 26 feet beam, 16½ feet depth of hold, and 291 tons register. She was owned by J. & W. R. Wing, of that town. It is not known here whether the vessel was insured or not, but if she was it is in Boston companies. She has been in the Pacific Coast whaling trade for everal excepts except excepts except from the Actic in

THE CAPTAIN'S STORY.

He Gives a Brief History of the Wreck of the "Atlantic."

of the ALTA at an early hour yesterday at the Life-saving Service Station in a very depressed mood.

He was wet and shivering and was very nervous

Captain Warren was found by a represen

Major T. J. Blakeney, Superintendent of the Twelfth Life-saving District, who has under his charge the life-saving stations of the whole Pacific Coast, made to an ALTA reporter last night the following statement :

"The Cliff House beach is patrolled every night from sunset to sunrise, one patrolman going to the south three and one half miles from the station, and one from the north, one and one half miles, to Point Lobos. The watch changes at 12 miles, to Point Lobos. The watch changes at 12 o'clock, midnight, and at 2 o'clock this morning, the hour of the stranding of the whaling bark Atlantic, those men were at the extreme limits of their respective beats. The first known of the wreck at the life-saving station was a little after 2 o'clock in the morning, when the Captain of the unfortunate vessel notified the keeper. The four men of the crew then at the station were at once called, and the beach cart containing the life-saving gear was hauled under the direction of the captain of the wrecked vessel to the scene of the disaster. A dense fog prevailed at the time and the beach was found strewn with wreckage. It was impossible to locate the position of the wreck on account of the fog, although the keeper thinks that he could hear cries of distress in the surf. About thirty minutes' time was spent in unsuccessful attempts to locate the exact position of the wrecked craft when the fog slightly lifted and her dim outlines were discovered. The Lyle gun was at once trailed, and a shot carrying the shotline fired on board. The keeper, Claus F. Kroger, says that some one on board hauled on the shotline, but that the line became fouled in the wreckage with which the surf was at this time literally filled, causing the line to part. It then being apparent to the keeper that the wreck had literally broken to pieces, he immediately detailed his men to patrol the beach north and south of the wreck, and to keep a sharp lookout for any one coming ashore.

About this time the after pert of the vessel, o'clock, midnight, and at 2 o'clock this morning,

wreck, and to keep a sharp lookout for any one coming ashore.

About this time the after part of the vessel, which had become detached from the remainder, came ashore with one man clinging to it. This beach at the time that in trying to locate the crew of the vessel, who are floating around in the The crew of the Life
The crew of the Life
The crew of the Life
of the station, drowned. The keeper and some of

Saving Station did not attempt to put out their boat, as they did not think it possible for a boat to live in such a surf. The Life-Saving crew did very little good, and did not succeed in saving any

the men spent three hours in unsuccessful efforts to resuscitate this man.

I have spent the entire day, since learning of the disaster early this morning, on the beach, directing the efforts of the life-saving crew in saving property and endeavoring to ascertain, if possible, a satisfactory explanation of why this vessel should go so thoroughly to pieces in so short a time. I have examined every important piece of timber belonging to her now on the beach, and hearing from her owners that her age is thirty years, have been surprised at the soundness of her timbers. In some places rot was found, but no more than might reasonably be looked for in a much younger vessel. Her timbers are of prime oak, and in many cases, where no signs whatever of decay appear, they are wrenched and broken and split like matchwood. To me this only proves the wonderful power of the surf which prevailed lest night on that beach.

The original fastenengs of this vessel were of copper, but evidently repairs, made in recent years, have been fastened with galvanized iron and black iron bolts and spikes. I observed many of these had been corroded badly and blackened by rust, and the timbers through which they passed were likewise affected.

I am of the opinion that the loss of life might have been less had the anchors been shipped as soon as the vessel reached the breakers, as in that case she would have come up well on the beach, and would not have come up well on the beach, and would not have come up well on the beach, and would not have come up well on the beach, and would not have pounded so heavily.

From all I can ascertain, I am satisfied that the captain and officers of the vessel did all they could to save the lives of their men.

One of the oldest and most experienced whaling captains now in this city, stated yesterday, when speaking of the sad loss of life at the wreck of the Aflantic, that he thought the Live-saving Service crew exhibited a woful lack of proper training. He thought they should be drilled and trained several hour very little good, and did not succeed in saving any lives.

A carriage driver named John Heenan, who was driving along the beach with four passengers at the time of the disaster, succeeded in saving three of the ship-wrecked eailors, who were in the surf. Those who were saved were kindly cared for by the proprietor of the Seal Rock House and the crew of the Life-Saving Station.

Including the Captain and mates there were forty-three persons on board the Atlantic, of whom eleven were saved. Following is the list of the crew as rated on the books of the Castom House: Captain Thomas P. Warren; Z. H. Doty, first mate; James R. Ring, Second mate; Anton Perry, Antonio Margarido, Charles Steeber, Peter Nelson, Joseph Antono, John Lombi, Andrew Look, James Henderson, L. A. W. Lejune, Alfred E. McCracken, Edgar Lea, John J. Nye, Antone Gonzales, Charles Indies, William Thomas, Joseph Antone, Thomas Ryan, John Gardner, L. Kubn, Charles Berdan, Patrick Lavelle, W. Mausfield, Charles Forsberg, José Belloo, John Antonony, Edward Tracy, J. C. Carroll, John Moore, W. Flinn, Tom Brown, Peter Miller, Joseph Stedly, William R. Colbert, L. H. Wallin, Manuel de la Rose, E. J. Brown, William Harrigan, G. M. Ketanos, Charles H. Chesterton, Louis Tahiti, Edmund Kuhn, Antonio Margarido, John Lombo, Joseph Antono, Manuel de la Rose, L. H. Wallin.

HISTORY OF THE BARK.

THE SPERM WHALE CRUISES.

nas been in the Facinic Coast waning trace for several seasons, and arrived from the Arctic in October last, after a fairly successful season, catch-ing five whales. She was thoroughly refitted, re-caulted and repaired while in port, and was in the best of order when she sailed, on Thursday last, well found, for a year's cruise in the mid-Facific and Arctic Oceans. The Object of the Southern Voyage-Insurance Matters.

It is not the practice of the owners of whaling ressels to insure them while on the sperm-whale cruises, but when the vessels leave Honolulu, bound for the north, they are insured, the rate be ing usually about sixteen per centum, though reinsuring it is figured down to about twelve per centum. When the vessels leave this port at this time of the year bound for a short sperm-whale cruise the cargo is composed almost entirely of ballast and stores. The chief object of sending the whalers off so soon after the return from the Arctic is for the purpose of keeping the crews together, not so much the common sailors as the mates, boat-steerer, carpenters, ocopers and the like. If the vessel catches a few whales in the South Seas, sufficient, say, to pay expenses, the owners are well satisfied, and, indeed, are perfectly content to keep the crew together, even if no whales are caught. Many of the officers of these whaling vessels have families in New England, and the railroad agents tell of several instances where an officer just from a prolonged cruise buys a ticket to take him East, although he will have but forty-eight hours to visit his family, and must at the expiration of that brief call hurry back to this coast to join his vessel. ing usually about sixteen per centum, though rein-

A Body Washed Ashere

About 8 o'clock yesterday morning a body was

About 8 o'clock yesterday morning a body was cast ashore from the wreck by the waves and taken to the Life Saving Station. The men in the Station at first thought that there was signs of life, and, for about half an hour, tried every means in their power to restore consciousness, but finally abundoned the effort when they became convinced that the man was really dead.

Coroner O'Donnell was notified and arrived at the beach about half-past 9 o'clock, accompanied by Deputy Groom and Messenger Burgoyne. The doctor seemed rather disappointed that he only had one corpse to take to the Morgue, and after delivering one of his characteristic speeches to the assembled crowd, in which he denounced the owners of the wrecked vessel, he took charge of the body and brought it to the Morgue. The remains were afterwards identified as those of Joseph Sidel, known among the sailors as French Joe.

W. R. Wing, one of the owners of the Atlantic. visited the scene of the wreck yesterday and directed removal of the debris that had been cast sshore by the wreck. He stated that although the seasore by the wreck. He stated that although the versel was thirty years old, he considered her very safe and seaworthy. The owners had lately spent considerable money in fitting the vessel out for its voyage in the Arctic, and the total loss would amount to about \$25,000. The insurance on the vessel was only \$5,000.

A Shipowner's Opinion. Captain L. W. Williams, who has sailed and

owned whaling vessels for twenty years, denied emphatically the statement that the Atlantic was unseaworthy. He said the bark's timbers were nnseaworthy. He said the bark's timbers were sound, and she had been repaired and refitted without regard to expense by William R. Wing, one of the firm which owned her. Captain Williams gave his opinion why the bark broke up so quickly. She was, he said, deeply laden for a vessel of her size, drawing about 17 feet, and when she struck was in probably 25 or 26 feet of water, in a place where the surf was unusually heavy. Her anchors after she stopped dragging held her head down, the decks being washed to the mainmast, and there the vessel pounded to pieces on the beach. pieces on the beach.

A Hackman's Story.

John Heenan, a hackman, whose stand is on the corner of Ellis and Powell streets, stated to an ALTA reporter that he was driving a party along the Ocean Beach about 2 o'clock yesterday morning, when he heard cries for help, which seemed to proceed from the surf. His passengers directed him to drive in the direction of the sound, and he drove to the water, when he saw that the beach drove to the water, when he saw that the beach was strewn with barrels, timber and provisions of all descriptions. One large barrel was washed ashore against his hack, and broke a spoke in one of the wheels. He jumped down from his seat and discovered several persons struggling in the waves a short distance out, and hastened to their assistance. He succeeded in dragging three of the drowning men to the beach, where they were cared for by his passengers, who gave up their coats and cloaks for the benefit of the unfortunate mariners. After having rescued the men, he took them up to the Seal Rock House, where they were part to bed. Mr. Heenan stated that the crew of the Life Saving Station could have saved several lives if they had tried to do so, instead of wasting time in trying to locate the stranded vessel.

Thousands of people visited the ocean beach yesterday to view the wreck of the whaling bark Atlantic. The beach for half a mile was strewn with timbers, spars, ropes, rigging, boxes of pro-visions, bones, shattered lifeboats and many large casks. The bark was literally smashed to pieces by the fury of the waves and there was hardly enough left of the vessel to stand upon. The after part of the ship was broken off a few feet from the stern and thrown around broadside to the beach. The midships portion of the bark consisted of a mass of shattered timbers and portions of the deck and rigging were scattered around in all directions.

The cars of the Park and Ocean Railroad Con pany were crowded from early morning, and hundreds of vehicles of every description were to be seen on the beach. A great many of the visitors gathered pieces of the wreck to preserve as relics of the ill-fated bark.

The owners of the vessel had a force of men on the beach at an early hour, engaged in saving the provisions and valuable portions of the wreckage

THE STRIKERS.

More Messenger Boys Leave Their Situations.

COMPANIES TIED UP.

The Street Railroads-Communications Between the Carmen and Directors-A Procession Marked by a Series of Cowardly Assaults.

There was no change in the condition of affairs sn the Sutter and Geary-street strikes yesterday, and the only unusual incidents were several as-saults upon conductors and throwing stones at passing cars. The officers of the two compar carried on the roads as though nothing had happened, the cars running regularly and on time. The Sutter-street line bad forty-one cars running, twenty-four on the main line, twelve horse-cars on the Polk and Pacific-street branches and five dum-mies on the Larkin-street cable branch. Nine cars were run on the Geury-street line. The police details were kept up, over eighty officers being on duty all day on the roads. The strikers were out in considerable numbers, but were in small groups, and were busy distributing circulars asking people not to patronize the roads.

On Thursday evening the Directors of the Sutter-street Company received a communication from the strikers, in which the language of the defrom the strikers, in which the language of the demand of Saturday last was modified. Yesterday the Board held a meeting and drew up a reply, in which they stated they still maintained their position. This communication, addressed to L. C. Wynegar, is still in the Secretary's office, the address of that gentleman not being known.

The strikers had their usual parade yesterday, and in the evening held a secret meeting in their hall, at which, beyond considering the state of affairs, nothing of importance was done. The men still profess themselves firmly determined not to recede from their stand.

The Boy Strikers.

The strike of the District Messengers has assumed larger proportions, the boys of the San Francisco District Telegraph Company joining the other strikers yesterday morning. The night force of the American District Company also joined the strikers yesterday. The two companies did but little business, but managed to get through some of their work with the aid of

get through some or their work with the aid of their office employes, who were sent out on horses and in buggies.

Superintendent Gill, of the San Francisco Com-pany, expressed surprise at his boys leaving, and said he would fight the affair out, but would do nothing for several days, as he did not wish any of the new messangers hurt, which they certainly

nothing for several days, as he did not wish any of the new messengers hurt, which they certainly would be if sent out now.

Superintendent Phillips, of the American Company, while wishing every boy under him would make seventy-five cents a day, could not agree to make a uniform rate of wages, as some of the boys would not earn it. Frank Jaynes, President of the Company, informed a delegation of the strikers that he wanted boys who could earn seventy-five or eighty cents a day, but they must obtain that rate by piece-work, as he would not pay uniform wages.

rate by piece-work, as he would not pay uniform wages.

The boys organized a permanent organization at Huddy's Hall yesterday morning, after midnight, the meeting being made up of strikers from the two distressed companies, and committees were appointed to wait upon the Superintendents to present a demand for the abolition of the five-cent delivery rule. At 11 A.M. yesterday, at a meeting held in Union Square, the committee reported that no compromise could be obtained. The youngsters were not disheartened, and made up a procession headed by a drum, and marched through the streets, cheering at the slightest provocation. Circulars asking the public not to patronize the District Companies while the strike lasted were distributed along the line of march.

Incidents of the Day.

There was a good deal of ruffianly work done along the Sutter-street road and branch lines yes

A lady named Mrs. Cranston, residing on California street, near Van Ness avenue, while on a Larkin-street dummy, was struck on the hand by a piece of glass bottle and her hand was badly cut.

While the strikers' procession was on Polk street, near California, a large etone was thrown from the ranks of the parade into a horse-car, and a lady was hit in the face, a deep gash being cut

a lacy was not in the race, a deep gash being cut on the right cheek.

William Flynn, driver of car No. 10, was hit in the breest with a brick on Polk street. On the same street, at the corner of Pacific avenue, a lady named Mrs. Halsey was struck by a rock thrown at the car in which she was riding, and hit in the back of the head. She was accorded hit in the back of the head. She was seve

Large spikes were thrown from the building at the corner of Jones and Sutter streets. No on

was hurt, however.

Yesterday afternoon, as the procession of the Yesterday afternoon, as the procession of the street-car strikers was passing along Larkin street, opposite the New City Hall, car 25 of the Larkin-street line came up, and some of the strikers began throwing bricks and rocks at it. Several of the windows were smashed, and the gripman, J. T. Middlehoff, had his heed laid open. He nevertheless bravely stuck to his post, and along with Joe Howard, the conductor, ran his dummy and car out of reach of the crowd, tying a hand-kerchief round his head and holding on by his grip-handles.

The Federated Trades, at their weekly gathering last evening, resolved to hold a meeting tomorrow at 1 o'clock P. M., at the corner of Fifth and Mission streets—the United States Mint—to sympatize with the street-car strikers. After the meeting is over a procession will be formed, which will march out Geary street to Central avenne, thence to Sutter street, and down that thoroughfare to Kearny. The Federation promises a peaceable parade.

The Guindon Homicide

In Judge Wilson's Court yesterday, Judge Hunt presiding, the work of impaneling a jury to try George D. Gardiner for the murder of Eugene F. Guindon was resumed, but at the hour of adjournment last evening but three jurors had been accepted, namely, W. Bendt, J. M. Higgins and H. Pilster.

Crime in This City.

In response to a request of the Executive Board of the California Society for the Suppression of Vice, Rev. S. P. Sprecher will to-morrow evening, at Calvary Presbyterian Church, corner of Geary and Powell streets, repeat in substance the discourse which he recently delivered on "The Development of Vice and Crime in Our City,"

The Hamilton Square Baptist Church Directors filed articles of incorporation yesterday. The Board of Directors are J. R. Bennett, H. L. Grear, S. Lane, Abner Walker and J. H. Stevens.

Vienna Beer Parlor, Restaurant and Oyster Room, Newly Renovated.

Room, Newly Renovated.

Will be thrown open to the public to day (Saturday),
December 18th, by the well-known caterers, Adolph
Beth and Ferd. Fricker. Their ladies' parlors have
been elegantly furnished and provided with the most
modern conveniences and tastefully decorated, in
order to make them the most delightful resort for
gentlemen and their families at all times, and especlally evenings. Entrance to these parlors, 14 Mason
street, opposite the Panorama building. The restaurant will be under the management of Mr. Adolph
Beth, formerly proprietor of the Post-Keller. Our
friends and the public are respectfully invited to give
us a call.

THE HEINS HOMICIDE.

The preliminary examination of James Mc-Cord and James Kelsey on the charge of murder, preferred by the Coroner's jury on the inquest on the death of Bernard Heins, was commenced in Police Judge Lawler's Court yesterday. H. W. Hutton and Walter Galiagher appeared for the prosecution, and W. H. L. Barnes, Joseph Naphtaly and Joseph Coffey for the defence. Emil Ney, the labor agitator, who claims to be a Emil Ney, the labor agitator, who claims to be a descendant of the First Napoleon's famous Marshal, and the heir to an imaginary fortune of untold millions, was the first witnessed called. He testified that he was a shipcarpenter by trade, but had performed no mannal labor for five or six months, having devoted the interim to "thought' for the benefit of his fellowmen. Being questioned further as to his occupation and means of livelihood, he stated that he was a labor agitator and had gone to the scene of the trouble on the tioned further as to his occupation and means of livelihood, he stated that he was a labor agitator and had gone to the scene of the trouble on the day of the shooting with "the committee." He testified that some rocks were thrown, and that McCord had cried out "Shoot them." That, seemingly in response to this order Kelsey had fixed a shot in the air, and the crowd then turned to run away, when Kelsey fired a shot at them, which caused one of their number to fall. When McCord gave the orders to shoot he was immediately followed into a saloon by a portion of the crowd, and as he ran the witness saw a smoking pistol in his hand. City Physician Blach, the next witness, testified as to the course taken by the bullet which caused Heins' death. Wm. Elhert and E. J. Vernell, for the prosecution, testified substantially the same as

the prosecution, testified substantially the sar Ney. The examination will be continued

morning.

At 4:30 o'clock Judge Lawler decided to admit Kelsey to bail, pending examination, in the sum of \$40,000. Bonds to that amount were furnished by Maurice Schmitt of 1501 Gough street, and Charles A. Schmitt of 802 Ellis street, and Kelsey was released from custody.

The Mayor's Vetoes,

Mayor's Vetoes.

Mayor Bartlett has sent in to the Clerk of the Board of Supervisors his vetoes of orders 1889 and 1890, the former granting to the Omnibus Railroad and Cable Company a franchise to run cars along Twenty-fourth street, Potrero avenne, Yolo street, Nebraska street, to and upon San Bruno avenne; also from Potrero avenne and Twenty-fourth street along Potrero avenne and Twenty-third street to Howard; also on East street, from Howard street to the Oakland Ferry; and the latter granting to A. W. Rose, Jr., the franchise to run cars from Potrero avenne and Twenty-fifth street along Potrero avenne and Twenty-fifth street along Potrero avenne, Channel street and Tenth street, to and across Market street to Fell, along Franklin, Oak and Stanvan streets to Waller street; also from Post and Market along Post, Leavenworth and McAllister streets, Park avenne, Larkin, Grove and Polk streets to and across Fell street; also from Ellis and Leavenworth, along Ellis and Broderick, to Oak street. Broderick, to Oak street.

A Life Insurance Suit.

Mrs. Margaret Hearty, administratrix of the estate of Michael Hearty, suces the Catholic Matual Beneficiary Association, to recover \$2,000, the amount of a policy held by her late hasband in that Association at the time of his death. Plaintiff alleges that for some time previous to his death her husband was addicted to the excessive use of stimulants, and his assignment of the policy to some person to her unknown a short time before his death should be declared invalid.

John Hardy, a painter residing at the Park Hotel, fell from a building on which he was at work, at the corner of Bush and Jones streets, yesterday, falling a distance of forty feet and striking on his head. He was taken to the City Receiving Hospital, where it was ascertained that the fall had caused concussion of the brain. His injuries are considered fatal. His skull was trepanned by Dr. Dennis at about 10 o'clock last night, as the only hope of saving his life.

Will for Probate.

Public Administrator Philip A. Roach has applied to the Probate Court to have the will of Mary O'Brien probated. The instrument covers a third interest in the estate of John Wallace, deceased, which is valued at \$2,600, and is in the hands of the Public Administrator.

Wants Her Shares.

Kate Armstrong has entered suit in the Superior Court against William Edwards to recover posses-sion of one hundred shares in the Bullion Silver Mining Company, valued at \$350, which plaintiff alleges were misappropriated to his own use t defendant, in breach of trust reposed in hi the plaintiff.

Divorces Granted.

Mrs. Carrie Howell was yesterday granted a di-vorce by Judge Rearden from John Howell for failure to provide. For a similar reason, the bonds uniting Mary A. Campbell to James G. Campbell were judicially severed. For San Quentin

John Bessley Reagan was lodged in the Central Police Station last night by Under Sheriff Kings-ton, of Nspa. Mr. Reagan is en route to San Quentin to serve a two-years' sentence for an as-sault with a deadly weapon.

A Minor's Guardian Jacob Wagner has filed an application to be ap-pointed gnardian of the persons and estates of William H., Alexander G., Charles J. and Mary C. Brockhoff, minors.

Arion Halle.

This well-known saloon and restaurant, northeast corner Sutter and Kearny streets, the rendezvous of the musical and theatrical profession, has changed the musical and theatrical profession, has changed hands, Mr. Henry Grim having retired. The successors, Henry Eduardson and John Ohlert, the well-known and genfal barkeepers, will try to merit the patronage of their friends and the public by catering to their wants and improve this; well-known resort if possible. A formal opening will take place to-day (Saturday), December 18th, with a first-class lunch, etc. Their friends and the public are respectfully invited to give them a call.

Holiday Presents

At M. Meussdorffer's elegant hat house, NE. corner Montgomery and Euch streets and 404 Kearny street. One of M. Meussdorffer's fine hats is the most acceptable present.

If you have a friend who plays chess or backgam-men, so to the salesrooms of the California Furni-ture Company, Nos. 220 to 226 Bush street, and pur-chase as a gift for him that beautiful chess table in Alaska cedar. It is one of the prettiest and newest pleces of furniture now seen.

GERMEA

Greatest Breakfast Viand, all the rest Excelling, Every dainty morsel carries Strength and Health;

Rosy checks and tranquil rest in the

thee ever dwelling More than fame and riches, greatest of all wealth;

Fver than at breakfast on Germea feast, and with vigorous health unbroken be

forever blest.

FOR SALE BY ALL GROCERS. JNO. T. CUTTING & CO. SOLE AGENTS.

LUNG SHING & CO., CHINESE AND JAPANESE FANCY GOODS and all kinds of CUBIOS and SILK GOODS. Sath street, between Howard and Folsom. Call a ce us. No trouble to show goods.