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THE TRIPLE STRIKE.

An Uneventful Day for the Carmen.

THE MESSENGERS YET OUT.

Trouble Feared To-Day From a Federated Trades Procession.

The situation between the striking carmen and the railroad companies remains unchanged, and as yet neither side has shown any decided signs of giving up the battle. The cars on the Geary, Sutter and Larkin street lines were running quite regularly yesterday under protection of a heavy detail of police. The police officers are now being worked from twelve to sixteen hours a day to protect the railroad lines, and the citizens not living on the troubled lines are indignant at being deprived of police protection. Nearly the entire police force of the city has been mustered to protect the railroads, and in consequence property on the outskirts is entirely stripped of all guard against thieves and fire. The Federated Trades will hold a mass meeting to-day and trouble is anticipated. The telegraph companies have not made any effort to fill the places of the striking messenger boys, who now devote their time to parading the streets. Labor Commissioner Enos commenced an investigation yesterday concerning the working hours and pay of carmen. The examination of John Kelsey and James McCord, on a charge of killing Bernhard Heinze, who was shot during the riot on Monday, was resumed yesterday before Judge Lawler, but no new facts of importance were elicited.

THE MESSENGER BOYS.

No Steps Yet Taken Looking to a Compromise.

The striking District Telegraph boys met in the open air in Union square yesterday morning, and, forming in procession, with drummers and an American flag at their head, paraded the streets, carrying banners with the following mottoes: "Just think, we get 3½ cents an hour;" "75 cents for twelve hours' work is all we …

… car and ran into the Omnibus car, smashing out a pane of glass and breaking the woodwork somewhat. There were a number of people in the omnibus car who were greatly frightened, but none of them chanced to be hurt.

At 11:30 o'clock in the forenoon an inexperienced gripman ran his dummy into the Sansome-street switch. After considerable trouble it was pulled out again with horses a good deal warped and damaged by the accident. As the dummy was without passengers nobody was injured.

In the early part of the afternoon dummy 14 ran into a North Beach and Mission car on Kearny street, bending the step of the car out of shape and bruising the dummy considerably, but nobody was hurt.

About 3 o'clock as a car was turning from Post street into Larkin, near the office of the Sutter-street Company, a large stone crashed through a window into the car from the west, passing close by the head of a lady who sat inside with an infant in her lap. The officer on the car, who was standing on the front platform, looked quickly around, but could see no one who might have thrown the missile.

The Sutter-street company maintains a patrol of its lines in hacks throughout the night, and in addition to this keeps its cables constantly in motion, fearing they might be cut if allowed to remain motionless.

A police officer who was present when the dummies ran into the switch on Sansome street on Thursday night asserts that the accident was due to a piece of timber which had in some way been inserted in the underground channel over the cable, so that the grip caught it and jammed it against the pulley.

Neither of the companies has yet ventured to run a car after dark.

The restaurants in the neighborhood of the Sutter-street office having refused to feed the company's new men, Mr. McCord has arranged with a saloon where a free lunch is served up to have that lunch made abundant and varied enough to take the place of a restaurant dinner.

Several of the police officers who were stationed along Sutter street yesterday stated to a CHRONICLE reporter that they observed persons of both sexes who were evidently dummy passengers, as they devoted the day to riding back and forth, the conductors collecting no fares from them. A number of men who were riding were also pointed out as armed guards.

About 11 o'clock yesterday a switch on Pacific street, near Polk, was found to be set so as to throw upon one track the cars going both ways. The misplaced switch had been so firmly spiked down that help and tools from the office had to be procured before it could be moved.

The car which a new hand permitted to run away on Polk street, near the Sutter-street office, on Friday, when it jumped the track and ran into Post street, collided with a bakery wagon and injured the driver.

THE SHOOTING OF HEINZE.

Testimony at the McCord-Kelsey Examination.

… held responsible for any damage done to the cars and had to pay for it out of their wages. It required from three to seven days for an ordinary man to learn the duties of a conductor and from seven to ten to learn the duties of a gripman.

Francis I. Gardiner, another conductor on the Sutter-street road, testified that he was a married man and had five children. The occupation of conductor was an unhealthy one. If a man was late three days in the same month he was discharged. The witness occupied a house of six rooms, for which he paid $27 50 a month rent. Two of the rooms were rented by him. It was impossible to save anything on the wages he received. His wife contributed to the support of the family by sewing. If his wife did not earn some money by sewing he could not support his family on the wages which he received. The wear and tear of clothes was a serious matter, and he had not been able to buy a new suit since he was employed by the Sutter-street road. Conductors had to raise the lever at the corner of Market and Ninth streets, but out of their wages the men paid a cripple to do the work. He received nothing from the company.

John D. Leonard testified to having been on the Sutter-street line six years. He had saved nothing and ran in debt about $100. Usually ten or eleven minutes were given to his meals. The conductors are not allowed to sit down while on duty, and they had to pay 10 cents for the printed rules of the company. He used to work fourteen hours, but since the change he had worked twelve hours and twenty minutes.

F. W. Stinchfield said that he was a conductor on the Sutter-street line. He had worked in the lumber districts and in the mines, but this work was the hardest he had ever done. He had saved $20 in nineteen months. He spent about $2 50 a year for amusements.

The investigation was then adjourned until to-morrow morning at 10 o'clock.

Fears for To-Day.

Much apprehension was expressed by officials of the road, as well as by the police, yesterday, as to the result of to-day's procession under the auspices of the Federated Trades. The factories and mills will of course be idle, and all the laborers of the city will be free to participate. Added to this is the fact that Saturday being pay day and the saloons standing open the hoodlum element will be likely to assert itself. Additional police are to be provided, and it is possible that the cars may be housed in the afternoon.

Crowley to Roney.

Chief Crowley has addressed a letter to Frank Roney, President of the Federated Trades, stating that he thinks the parade contemplated by the striking carmen to-day will do no good and will only cause trouble. The Chief further says he will have no trouble from the strikers, and if the police force cannot keep the peace he will call on the militia to assist him.

THE LOST WHALER.

No Further Recovery of Dead Bodies.

SEARCHING FOR RELICS.

An Exodus of People From the City—Scenes at the Beach.

There have been no new developments in connection with the wreck of the Atlantic, with the exception that a comparison of the list of the crew made out by Captain Warren with the papers filed in the Custom-house, shows that seven out of the total number of hands who signed articles did not appear when the bark sailed. In order that the friends of those who signed for the Atlantic's voyage may know exactly who were drowned and who did not sail in her, corrected lists are given here: Drowned—Zennart H. Doby, second mate; Antone Perry, fourth mate; Charles Stember, Peter Nelson, James Henderson, cook; Alfred McCracken, carpenter; Edgar Lee, cabin boy; John J. Nye, engineer; Antone Gonzales, Charlie Indies, William Thomas, Joseph Antone, Thomas Ryan, Charles Bardan, Patrick Lavelle, W. Langfeld, assistant engineer; Charles Parsberg, John Anthony, Edward Tracy, John Moore, Tom Brown, Joseph Siedly, W. E. Colbert, E. J. Brown, William Harrigan, Charles H. Chesterton, G. M. Kelanos, steward.

The following are the names of those who signed but did not ship: L. A. W. …

… he referred to the singular unwillingness of the dog to remain on the Atlantic. While he was telling his story, a tawny-colored dog, bearing evidences of having passed through a rough ordeal, crept up behind Gallagher and crouched on the ground. The dog remained quiet, as if fearing chastisement for some misdeed, but kept his eyes fixed on the speaker. Gallagher was about to walk away, after finishing his narrative, when he noticed the dog and exclaimed "My God! there is Barney." In an instant the animal had bounded forward, and with joyous barking, licked his master's hand, and the scene which followed was affecting. The poor dog was nearly crazed with joy at finding his master, and Gallagher was deeply moved. How Barney escaped from the wreck will never be known. He reached the track on Friday night, tired and dust-stained, and was taken in and fed by the men.

AN INVESTIGATION.

The investigation into the cause of the loss of the whaler Atlantic will be commenced to-morrow at 10 A. M. in the Appraiser's building before Major T. J. Blakeney, Superintendent of the Life-Saving Service in the Twelfth district. A number of persons have been summoned to testify in the investigation.

BAY DISTRICT RACES.

The Record Lowered by Shamrock—Events Postponed.

The attendance yesterday at the Bay District track was only fair, considering the magnificent weather and the attractive programme offered. There were three races on the card, namely a purse of $400 for the 2:24, in which were entered Kate Ewing, Daisy S., Endymion, Marin and Ed; the second was a return match for $500 between Blaine and Longfellow, and the third a mile and repeat, for $500, between Shamrock and Twinkle.

The programme was of such lengthy dimensions that despite efforts of the judges to accelerate matters the two former races had to be carried over until Monday, so it is as well to commence by the mile and repeat, for which the two-year-old record …

BALDWIN GARDINER.

His Farewell Letter to Mr. Smiley.

FEARS TO FACE THE RABBLE.

His Assignee Finds Nothing in the Safe But a Box and a Nickel.

The hearing in the case of Baldwin Gardiner, the absconded broker, before Court Commissioner Burke was continued yesterday afternoon.

Mr. Smiley produced a bundle of papers and letters bearing on the case, and was examined closely as to each of them by T. J. Clunie. Among them were the assignment for the benefit of the creditors and the power of attorney given to Smiley by Gardiner, as well as a list of the stocks on which Gardiner was short, showing, as Smiley explained it, how much stock Gardiner owed his customers more than he had to pay with, and the letter written by Gardiner to Smiley on Friday, November 19th.

Smiley testified that he was not interested in the stock business with Gardiner, and that he owed him $150, which he paid Gardiner before he left. He found nothing in Gardiner's safe at his office but a cigar box containing one nickel. Among the papers was an order on the Scorpion Manufacturing Company for 100 shares of stock, which he had not yet applied for. He had never made any inventory of the …

… counsel for the prosecution, to examine the testimony and ascertain if there was any evidence to warrant a conviction.

THE ASSESSORSHIP.

An Insight Into the Complexion of the Vote Cast.

Less changes than expected were developed by the recount for Assessor yesterday, and whatever discrepancies were disclosed were due entirely to the errors of judgment on the part of the precinct boards of election officers.

The first returns counted were those of the third precinct of the Thirty-fifth district, which showed a gain of one for Nealon. The corrected score stood 57 for Nealon, 72 for Daly, 62 for Siebe and 15 for Perkins.

In the next precinct, the fourth of the Thirty-fifth, Nealon gained two. The result was as follows: Nealon, official 102, recount, 103; Daly, official 79, recount, 79; Siebe, official 90, recount, 92; Perkins, 5 and 5.

The fifth precinct, same district, which showed a loss of one for Siebe, was recorded as follows: Nealon 107, Daly 108, Siebe 72, Perkins 11.

Another loss of one for Siebe and a gain of one for Daly was developed in the sixth of the Thirty-fifth. Following was the vote as recounted: Nealon 104, Daly 61, Siebe 68, Perkins 3.

The vote of the Seventh precinct, which remained unaltered, was as follows: Nealon 98, Daly 68, Siebe 58, Perkins 10.

In the Ninth precinct Nealon lost two, Daly lost one and Siebe and Perkins gained one each. The vote stood as follows: Nealon, official 110, recount 108; Daly, official 72, recount 71; Siebe, official 62, recount 63; Perkins, official 6, recount 7.

No change occurred in the vote of the First of the Thirty-sixth, which resulted as follows: Nealon 44, Daly 91, Siebe 65, Perkins 5.

The Second of the Thirty-sixth, which was the last one counted, also remained unchanged. Following was the vote: Nealon 67, Daly 75, Siebe 57, Perkins 4.

The following table will show the gains and losses for each candidate in every …

POSTAL TELEGRAPH.

The Mackay Cable Laid to Oakland.

A NEW CONTINENTAL LINE.

Splicing the Heavy Wire and Stretching It Across the Bay.

Passengers to and from Oakland during the past week may have noticed three immense reels of that which, to the uninitiated, appeared to be simple galvanized iron rope. Few imagined that those reels were wound with telegraph cables and little did they think that this cable was destined to play a significant part in the future development of the Pacific coast. The competitor of the Western Union Telegraph Company has arrived, and with remarkable energy the staff of the Pacific Postal Telegraph Company has overcome difficulties and fought against obstacles in bringing to San Francisco another transcontinental line.

Commencing at the small town of Blaine in British Columbia, the land lines of the Postal Telegraph Company make a connection by means of a cable across the Fraser river with the wires of the Canadian Pacific Railroad. The route southward is from Blaine to Whatcom, W. T., thence to La Conner, to Snohomish, to Seattle, to Tacoma, following the line of the Northern Pacific Railroad as far as Portland. Across the Columbia river a …

MISCELLANEOUS

J. J. EVANS' XMAS CARD NOVELTIES.

THE IMMENSE LINE of CHRISTMAS CARD NOVELTIES we have this season excel all former productions in artistic beauty. The assortment includes the finest work of the leading manufacturers, Etruscan, Hand-painted Ivorine and Satin goods.

REMEMBER—This season everything is entirely different from the old stereotyped Christmas Card. Mailed to the country upon receipt of stamps or money order. Cards from one cent to ten dollars each.

AS USUAL, Our line is the largest, finest and cheapest. All that everybody else has, and thousands more.

Open Evenings

J. J. EVANS, Wholesale and Retail STATIONER AND PRINTER, 406 California Street.

S. & G. GUMP, 581 and 583 Market St. OPEN EVENINGS. Fine Holiday Goods.

C. BECHSTEIN Pianos, GRAND AND UPRIGHT. A. WALDTEUFEL.

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