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The San Francisco Examiner (San Francisco, California) · Fri, Mar 14, 1902 · Page 2
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RIGID EXCLUSION BILL WILL BE REPORTED TO THE HOUSE

WASHINGTON, March 13.—The House Committee on Foreign Affairs to-day voted against considering the bill of Representative Sherman of New York, continuing the existing Chinese exclusion act, and then voted to proceed by continuous sessions with the consideration of the Mitchell-Kahn rigid exclusion measure, having the indorsement of the Pacific Coast Senators and Representatives in Congress. Actual work on the bill was begun at the afternoon session. The first nine pages, including the important exclusion sections, were approved with a few verbal changes. The part approved also covers the provisions preventing Chinese laborers from going to the Philippines or from coming from the Philippines to this country. The action of the committee on the exclusion section was practically unanimous. The remainder of the bill, yet to be passed upon, covers administrative detail, so that the action to-day insures the report of the Mitchell-Kahn exclusion measure with amendments clearly restricting it to Chinese laborers.

In the Senate to-day the Pacific Coast exclusion bill was reported favorably by Senator Penrose, and was placed on the calendar.

RICHARDSON WILL APPEAL TO THE HOUSE

Strong Effort to Be Made to Have Resolution Calling for Transport Reports Restored to Original Reading.

contained severe accusations against certain officers in the transport service. The people, he said, had a right to know what their servants ascertained when sent on a tour of investigation. He argued eloquently against amending the resolutions, saying the War Department authorities are so acutely interested in keeping the transport reports secret that they would undoubtedly take advantage of any loophole or technicality to thwart the purpose of the committee. In brief, the Richardson resolution, framed for a specific purpose, was the resolution that should be passed unamended. He closed by declaring that he would carry the matter to the floor of the House, which he will undoubtedly do.

A motion by one of the Republican members to dispose of the matter was protested against, but it was carried by a vote of 6 to 5, thus showing the Democrats what the fate of the resolution would be. A motion to amend the resolutions as prepared by Acting Chairman Parker to suit the War Department, was then carried and the committee adjourned.

TWO ALTERNATIVES.

The Secretary of War has now two refuges. He can say boldly to Congress that the sending in of the reports would not be compatible with the interests of the service. Or he can send in what he pleases of the matter in the Maus and Chamberlain reports. The War Department has thus been already fairly beaten by confession of the strongest committee in its favor in either house of Congress and "The Examiner" has exposed the fact that the Secretary of War used his influence with the committee. The extraordinary and uncalled-for action of the Republican members of the committee to-day, in shielding the Secretary of War is an admission of everything "The Examiner" has stated on this subject.

The results of the day's work are the completest victory ever won by a newspaper against an adverse Administration. In the meanwhile the resolution of the Senate has reached the War Department, but the Secretary of War is down the Potomac on a junketing tour with the Secretary of State. It is not probable that the subordinates of the department will handle the subject until the Secretary returns. It is said he will not be back before Monday.

TRANSPORT MEADE HAS SAFE VOYAGE

That ancient and dishonorable cripple of the sea, the transport Meade, came hobbling over from the quarantine station at Angel Island Wednesday night. She did not break down en route. She did not sink. Her steering gear did not get out of order and throw her upon Alcatraz. All of which goes to show that the age of miracles has not passed, the dictum of the scoffers notwithstanding.

It will be remembered that the Meade cost $400,000. She was the City of Berlin, a sort of cattle boat on the Atlantic. But almost any kind of a cattle boat was good enough for the ring which was buying steamers at any old price in those fine buccaneering days. So it was mere child's play to spend over $600,000 on her in fitting her for the uses and abuses of a transport. She has been costing Uncle Sam something handsome ever since. As a money-spender she is one of the best things the Government owns. Ever and anon she has to be refitted or refixed or refurbished or refurnished. Experts say that the Government would be the gainer by selling the Meade at almost any price offered.

A week or so ago she went boldly forth into the wide Pacific ocean. It was a daring thing to do, for an ancient and blundering cattle boat like the Meade. She seemed amazed at her own intrepidity, and after being gone a day and a half she came lumbering back to port and went over to Angel Island to be cured of her manifold ills. She was dosed and doctored stem and stern and of course Uncle Sam had to pay through the nose for it all, just as he has had to pay for everything done by the transport ring for lo these many months. Happily the regime of rake-off and corruption seems about to be brought to a close, but the Meade, as a means of expense, goes on forever.

Before the Meade can go staggering to sea again she must take on 500 or more tons of coal. She consumes coal like a volcano. Her hot maw is insatiable. To be sure, there have been whispered yarns that the coal dumped into the transports was woefully short in weight, and that one of them never went to sea with the fuel aboard her which the big bills called for. The reports of Colonels Maus and Chamberlain may have something to say on that subject, but in any event the Meade is coaling greedily and the big bill must again be paid.

Meantime some of those connected with the transport service have built fine houses and have had much money to spend in the way of making themselves good fellows. In fact, there has been a great stream of money coming from the transport docks and permeating several lines of commercial endeavor. Perhaps the reports of Colonels Maus and Chamberlain may cause a movement to trace some of that monetary flood from its source to the catchment basins in which it found at least a temporary storage.

It is told that the Meade once before ran short of coal between here and Honolulu. She must be a fearful consumer or else there was a consumption of the coal before that commodity left the bunkers. The cattle boats are not ordinarily great coal burners, but the Meade has been a wonder for the favored coal contractors.

It will be remembered that the engineer crew once left the Meade when an effort was made to reduce the number of men in the fireroom. Then it was said that it took an army to keep her up to her speed. But as a contractor of bills and a dispenser of Government money it seems to require no effort whatever to get her to something over her maximum speed limit.

However, she came from Angel Island without serious breakdown, burning contract coal all the way, as if running under forced draft. And now that the Meade is out of quarantine it is reported that an investigation of her condition will be made under the direction of Colonel Chamberlain.

VICTORY FOR UNION WORKMEN IN BOSTON

Big Strike Is Brought to an End Through the Good Offices of the Merchants and Officials of the City.

BOSTON, March 13.—Through the united efforts of representatives of the great mercantile bodies of the city, seconded by the chief executive of the city, in conference with the recognized leaders of organized labor, the great strike of freight handlers and kindred trades represented in the Allied Freight Transportation Council was broken to-night. Fully 20,000 men, who have been idle for four days, will go to work in the morning.

This result was attained at a conference this evening at the office of Governor Crane. The decision was at once reported to the Allied Freight Transportation Council at a special meeting to-night and unanimously indorsed.

The settlement was the result of an expressed determination of Governor Crane and those representing the merchants of Boston to bring all possible pressure to bear upon the New York, New Haven and Hartford Railroad Company to adopt the rules in force upon the Boston and Maine Railroad forbidding freight handlers to unload teams except at their own option and risk.

All of the old men for whom places can be found will be taken back by the railroads to-morrow, but owing to the suddenness with which the strike was ended and the large number of new men who have been installed it is likely that many of the old employees will find no vacancies ready for them to-morrow. Eventually, it is believed, they all will regain their old positions.

Teamsters and longshoremen will find unprecedented demand for their services, and traffic of all kinds, which has been virtually at a standstill for the past three or four days, will be resumed to-morrow with a rush.

The Brine Transportation Company, the loading and unloading of whose non-union teams precipitated the strike of the New York, New Haven and Hartford freight handlers, does not appear to have figured in the settlement of the present controversy, and as far as that company is concerned the sentiment against it on the part of the labor unions is as bitter as ever. Under the new arrangement, however, union men will not be required to load or unload that company's teams.

IS CONFIRMED MELTER AND REFINER AT MINT.

Charles M. Gorham Resumes Official Rank Which He Formerly Held.

Charles M. Gorham's appointment by President Roosevelt to be melter and refiner of the San Francisco Mint was confirmed yesterday by the United States Senate.

Gorham's appointment is a re-elevation to a former position among the four commissioned officers of the Mint. President Arthur appointed him coiner. For twelve years he held that position. Then, when President Cleveland was elected, he stepped out. For the last three years he has been assistant coiner.

Gorham has lived in San Francisco for the last twenty years. He came to California forty-seven years ago. In the seventies he was Mayor of Marysville for six years.

HARRY FORBES WINS.

CHICAGO, March 13.—The best that Harry Forbes, the bantamweight champion, could do with Kid Goodman of Boston to-night at the Pyramid Club was to gain the decision after six rounds of clever fighting. Forbes was handicapped by a bad right hand.

TAKES HIS OWN LIFE.

NEW YORK, March 13.—Andrew J. Watrouse, a well-known newspaper man, committed suicide to-day by shooting. He had been a sufferer from insomnia and had been under the care of a physician for some time. He came to New York ten years ago from Philadelphia.

EARTHQUAKE DESTROYS TOWN.

CONSTANTINOPLE, March 13.—The town of Tchengeri, in the province of Kastamouni, Asia Minor, was totally destroyed by an earthquake on March 8th. Four persons were killed and a hundred were injured.

New York millinery spring opening of imported and domestic pattern hats and novelties Saturday, March 15th and following days. Mrs. J. Lewkowitz, 1222 Stockton street, near Broadway.

SCHOONER LIES STRANDED WITH HER SPINE BROKEN

The Schooner Reporter, as She Appeared Stranded Among the Breakers.

Lumber-Laden Three-Master Reporter Is Being Pounded to Pieces a Short Distance South of the Cliff House.

On the Cliff House beach, at a point marked by the bones of the ship King Philip, which grounded upward of twenty years ago, the three-masted lumber-laden schooner Reporter, jammed against the breakers, is giving the sea a fight. Watching her as she gallantly wrestled with the waves all day yesterday stood Captain Adolph Hansen with his mates and men. They had been brought to the sands early in the morning by the crew of life-savers stationed on the beach and, clad in the warm garments furnished them by Captain Varney and his men, they paced the shore.

There is no hope for the Reporter. Her cargo of lumber, worth $14,000, is likely to drift to the beach in parcels. It can be stacked and carted into the city and so saved. The schooner can only fight till her tendons give. Her ribs and sheathing, masts and rails will wash ashore, to be carried away by thrifty seaside dwellers and used as firewood.

Captain Hansen accounts for the disaster by explaining that he was thrown off in his calculations by a light which he claims shone brightly near the Cliff House.

WAS IN THE GRAVEYARD.

"I took a light which must have shone from the south shore to be the beacon on the north head. The light I saw was fully as strong as the Point Bonita lamp. I did not know I was in the graveyard till the patrol of the life-saving crew, by smashing his signal light, warned me of my danger. After getting our mainsail, foresail and spanker tucked away, we climbed into the rigging, where we stuck till Captain Varney's boat came to take us."

The mysterious light which Captain Hansen declares led him away out of the beaten path for ships going in to anchor was not seen by any of the lookouts who watch the harbor entrance. At the hour of the Reporter's trouble no lamp strong enough to cast its rays out to see was burning along the beach or on the bluffs overlooking the south entrance to the harbor.

"I do not think there was any light on the Cliff House beach," said Captain Varney. "If there was, my men would have discovered it and darkened it. I think the Captain made one of those mistakes that the most careful men make at times. The Bonita light is low and bright. It is impossible to believe it to be mistaken for any other light. I am of the opinion that the Reporter came too close to the Cliff House and was sucked into the destroying current that pulls toward the beach."

Careful inquiry at every place on the beach brought out nothing to account for the flame Captain Hansen claims caused him to lose his boat.

At 2 o'clock in the morning Skipper Hansen, with his crew of two mates, four seamen and a cook, found they were wavering between life and death. It was abandon ship and make the shore or stand by and get the schooner out into the safety of the sea. The ribboned topsails and spanker, which still fringe the Reporter's masts and halyards, tell how she held on to the wind till canvas snapped. Her power to retreat gone the vessel soon was shelved. Every incoming comber weakened her timbers and moved her a notch higher. The boat's spine is fractured. If she lives through another tide she will have shown extraordinary endurance.

The shore could not be made out by those aboard when the vessel struck. They were on a wobbling, fast-disintegrating hulk in the midst of an angry sea. The salt water slapped their faces with every blow it dealt their ship. Over the decks, tearing the lumber piles apart, the seas swept, while the flapping of the shredded canvas overhead added to the din and confusion. A light suddenly broke out and moved along the shore. Encouraged, they gripped their ropes tighter and waited with fortitude till Varney's boat came to them and took them off.

A week ago the Reporter left Grays Harbor, her decks heavy with 400,000 feet of lumber consigned to the E. K. Wood Lumber Company of this city. This concern owned both the vessel and her cargo. She had fair weather and no mishap until Captain Hansen took his bearings from a misleading glow. When she plowed into the beach the seas swamped her decks. The off-watch men had been sleeping in the peak. They were aroused by the shock and came on deck in trousers and undershirts. In this scanty raiment they shivered until succored by the life-savers. Cook John Pokanig and Sailor Harry Delefsen, who were treed in the mizzen rigging, were thrown to the deck and considerably bruised. They picked themselves up and climbed into the guys bracing the mainmast barely in time to escape being carried into the surf.

Justus Schmidt of the Golden Gate life-saving station went on duty at 4 in the morning. He started to make the tour of the beach when he saw a signal flashed from some vessel close to the edge of the ocean. Immediately he burned his light to make it known to those on the stranded craft that their plight had been discovered. He ran to the station to get out Captain Varney and the other men. Horses were harnessed to the carriages carrying the surf boat and the life-saving apparatus and in a few minutes lines were being shot to the helpless vessel and the lifeboat was being pulled through the angry breakers to the rescue.

LIFEBOAT SWAMPED.

Right after it was launched Captain Varney's boat was swamped. Back to the beach the boat was dragged. Again it was shoved into the waves and started for the ship. This time the lifesavers reached the dripping crew. Captain Hansen and his sailors lowered themselves into the lifeboat and were rowed to the beach. At the station they were given stimulants and dry clothing and made comfortable. After taking careful observation Captain Varney saw he could do nothing else.

Captain Henry Smith of the South Side station worked with Captain Varney to save the lives on the Reporter. A shot from Captain Smith's gun carried the line that would have meant safety to those in danger had Varney's boat failed to live in the sea or been smashed by the heavy pieces of lumber that piled over the beached vessel's side.

The Reporter was built twenty-six years ago in the yards of the Hall Brothers at Port Ludlow, Washington. She was of 299 net tonnage. Besides Captain Hansen in her crew were M. Jorgensen, first, and Peter Raffold, second mate; John Pokanig, cook, and F. Brinker, Harry Delefsen, Emil Blychert and H. Ostergren, seamen.

The tug Alert steamed outside early in the morning in the hope of being able to lend assistance. The schooner's closeness to the shore, however, gave the towboat no chance of using a hawser.

During the day Captain Varney and his men made two perilous trips to the stranded schooner with the intention of securing the crew's personal effects. On the first trip the lifeboat's painter broke as she was tied up to the schooner, leaving three of the life-saving crew on the Reporter. Another trip full of danger had to be made to get them off. They were unable to bring away anything of value.

The wreck was reported by the Marine Exchange long before the news had been obtained from any other source. The Marine Exchange observer at Point Lobos was at the scene of the wreck with the life-savers at daybreak. The first messages were sent to representatives of "The Examiner" and of the "Evening Post." The E. K. Wood Lumber Company, which firm owned the vessel, was notified as soon as it could be reached by telephone.

Committee Already Has Approved Clause Keeping Chinese Out of the Philippines.

(Special by leased wire, the longest in the world.)

WASHINGTON, March 13.—The Kahn-Mitchell bill for exclusion of Chinese from the United States was reported favorably this afternoon to the Senate by the Committee on Immigration. This is the bill drawn by Edward J. Livernash of San Francisco and indorsed by the American Federation of Labor, the California Exclusion Commission and the Senators and Representatives of the Pacific Coast. It provides for rigorous exclusion of all Chinese who are not officials, teachers, students, merchants or travelers for curiosity or pleasure. The excepted classes are those privileged by the treaty of 1894 to enter this country.

"The Committee on Immigration will have no minority report in this matter," said Senator Penrose, chairman of the body, in an interview after adjournment. "The bill as reported is substantially as it was introduced. A number of changes have been made, but they are minor and are acceptable to the men who have been advocating the bill before us. In fact they proposed practically all of them. There was considerable discussion in committee about the advisability of some provisions of the bill, but the conclusion was reached that the measure was generally admirable and sound and had better be put through without much amendment."

The discussion to which Senator Penrose alluded is understood to have been over three matters—keeping Chinese out of the Philippines and from coming from the Philippines to the United States proper or to Hawaii; keeping Chinese from being employed as seamen aboard American ships, and providing new and stringent rules to prevent smuggling of Chinese from Mexico and Canada into the United States.

Some of the Senators on the committee did not wish to support the bill in its provisions on these subjects and would have been glad to shuffle out of the need of legislating about the Philippine Chinese, the Chinese seamen or the transit question. A vigorous campaign has been conducted by the California Commission and the American Federation of Labor, however, and the opposition has been pursuaded to weaken. Commissioner Livernash's talks with President Roosevelt are thought to have helped things along more than a little.

"A long step has been taken toward success," Andrew Furuseth of the California Commission said to-night. "The committee report puts our bill to the front in good shape. It is the bill as we have asked for it—Philippines, sailor provisions, transit rules and all the rest. If it goes on the statute books in the form in which it has been reported, California should be pleased. We are not out of the woods yet, though. There's much sharp work ahead and great need for vigilance."

The House Committee on Foreign Affairs spent a part of to-day considering the bill. It is not certain that the House committee will have its report ready next week, but the probability is that way.

"We are up to our eyes in the business of protecting the bill from weakening amendments by the House," said Mr. Livernash. "The Senate committee has done well and we are happy over the result in that direction. But the House committee is a big body, and—well, we figure out that some of its members might be a bit stronger on the exclusion without hurting our cause. But the outlook is brightening."

MRS. HUNTINGTON GIVES $250,000 TO HARVARD.

Money to Be Spent in Erecting a Building in Memory of Her Late Husband.

BOSTON, March 13.—A gift of $250,000 from Mrs. Collis P. Huntington, announced to-day, more than completes the sum of $765,000 required to secure the sum offered by John D. Rockefeller of New York for the enlargement and endowment of the Harvard Medical School. Mrs. Huntington's subscription is specifically for the erection of a building in memory of her late husband, to be called the Collis P. Huntington Laboratory of Pathology and Bacteriology.

With Mr. Rockefeller's gift and the pledge made by J. P. Morgan last June to give three buildings at a cost exceeding $1,000,000, an aggregate of $2,821,225 will be available for the use of the medical school.

CLOSES GENERAL DEBATE.

House Hurries Consideration of Postoffice Appropriation Bill.

WASHINGTON, March 13.—The House to-day closed general debate on the Postoffice Appropriation bill and completed consideration of twelve of the twenty-seven pages of the bill. No amendments were adopted. The principal portion of the general debate to-day was devoted to the discussion of the apropriations for several mail facilities.

Jenkins of Wisconsin presented a detailed statement of his reasons for his theory that Cuba is now under the sovereignty of the United States, which sovereignty, he contends, cannot be alienated without an act of Congress. Mr. Jenkins views attracted much attention.

FAITH IN UNITED STATES.

Danish Premier Refers to Proposed Sale of West Indies.

COPENHAGEN, March 13.—The treaty providing for the sale of the Danish West Indies to the United States came up for the first time in open session in the Folkething to-day. The premier and Foreign Minister, Dr. Deuntzer, replying to several speakers, said Denmark had acted in the best interests of the islanders in negotiating the treaty. Denmark, in fact, was merely receiving compensation for her obligations in connection with the islands. The United States had acted in the best faith and friendliness throughout the negotiations. The Minister felt sure the great republic could and would give the islanders a better position in the world than they had enjoyed before.

SPANISH CABINET CRISIS.

MADRID, March 13.—The premier, Senor Sagasta, to-day notified the Queen Regent that the Cabinet had resigned when informed that the resignation of the Finance Minister, Senor Urzaiz, was irrevocable. Her Majesty asked Senor Sagasta to form a new Cabinet, to include all sections of the Liberal party, but he declined to do so.

The Queen Regent will now consult with the presidentes of the chambers, in the hope of finding a method to secure a representative Liberal ministry.

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