Newspapers by ancestry
https://www.newspapers.com/image/459197400

Downloaded on May 11, 2020

BURNS' VIEWS 'ON POLITICS.

The Republican Leader Presents Suggestions for Reformation in Party Leadership and Management.

How Bosses May Be Eliminated and Street-Corner Politicians Driven Out of Business.

PRIMARIES AND THE PEOPLE.

If the Respectable Element of Both Parties Would See That Conventions Were Composed of Proper Representatives the Ills and Martian Would Be Impracticable—Men Should Not Be Sent to the State Legislature for the Purpose of Making Two-Year Jobs for Themselves or Their Friends.

Colonel D. M. Burns is the central figure in Republican politics in this State. After a campaign of only a month he has succeeded in crushing out the last vestige of power of the twin bosses, Martin Kelly and Phil Crimmins.

Burns is now the acknowledged leader of his party. His influence in the coming State Convention will be potential. His views concerning public affairs are consequently interesting at this time.

"There certainly is need of reformation in party leadership and party conduct," he said last evening at his headquarters in the Baldwin.

"It is really what I have been fighting for in the last three or four years—ever since the fact came to my knowledge that the bosses were receiving portions of the salaries of the individuals that they had appointed to places. I believe that every man appointed to a position should have the ability to perform properly the necessary duties of the office, and that when he does so he is entitled to the full amount of the salary that the law allows him. If the bosses are to receive a portion of the salaries of the individuals that fill the offices you get a lower grade of men; therefore the public is not served in the manner in which the law contemplates.

"Primary elections in this city have been a farce so far back as I can remember. The system of stuffing in some instances has been very raw and very broad, and in other respects some of it has been done in a manner that has been pretty well covered up. The Australian ballot system has in some degree eliminated fraudulent voting at general elections because the age, color of a man's hair, his height and physical marks all go down on the register, and it is not easy for a five-foot man to vote a six-foot man's name. But there is great need of stringent primary election laws, more safeguards should be thrown around them, and punishments for fraud should be more easily obtainable.

CITIZENSHIP AND PRIMARIES.

"All citizens should as religiously vote at their party primary as at general elections. It is just as easy to stamp out fraudulent practices at primaries as at general elections if the same interest were taken, but the lower class of people neglect to do so. You could not have a disinterested primary here if there was an expenditure of 200 or 300 of our better class of citizens for the purpose of protecting that primary. The moral support that they would give to anybody in favor of an honest primary would be such that it would put a stop to nine-tenths of the fraudulent practices.

"The respectable element of both parties should take an interest in superintending the general matters surrounding a primary. They should join their club rooms

ONE COUPON
GOOD FOR ALL.
THESE COUPONS ACCEPTED FOR ANY PUBLICATION THE EXAMINER DISTRIBUTES.
Three coupons, different dates, and 10c for the CENTURY WAR BOOK.
Three coupons, different dates, and 10c for the MIDWINTER FAIR PORTFOLIO.
One coupon and 15c for the EDITION DE LUXE.
One coupon and 15c for GRAHAM'S WATER COLOR PORTFOLIO.
One set coupons entitles you to ALL OF THEM.
When ordering be sure and state what Portfolio and what number you want.
May 30th.

nations and look to the proper working of their party machinery. They always do this in the country. You never hear in agricultural counties of ballot box stuffing, or repeating, or any of the practices that are familiar with machine politicians in large cities.

"I think that small conventions would nominate better men than large conventions. On that point, however, there would be very great difference of opinion. A small body, in my judgment, is more apt to be deliberative than a large one. There is more responsibility attaching to a small body of men than to a large body. My experience has been that it is much easier to control a body consisting of from a small one, by a person who has organizing ability.

"With relation to the character of men that are to be sent to the Legislature, I believe in elevating the standard. I do not believe that a man should be sent to the Legislature whom the party would have to take care of after the term of the Legislature is concluded. In other words, representation in men should be nominated and elected.

"A man who goes to the Legislature for the purpose of securing a political job for two years for himself is not going to look out for the interests of the people. His purpose in going there is not to enact good laws. I would not go so far as to propose the disfranchisement of a member of the Legislature from holding an appointive office during the two years of the term, because that would be a restriction of liberty. The better way would be for the people to attend to their own business by assisting in honest movements toward the purification of politics, turning out at the primaries and insisting upon send ing the proper sort of material to conventions.

POLICE AND FIRE DEPARTMENTS.

"One great reform should be the keeping of large bodies of men such as the Police and Fire Departments out of politics. The Fire Department should be used solely for the purpose of putting out fires, and the Police Department for the protection of lives and property. Speaking for myself as a Police Commissioner I will say that so long as I am a member of the board I will vote for the dismissal of any officer who takes an interest in a primary one way or the other. The members of the Police Department have no business in politics, and it is clearly and emphatically understood that if they do meddle with politics they cannot continue to act as police officers. They must not meddle with politics any further than to vote. We have no desire to restrict the elective franchise, but they must not be active in politics.

"Office-holders should not be sent to conventions. They compose conventions that are sort of mutual admiration societies. Office-holders always combine for self-interest.

"Delegates to conventions—particularly

THE GOVERNOR SHOULD BE A HEAD-RATHER THAN AN EXECUTIVE REFERENCE TO SOCIAL ISE THE NECESSITIES AND WANTS OF THE STATE."

local assemblages—would come nearer representing the people if they were chosen from small precincts instead of a branch being selected from a district. But there would be great expense attending such a method—the rent of polling places, etc. A convention chosen in this way would certainly be more representative—providing, of course, that stuffing be stopped—if the people will turn out and protect themselves by voting at such primaries.

"But the difficulty about our form of government is that we are too much inclined to follow our leaders blindly. Whatever the Republican party says or is leading one say is immediately accepted by the Republicans, and the same is true of the Democrats. There is less freedom of thought and action in relation to parties than is anything else in our Government. That is evidenced by the manner in which pernicious leaders on each side have turned the party from the stand that it has taken to almost the opposite. There should be more individual citizenship.

JUDGES SHOULD BE APPOINTED.

"About the judiciary? Well, I like the English system. I believe you can always get better judges by appointment than you can by election, because the same political combinations that nominate executive officers nominate judges. If the responsibility is placed in the proper hands for the selection of proper judges and, instead of serving for four or six years, if they were appointed for life or during good behavior, it is safer; sufficient to enable them to live in a manner befitting their station, I believe we would have better interpretation of the laws.

"The kind of man for Governor? Well, he should be a broad-gauge man of sufficient experience to realize the necessities and wants of the State. He should have an intimate knowledge of our public institutions so that he might be able to know before he was inaugurated or was elected what was desired in and among those institutions. There is a tendency on our State to create too many institutions that has grown in the last ten or twelve years, and those institutions are scattered all over the State. There are now a great many more institutions than any one man can properly look after. In a manner they are now running as a sort of independent force.

AN INSPECTOR OF PUBLIC INSTITUTIONS.

"I believe that the Lieutenant-Governor of this State should be paid a sufficient salary so that his time can be occupied during his term of office in visiting the various institutions of the State, with sufficient appropriations placed at his command by which he could expect every institution at least once a year and be in condition to recommend to the Legislature needed improvements or economies.

"Instead of occupying the position he does now of presiding officer of the Senate sixty days every two years, the Lieutenant-Governor should be an inspector of public institutions.

"So far as San Francisco is concerned there is certainly need of a new charter. A better system of government should be adopted—one more suited to the times. This much is to be said about the present Consolidation Act—in it has been a great safeguard, and I do not see any reason why those same safeguards could not be put in another charter. Our city is virtually out of debt, as compared with Chicago, where a debt exists, I am informed, of $30,000,000, by reason of a very loose-jointed charter. If we had a charter of that character a couple of bosses like Kelly and Crimmins could head down to posterity a debt of many millions of dollars. We need a Board of Public Works, a systematic method of street improvements, instead of painting a little here and there as we do

"WE ARE MUCH INCLINED TO FOLLOW OUR LEADING MINDS."

now. The money that we expend on the streets is scarcely noticeable. The Fire Department should be reorganized, and in a manner that would be a better protection for themselves. The firemen do not desire to enter politics, but they have been forced to do so to protect themselves. The members of the Police Department do not desire to enter politics, and if they do it will be solely to protect themselves.

THE ADOPTION OF A CHARTER.

"I believe it would be better for the city to adopt a charter at a special election for the reason that at the general election, if the 'do nots for or against the proposition, it is adopted or rejected without much thought. The interest centering in a general election is about the candidates that are running for office, and the merits or demerits of a charter would be entirely overlooked. It would be acted upon by certain inquisitive without that new or thoughtful ness that ought to be given to a work of that kind.

"Would I favor the election of a Board of Public Works? Under no circumstances. I would have them appointed, subject to confirmation by some authority. It is better to give some one considerable power, to hold some individual in a high place responsible to the people, than to elect too many men and have the responsibility shared or in doubt.

"I do not know that we could better the system in relation to Supervisors, because they are legislators and should come from the people direct, but as to School Directors I would not under any circumstances think it best to elect them. I would have School Directors appointed. I do not think anybody who might be elected Mayor of San Francisco would ever give you a bad set of School Directors. It would end him.

MUNICIPAL CIVIL SERVICE.

"Civil service, in my opinion, will yet be carried out in municipalities. Our Government will in time become more friendly to civil service reform in all departments. I believe that the reason why we make a failure in civil service reform in municipalities is because in the United States who studies diplomacy. In England young men

"ALL CITIZENS SHOULD AS RELIGIOUSLY VOTE AT THEIR PARTY PRIMARY AS AT A GENERAL ELECTION."

are hired for diplomatic service the same as we fit our sons to be doctors, lawyers or clergymen. It is a position of honor there, and for that reason diplomats rank high. When a young man enters the diplomatic service there he can stay as long as he behaves himself. There are opportunities for him to rise. But here in this country we will send as the Minister to France, or England, or Mexico, a farmer, or lawyer, or some one who is an ex-Governor, who has on the event of some political work reached office and became popular in the section, and he knows nothing about the duties of the office that he fills. Civil Service would go a long way toward breaking up bossism in cities. Without patronage to distribute to the primary politicians bosses would starve to death.

"Another important matter is that instead of having elections every two years the terms of the officers should be extended. We should have one election every four years for everything from President down. The street-corner politician would die off in the interim. A serious objection in this city is the undue importance given county committees. The idea seems to prevail that when you get the county committee you have the whole worse—and that action it. That has been true in the past, because with this machinery bosses can throttle the will of the people, if the will of the people is against them. But if there was no election every four years the duties of committees would be forgotten. Its duties anyway should be simply to attend to the detail work of the campaign. The committees should not help any individual or faction. They should help and represent the party solely."

AFTER SIXTEEN YEARS.

The Trustee of the John Sime Estate Is Discharged.

Judge Morrow yesterday granted the petition of P. G. White to be discharged as a Trustee of the estate of John Sime. This petition was opposed by the widow, Mary L. Sime, who claimed that White had not terminated his account for $1,300.27. She also alleged that a credit of $2,000 that he claimed to himself had not been entered in his books.

From the evidence it appeared that there had been a partnership there in the affairs of Sime & Co., and on the death of the senior partner White was appointed Trustee under certain conditions. Among the assets were a number of mining shares, and the creditors determined to sell them at once. White objected to this proposition. He said the values of the mining shares were good. He was overruled. Under the agreement White was to receive 10 per cent. He must be had previously received $12,000, and he claimed that he had received $14,000. It was not found that this claim was correct, but stated that the failure to press the demand for the amount was a bar to his recovering it at this time. The Court, however, found that certain items in his account were improper.

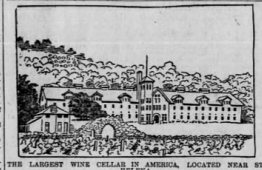
BIGGEST WINE CELLAR.

The Great Beaune Winery Near St. Helena Is Sold.

Largest Wine Cellar in America and the Largest Above-Ground Cellar in the World Said for Less Than It Cost.

The largest above-ground cellars in the world have just been sold, and C. Carpy will be the sole owner of them when the details of title and transfer are completed.

The property is known as the Beaune wine cellars of Napa county. They are located on the highway to Calistoga, about a mile north of St. Helena, at the foot of one of the lower foothills of a region famous for its vineyards. The building covers nine acres in all, and is constructed on a slight elevation a rood separates one of the upper Napa valley where it is check-



THE LARGEST WINE CELLAR IN AMERICA, LOCATED NEAR ST. HELENA.

[Sketched by an "Examiner" artist from a photograph.]

ered by many well-known vineyards, among which are 700 acres of vines which still belong to W. B. Beaune, the millionaire owner of vineyards, San Francisco property and Grass Valley mines.

Mr. Beaune went into the wine business about 1868. That was the time when viticulture was booming and the vineyardists' profits were large. Besides great vineyards he planned and established an immense winery and cellar. When his cellar was finished it had cost $850,000 and was the largest cellar of any kind in America. Its capacity was over 2,500,000 gallons of wine. There are cellars of greater capacity in France and Germany, but they are underground cellars entirely, as are most of the cellars in Europe and the East.

The building was four stories and a half feet long by 100 wide. It is built entirely of stone and cement, and has been also known as the grandstone cellar. From the basement floor to the fourth story runs back into the hillside. The cooperage pretty well fills the lower floors. In the vintage season the loads of grapes from the vineyards are brought in on the floor of the rear of the building and are dumped into storage, which carry the grapes to the top floor, from where the winemaking machinery is located. The machinery and appliances are the largest in the State. In the process of making the wine the juice of the grapes is run from vessel to vessel in the cellar has a capacity of about 2,000,000 gallons. A distillery with a capacity of 1,500 gallons is also connected with the cellar. The property sold includes 600,000 gallons of wine, 24 acres of land, the stables, outbuildings, etc., and the dwelling house, which contains 20 rooms. The cellar contains 700 acres of vines, but has contracted a sale of the grapes for five years at a stated price.

The price at which the property is said to have changed hands is said to be less than the $800,000 it cost, and most of the price is paid in cash or its equivalent.

Charles Carpy, who owns property in Napa county, with a capacity of 1,000,000 gallons and another in San Jose with a capacity of 1,500,000 gallons, says that he will increase the coopcrage of the Beaune cellar at once and run it to its full capacity.

CLOSED TO-DAY.

J. J. O'Brien & Co. announce that, in honor of Decoration Day, their store will remain closed all day.

The Divorce Court.

Millie G. Stone was yesterday granted a decree from Victor H. Wasserman because of his desertion. Wasserman has been ordered to pay Mrs. Wasserman $50 a month alimony.

Phillie Stadtler has been granted a separation from Morris Stadtler on account of his cruelty. The mother has been given the custody of their child.

Mary Ann E. Hall has been granted a decree of divorce from Robert H. Hall by Elmer F. Sloss, also of Contra Costa. According to the testimony given her by Alphonse D. Pressly, Hall has been living with another woman named David C. McNaughton is agent of the Pacific Mutual Life Insurance Company. Mrs. Hall was awarded $50 and has been ordered by the Court to assign to her $40 per month alimony pending a litigation in her custody. Mrs. McNaughton is living in North Oakland with her husband and daughter.

VIAVI LECTURES.

Wednesday, being a holiday, the Viavi lectures will be postponed until Thursday, the 31st, at 2 o'clock p. m. Ladies are cordially invited. Wednesday of next week an elaborate entertainment.

Ask your grocer for Red, White and Blue Tobin Canvas. 15c, 25c, 35c, 50c. Deposit for Baskets.

WIELAND'S OYSTER LOAVES.

A Suit to Recover the Cost of Midnight Repasts.

SALADS AND PLEBEIAN DISHES.

How the Once Prosperous Charles Appeased His Appetite, but Not the Cash Purveyor—An Amount That Hennessy Boys Carried Until the Day of Reckoning—Mr. Thorsteiler's Generosity.

H. J. Tochan & Co., proprietors of the Grotto, a restaurant on City Hall Avenue, have begun a suit in the Justices' Court against Charles S. Wieland and wife to recover $251.15 due for one lunch and innumerable telephonic orders for light refreshments. An itemized bill, which accompanies the complaint, is an epicurean novelty, and covers the period between July 15, 1892, and June 1, 1893, at which time the credit line was drawn in the Grotto.

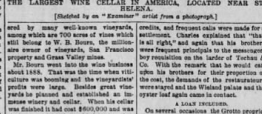
During the period mentioned the pirate of the Wielands craved luncheons salads and oyster loaves, while an occasional broiler and a few sandwiches added variety to the evening repasts. According to the sole-trial statements of one of the plaintiffs, Mr. Wieland seldom personal orders and invariably sent his requisitions by a messenger boy. Oyster loaves were his especial weakness, and the account shows that on seventy distinct occasions the Grotto was called upon to hollow out a French loaf, fill it with "a dozen large Eastern fried" and forward it to the Wieland abode at Sacramento and Larkin streets.

Once in a while during the twelve months credit was extended the order was varied and a broiler, some squabs, crab salad, egg nog or similar delicacies were called for to fill the stomachic void that arose in the later hours of the evening. On twenty-six occasions the order was confined to plebeian sandwiches, while upon six evenings it only required a little salad to piece out the home-made material for a collation.

ONE LOVELY LUNCHEON.

Only one "meal" marks the monotony of the items of the Grotto's bill against Mr. Wieland. That was one day when Mrs. Charles S. Wieland indulged in a dinner that cost $1 65 and was put down on her husband's account. Again the oyster loaf was called into requisition, while once the Wielands made called for potato salad.

The Grotto proprietors were not unmindful that the Wieland accounts contained no



POLITICS ON THE FRONT.

At the meeting of the Hester Crocker Citizens' Club afternoon a vote was given Democratic Judge Sutro to exert their best hyskers and boppers on Folsom-street wharf.

The Harbor Commissioners have requested Dock Sweepers D. McCarthy and Jerry McCarthy to make room for two new men. One of these persons is John Glover, and the other is Thomas Sullivan. Glover and the McCarthys are "old workers," and it is thought that all the changes contemplated during the harbor engineers have been made. Every supporter of Kelly and Crimmins has been removed.

There was a rumor to-day that the United States Coast Survey steamer Patterson had gone on the rocks at Point Ninpoint on Mud Island, Humboldt Bay. The report, which was so strong that the steamer could make no headway against it, and she slowly drifted toward the shore. She struck about dark, but, fortunately, the storm abated shortly afterward, and before morning the steamer Hassler came to a halt and the passengers and crew of the Patterson safely were transferred to her. The crews of the two steamers and that of a schooner near by worked together for a day to get the Patterson off the rocks and they were successful. The Patterson continued her trip to Sitka, according to some reports, but others say she was towed near where she struck, to repair some large holes in her bottom.

THE CRUTCHLEY MANSION SOLD.

Captain Nelson of the British ship Bencruchan was recently suspended indefinitely in Queensland by the British Board of Trade for brutally treating the crew. When the Bencruchan was in San Francisco a short time ago the master, Captain Trevithick, was drowned by a boat capsizing in the bay. Nelson was then left in command in charge of the vessel on the homeward trip, and on the way over shot one of the sailors and refused to treat his wound to cure. It was no late to save the man's life. Nelson was arrested and suspended by the Board of Trade text by the mother and relatives of the victim.

The big four-masted iron ship Palgrave, well known in San Francisco, was stranded recently in latitude 46 north and longitude 12 west during a gale. The bowsprit was carried away and the foremast went with it. The sailmast went within a few feet of the deck. The crew left the Master's Point ship and they the jigger left standing. The bulwarks were stove in and the boats were all washed away. The Pal-

Awarded
Highest Honors—World's Fair
DR. PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

NEWS OF THE MISSING SHIP.

The Sea Gives Up the Mystery of the Senegal's Fate.

WRECKAGE TELLS THE STORY.

The Officers of the Steamers, Which Arrived Yesterday, Saw a Quarter Deck and Skiff. About 300 Miles From Shore, and Seafaring Men say the Senegal Is Lost—Fulgrave in Danger.

Along the Water Front. May 28.—The British bark Gleaucoe came in this morning behind a tug. She brought news which will in all probability throw some light upon the fate of the long overdue Senegal.

On last Saturday afternoon, while in latitude 38 S and longitude 129 W, the vessel passed quite close to some wreckage, and Captain Greenhalgh says it was probably that of the rail of a schooner with a flag of distress or a piece of canvas attached. Second Mate Naylor was the first to see the wreckage, and he said to-day that the Gleaucoe passed within a ship's length of it on Sunday afternoon during a very light wind, and he had ample time to make a close scrutiny of it. He said it was a part of the quarter-deck and rail of a ship, and from its appearance it may have been used as a raft, but he did not think it was one on which a person could remain for any length of time, except in very calm weather. The canvas on the wreckage may have been used as a sail, or it there had been any one on it when it went adrift the canvas had probably been hoisted as a signal of distress. The part of the rail remaining was about sixteen feet long and of circular form. Mate Naylor said that, judging from the curve, it must have come from a good-sized vessel. The stanchions were painted black and the rail itself was of teak in the natural color and varnished. Both he and the Captain carefully examined the wreckage with glasses, but no marks were found on it which would identify the vessel from which it was lost.

NO DOUBT THE SENEGAL.

Seafaring men are of the opinion that the wreckage seen by the officers of the Gleaucoe is from the Senegal and they have no doubt about the fate of the overdue British vessel. They say that if the Senegal was wrecked almost anywhere far out to sea on the trip from San Diego to Tacoma any thing floating from the vessel would be drifted by the currents to about the spot where the lieutenants sighted the quarter deck and rail.

The location of the wreckage is about 1200 miles from San Francisco and where the lieutenants sighted it a three-masted schooner and the ship Californian were bearing down directly upon it, and there is little doubt that when the two vessels arrive they will be no further and more definite information received concerning it.

On April 25th the lieutenants passed over the position assigned to the Semaring and on the charts and which several skippers have reported as seeing, while others have reported to the contrary. Captain Greenhalgh reports that he is convinced no steamer exists in the ocean over which he sailed.

The steamer Gaelic sailed to-day for Hongkong by way of Honolulu and Yokohama with a full cargo and a large passenger list. Among the passengers were Thomas H. Williams, the President of the Blood-Horse Association, and H. Wiarda, booked for Japan, where they intend staying for a year. Mr. Williams and Mr. Wiarda were on the dock to see them off and many more entered them down the day with a band on the Customs log.

POLITICS ON THE FRONT.

At the meeting of the Hester Crocker citizens' Club afternoon a vote was given Democratic Judge Sutro to exert their best hyskers and boppers on Folsom-street wharf.

The Harbor Commissioners have requested Dock Sweepers D. McCarthy and Jerry McCarthy to make room for two new men. One of these persons is John Glover, and the other is Thomas Sullivan. Glover and the McCarthys are "old workers," and it is thought that all the changes contemplated during the harbor engineers have been made. Every supporter of Kelly and Crimmins has been removed.

There was a rumor to-day that the United States Coast Survey steamer Patterson had gone on the rocks at Point Ninpoint on Mud Island, Humboldt Bay. The report, which was so strong that the steamer could make no headway against it, and she slowly drifted toward the shore. She struck about dark, but, fortunately, the storm abated shortly afterward, and before morning the steamer Hassler came to a halt and the passengers and crew of the Patterson safely were transferred to her. The crews of the two steamers and that of a schooner near by worked together for a day to get the Patterson off the rocks and they were successful. The Patterson continued her trip to Sitka, according to some reports, but others say she was towed near where she struck, to repair some large holes in her bottom.

THE CRUTCHLEY MANSION SOLD.

Captain Nelson of the British ship Bencruchan was recently suspended indefinitely in Queensland by the British Board of Trade for brutally treating the crew. When the Bencruchan was in San Francisco a short time ago the master, Captain Trevithick, was drowned by a boat capsizing in the bay. Nelson was then left in command in charge of the vessel on the homeward trip, and on the way over shot one of the sailors and refused to treat his wound to cure. It was no late to save the man's life. Nelson was arrested and suspended by the Board of Trade text by the mother and relatives of the victim.

The big four-masted iron ship Palgrave, well known in San Francisco, was stranded recently in latitude 46 north and longitude 12 west during a gale. The bowsprit was carried away and the foremast went with it. The sailmast went within a few feet of the deck. The crew left the Master's Point ship and they the jigger left standing. The bulwarks were stove in and the boats were all washed away. The Pal-

WRECKAGE TELLS THE STORY.

The Officers of the Steamers, Which Arrived Yesterday, Saw a Quarter Deck and Skiff. About 300 Miles From Shore, and Seafaring Men say the Senegal Is Lost—Fulgrave in Danger.

Along the Water Front. May 28.—The British bark Gleaucoe came in this morning behind a tug. She brought news which will in all probability throw some light upon the fate of the long overdue Senegal.

On last Saturday afternoon, while in latitude 38 S and longitude 129 W, the vessel passed quite close to some wreckage, and Captain Greenhalgh says it was probably that of the rail of a schooner with a flag of distress or a piece of canvas attached. Second Mate Naylor was the first to see the wreckage, and he said to-day that the Gleaucoe passed within a ship's length of it on Sunday afternoon during a very light wind, and he had ample time to make a close scrutiny of it. He said it was a part of the quarter-deck and rail of a ship, and from its appearance it may have been used as a raft, but he did not think it was one on which a person could remain for any length of time, except in very calm weather. The canvas on the wreckage may have been used as a sail, or if there had been any one on it when it went adrift the canvas had probably been hoisted as a signal of distress. The part of the rail remaining was about sixteen feet long and of circular form. Mate Naylor said that, judging from the curve, it must have come from a good-sized vessel. The stanchions were painted black and the rail itself was of teak in the natural color and varnished. Both he and the Captain carefully examined the wreckage with glasses, but no marks were found on it which would identify the vessel from which it was lost.

NO DOUBT THE SENEGAL.

Seafaring men are of the opinion that the wreckage seen by the officers of the Gleaucoe is from the Senegal and they have no doubt about the fate of the overdue British vessel. They say that if the Senegal was wrecked almost anywhere far out to sea on the trip from San Diego to Tacoma anything floating from the vessel would be drifted by the currents to about the spot where the lieutenants sighted the quarter deck and rail.

The location of the wreckage is about 1200 miles from San Francisco and where the lieutenants sighted it a three-masted schooner and the ship Californian were bearing down directly upon it, and there is little doubt that when the two vessels arrive they will be no further and more definite information received concerning it.

On April 25th the lieutenants passed over the position assigned to the Semaring and on the charts and which several skippers have reported as seeing, while others have reported to the contrary. Captain Greenhalgh reports that he is convinced no steamer exists in the ocean over which he sailed.

The steamer Gaelic sailed to-day for Hongkong by way of Honolulu and Yokohama with a full cargo and a large passenger list. Among the passengers were Thomas H. Williams, the President of the Blood-Horse Association, and H. Wiarda, booked for Japan, where they intend staying for a year. Mr. Williams and Mr. Wiarda were on the dock to see them off and many more entered them down the day with a band on the Customs log.

POLITICS ON THE FRONT.

At the meeting of the Hester Crocker citizens' Club afternoon a vote was given Democratic Judge Sutro to exert their best hyskers and boppers on Folsom-street wharf.

The Harbor Commissioners have requested Dock Sweepers D. McCarthy and Jerry McCarthy to make room for two new men. One of these persons is John Glover, and the other is Thomas Sullivan. Glover and the McCarthys are "old workers," and it is thought that all the changes contemplated during the harbor engineers have been made. Every supporter of Kelly and Crimmins has been removed.

There was a rumor to-day that the United States Coast Survey steamer Patterson had gone on the rocks at Point Ninpoint on Mud Island, Humboldt Bay. The report, which was so strong that the steamer could make no headway against it, and she slowly drifted toward the shore. She struck about dark, but, fortunately, the storm abated shortly afterward, and before morning the steamer Hassler came to a halt and the passengers and crew of the Patterson safely were transferred to her. The crews of the two steamers and that of a schooner near by worked together for a day to get the Patterson off the rocks and they were successful. The Patterson continued her trip to Sitka, according to some reports, but others say she was towed near where she struck, to repair some large holes in her bottom.

THE CRUTCHLEY MANSION SOLD.

Captain Nelson of the British ship Bencruchan was recently suspended indefinitely in Queensland by the British Board of Trade for brutally treating the crew. When the Bencruchan was in San Francisco a short time ago the master, Captain Trevithick, was drowned by a boat capsizing in the bay. Nelson was then left in command in charge of the vessel on the homeward trip, and on the way over shot one of the sailors and refused to treat his wound to cure. It was no late to save the man's life. Nelson was arrested and suspended by the Board of Trade text by the mother and relatives of the victim.

The big four-masted iron ship Palgrave, well known in San Francisco, was stranded recently in latitude 46 north and longitude 12 west during a gale. The bowsprit was carried away and the foremast went with it. The sailmast went within a few feet of the deck. The crew left the Master's Point ship and they the jigger left standing. The bulwarks were stove in and the boats were all washed away. The Pal-

WARNING WIDOWS.

The Two Mrs. Pinto Again in Court Over the Attorney's Estate.

The amount total for the $80,000 estate of William Pinto has begun before Judge Levy and a jury. Pinto was a well-known local attorney. He died in 1892, leaving two widows. He was divorced from number one in September, 1884. By her he had one daughter. The mother and child resided in the East.

Pinto married the second of the widows with Dock and child. About 300 states from which will in all probability throw some light upon the fate of the long overdue Senegal.

On last Saturday afternoon, while in latitude 38 S and longitude 129 W, the vessel passed quite close to some wreckage, and Captain Greenhalgh says it was probably that of the rail of a schooner with a flag of distress or a piece of canvas attached. Second Mate Naylor was the first to see the wreckage, and he said to-day that the Gleaucoe passed within a ship's length of it on Sunday afternoon during a very light wind, and he had ample time to make a close scrutiny of it. He said it was a part of the quarter-deck and rail of a ship, and from its appearance it may have been used as a raft, but he did not think it was one on which a person could remain for any length of time, except in very calm weather. The canvas on the wreckage may have been used as a sail, or if there had been any one on it when it went adrift the canvas had probably been hoisted as a signal of distress. The part of the rail remaining was about sixteen feet long and of circular form. Mate Naylor said that, judging from the curve, it must have come from a good-sized vessel. The stanchions were painted black and the rail itself was of teak in the natural color and varnished. Both he and the Captain carefully examined the wreckage with glasses, but no marks were found on it which would identify the vessel from which it was lost.

NO DOUBT THE SENEGAL.

Seafaring men are of the opinion that the wreckage seen by the officers of the Gleaucoe is from the Senegal and they have no doubt about the fate of the overdue British vessel. They say that if the Senegal was wrecked almost anywhere far out to sea on the trip from San Diego to Tacoma anything floating from the vessel would be drifted by the currents to about the spot where the lieutenants sighted the quarter deck and rail.

The location of the wreckage is about 1200 miles from San Francisco and where the lieutenants sighted it a three-masted schooner and the ship Californian were bearing down directly upon it, and there is little doubt that when the two vessels arrive they will be no further and more definite information received concerning it.

On April 25th the lieutenants passed over the position assigned to the Semaring and on the charts and which several skippers have reported as seeing, while others have reported to the contrary. Captain Greenhalgh reports that he is convinced no steamer exists in the ocean over which he sailed.

The steamer Gaelic sailed to-day for Hongkong by way of Honolulu and Yokohama with a full cargo and a large passenger list. Among the passengers were Thomas H. Williams, the President of the Blood-Horse Association, and H. Wiarda, booked for Japan, where they intend staying for a year. Mr. Williams and Mr. Wiarda were on the dock to see them off and many more entered them down the day with a band on the Customs log.

POLITICS ON THE FRONT.

At the meeting of the Hester Crocker citizens' Club afternoon a vote was given Democratic Judge Sutro to exert their best hyskers and boppers on Folsom-street wharf.

The Harbor Commissioners have requested Dock Sweepers D. McCarthy and Jerry McCarthy to make room for two new men. One of these persons is John Glover, and the other is Thomas Sullivan. Glover and the McCarthys are "old workers," and it is thought that all the changes contemplated during the harbor engineers have been made. Every supporter of Kelly and Crimmins has been removed.

There was a rumor to-day that the United States Coast Survey steamer Patterson had gone on the rocks at Point Ninpoint on Mud Island, Humboldt Bay. The report, which was so strong that the steamer could make no headway against it, and she slowly drifted toward the shore. She struck about dark, but, fortunately, the storm abated shortly afterward, and before morning the steamer Hassler came to a halt and the passengers and crew of the Patterson safely were transferred to her. The crews of the two steamers and that of a schooner near by worked together for a day to get the Patterson off the rocks and they were successful. The Patterson continued her trip to Sitka, according to some reports, but others say she was towed near where she struck, to repair some large holes in her bottom.

THE CRUTCHLEY MANSION SOLD.

Captain Nelson of the British ship Bencruchan was recently suspended indefinitely in Queensland by the British Board of Trade for brutally treating the crew. When the Bencruchan was in San Francisco a short time ago the master, Captain Trevithick, was drowned by a boat capsizing in the bay. Nelson was then left in command in charge of the vessel on the homeward trip, and on the way over shot one of the sailors and refused to treat his wound to cure. It was no late to save the man's life. Nelson was arrested and suspended by the Board of Trade text by the mother and relatives of the victim.

The big four-masted iron ship Palgrave, well known in San Francisco, was stranded recently in latitude 46 north and longitude 12 west during a gale. The bowsprit was carried away and the foremast went with it. The sailmast went within a few feet of the deck. The crew left the Master's Point ship and they the jigger left standing. The bulwarks were stove in and the boats were all washed away. The Pal-

The White House
—THE—
LARGEST RETAIL DRY GOODS STORE IN THE CITY.
SPECIAL SALE
—OF—
Gloves and Leather Goods.
GLOVES FITTED TO THE HAND.
Trefousse and Reynier Gloves.
The Celebrated Marie Stuart Gloves.
Dent's Gloves for Ladies, Gentlemen and Children.
A new Kayser Dutty Glove at $1 per pair.
A serious Wash Leather Glove, in white and natural color, at $1 per pair.
Leather Goods.
Real Seal and Alligator Purses (sterling silver mounted) at $1.50 each.
A pure article at 50 cents per Purse.
Alligator Bags in all sizes and at all prices, from $4 upwards.
Perfumery.
Allen Pinaud's Celebrated Perfumes, guaranteed genuine.
Dr. Pierre's Dentifrice and Tooth Powder.
Lubin's Rose and Violet Waters.
Lazenby's Favorite Eau de Cologne Roses.
Lagrand's Extracts.
Shirt Waists.
Closing out the entire line of Boys' Shirt Waists at "half price." "All sizes."
Goods sent free to all parts of the city and suburban towns.
Country orders promptly attended to.
RAPHAEL WEILL & CO.,
N. W. Cor. Kearny and Post Sts.

Copyright © 2020 Newspapers.com. All Rights Reserved.
Powered by Newspapers.com