

THEIR MUSIC MAY GROW MUTE.

DAVID W. LORING, CONDUCTOR, RETIRES FROM THE LORING CLUB.

HARD TO FIND A SUCCESSOR.

HAS HELD THE BATON FOR EIGHTEEN YEARS—LEAVING FOR JAPAN.

It is very probable that the Loring Club, which for eighteen years has charmed the ears of San Francisco with its music, may



DAVID W. LORING, FOUNDER OF THE CLUB THAT BEARS HIS NAME.

go out of existence entirely at the end of the present month.

Ever since the foundation of the club David W. Loring has been the musical director and the moving spirit of the entire organization.

Great regret was expressed, combined with doubts as to whether the club could continue to exist, for the opinion of many of the members is that the Loring Club without Mr. Loring would be like "Hamlet" with the part of Hamlet cut out.

Mr. Loring, however, argued that every effort should be made to let the organization die out. A committee has been appointed by W. A. Morrison, to consider the possibilities of carrying on the club and another committee has been appointed to plan a farewell reception to Mr. Loring.

It has been unanimously decided to give the last concert of the present season, some time during the present month, if possible, in order that Mr. Loring may conduct it before he sails for Japan, which he will probably do early in April.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.

Among her cargo is 3600 barrels of wine, amounting in all to 108,000 gallons. This is the largest shipment of wine to New York across the isthmus ever made.

and almost the greatest amount which has come by sea around the horn in one shipment.

Lombard street wharf presented a busy scene yesterday. The wharf was blocked with trucks, drays and wagons, and barrels of wine were arriving and being hoisted into the ship's hold.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company has made it possible for the producers of California to send their products to the Eastern markets within thirty days by its low rate of freights, and it is promised that quite a trade will be built up.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

INCONSCIOUS IN BED WITH THE GAS TURNED ON FULL.

DAVID W. LORING, CONDUCTOR, RETIRES FROM THE LORING CLUB.

HARD TO FIND A SUCCESSOR.

HAS HELD THE BATON FOR EIGHTEEN YEARS—LEAVING FOR JAPAN.

It is very probable that the Loring Club, which for eighteen years has charmed the ears of San Francisco with its music, may



DAVID W. LORING, FOUNDER OF THE CLUB THAT BEARS HIS NAME.

go out of existence entirely at the end of the present month.

Ever since the foundation of the club David W. Loring has been the musical director and the moving spirit of the entire organization.

Great regret was expressed, combined with doubts as to whether the club could continue to exist, for the opinion of many of the members is that the Loring Club without Mr. Loring would be like "Hamlet" with the part of Hamlet cut out.

Mr. Loring, however, argued that every effort should be made to let the organization die out. A committee has been appointed by W. A. Morrison, to consider the possibilities of carrying on the club and another committee has been appointed to plan a farewell reception to Mr. Loring.

It has been unanimously decided to give the last concert of the present season, some time during the present month, if possible, in order that Mr. Loring may conduct it before he sails for Japan, which he will probably do early in April.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.

Among her cargo is 3600 barrels of wine, amounting in all to 108,000 gallons. This is the largest shipment of wine to New York across the isthmus ever made.

and almost the greatest amount which has come by sea around the horn in one shipment.

Lombard street wharf presented a busy scene yesterday. The wharf was blocked with trucks, drays and wagons, and barrels of wine were arriving and being hoisted into the ship's hold.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company has made it possible for the producers of California to send their products to the Eastern markets within thirty days by its low rate of freights, and it is promised that quite a trade will be built up.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

INSURANCE WAR NOW IN COURT.

ENDEAVORING TO BREAK UP A COMBINE AS A TRUST AND BOYCOTT.

STRONG AFFIDAVITS READ.

THE CONTINENTAL COMPANY HAS LOST AGENTS AND CONSIDERABLE BUSINESS.

The insurance companies that are members of the Board of Fire Underwriters will not be able to get rid of the restraining order of the Circuit Court for several days at least.

The proceedings showed that the complainant will seek to prove coercion and boycott on the part of the defendants by compelling various agents to withdraw from the Continental Insurance Company, and also in refusing to allow insurers who patronize the Continental Company to insure in the board of union companies.

W. S. Duval, the complainant, was represented by S. M. Shortridge, G. W. Spencer, John Coffman, N. T. James, George F. Grant and other prominent members of the Board of Fire Underwriters were in court watching the proceedings intently.

The defendants deny that there has been any coercion or boycott. They say they gave the agents the choice of acting as representatives of either the union or non-union companies, but they use no threats toward the insurers in the case.

The proceedings were opened by Attorney Shortridge, who read the bill of complaint. He held that the non-intercourse rule was intended to interfere with the proper performance of the Continental's duties, and also to coerce it into entering the compact.

Shortridge quoted law and many

gigantic combine, reaching all over the Pacific coast and affecting the owner of every dollar's worth of property thereon.

The court asked what new matter was referred to, and Attorney Shortridge immediately pointed out the same.

Upon this showing the court continued the case until next Friday, in the meantime continuing the injunction against the combine.

A General Primary Law.

The following telegram has been sent to Hon. Frank McGowan, chairman of the Republican legislative caucus, by the committee on political action of the Union League Club:

In the interest of good government, which is always in the interest of the Republican party, we ask passage of Assembly bills 335 and 383, reserving the right to elect the members of cities and counties of 150,000 inhabitants need not reside in precincts in which they serve.

W. S. Duval, the complainant, was represented by S. M. Shortridge, G. W. Spencer, John Coffman, N. T. James, George F. Grant and other prominent members of the Board of Fire Underwriters were in court watching the proceedings intently.

The defendants deny that there has been any coercion or boycott. They say they gave the agents the choice of acting as representatives of either the union or non-union companies, but they use no threats toward the insurers in the case.

The proceedings were opened by Attorney Shortridge, who read the bill of complaint. He held that the non-intercourse rule was intended to interfere with the proper performance of the Continental's duties, and also to coerce it into entering the compact.

Shortridge quoted law and many

gigantic combine, reaching all over the Pacific coast and affecting the owner of every dollar's worth of property thereon.

The court asked what new matter was referred to, and Attorney Shortridge immediately pointed out the same.

Upon this showing the court continued the case until next Friday, in the meantime continuing the injunction against the combine.

A General Primary Law.

The following telegram has been sent to Hon. Frank McGowan, chairman of the Republican legislative caucus, by the committee on political action of the Union League Club:

In the interest of good government, which is always in the interest of the Republican party, we ask passage of Assembly bills 335 and 383, reserving the right to elect the members of cities and counties of 150,000 inhabitants need not reside in precincts in which they serve.

W. S. Duval, the complainant, was represented by S. M. Shortridge, G. W. Spencer, John Coffman, N. T. James, George F. Grant and other prominent members of the Board of Fire Underwriters were in court watching the proceedings intently.

The defendants deny that there has been any coercion or boycott. They say they gave the agents the choice of acting as representatives of either the union or non-union companies, but they use no threats toward the insurers in the case.

The proceedings were opened by Attorney Shortridge, who read the bill of complaint. He held that the non-intercourse rule was intended to interfere with the proper performance of the Continental's duties, and also to coerce it into entering the compact.

Shortridge quoted law and many

gigantic combine, reaching all over the Pacific coast and affecting the owner of every dollar's worth of property thereon.

The court asked what new matter was referred to, and Attorney Shortridge immediately pointed out the same.

Upon this showing the court continued the case until next Friday, in the meantime continuing the injunction against the combine.

A General Primary Law.

A PLEA FOR A SHIP BOUNTY.

WHAT THE INVENTOR OF THE WHALEBACK THINKS OF THE MATTER.

ONLY HOPE FOR COMMERCE.

HOW THE CURIOUSLY SHAPED SHIPS WERE SUGGESTED TO HIS MIND.

"Captain Alexander McDougall, the 'whaleback' inventor, who is at the Palace, has strong sentiments upon the question of a Government bounty for American ships, and believes that it will prove to be one of the vital issues before the people at the next Presidential election.

He is a ship-builder and ship-owner himself. Many of his relatives are engaged in the same business in England, and he may truthfully be said to have been educated in the art of navigation from boyhood up.

In a long conversation upon this bounty question last night the captain presented many arguments to sustain his contention that the matter was of more vital importance to the commercial prosperity of the nation than almost any other which now demands attention.

"Statistics show us," said he, "that we are to-day paying \$220,000,000 to foreigners for carrying our products, half of which is paid to Great Britain and the rest to the United States, and could be retained by them if proper effort was made, while the other half might be permitted to go, as a matter of politeness, to those who buy our goods.

"This absorption by other countries of our freight is not only one of the great disadvantages of being without ships in foreign trade. There are estimated to be 200,000 commercial travelers in the United States, and through their efforts chiefly it is that we are now in possession of the world's trade in the course of but a very few weeks. Now, this formidable, intelligent body of men who lubricate the wheels of commerce, and who are now only awaiting an opportunity to get at foreign lands to do the same.

"We are the people who first learned how to make labor-saving agricultural machinery and taught the rest of the world to do the same. We produced a great quantity of cereals and raw products now furnished by other countries, where cheaper ocean freights and the use of the implements we first introduced are now interfering with the prices of our raw products.

"We have become a nation, in the past few years, of artisans, skilled laborers and manufacturers to such an extent that we need an outlet for many of our new inventions and useful products, but we have not the ships nor the commercial relations to permit them to go abroad.

The ship-owner in Great Britain and other countries can become a commercial agent to find trade for his ship. The average ship has more than ten owners, all of whom become agents in one respect or another. Because of our customs, habits and high prices, we are unable to compete with the men and want of banking and underwriting facilities, it costs 5 per cent more to operate an American ship than it does one of English ownership; but if a bounty amounting to \$2,000 per year for ten years, was awarded to American ships in foreign trade on a tonnage basis of work actually done, it would revolutionize present conditions.

"About four years ago the Farquhar bill was introduced in Congress, and I something of the same nature is what we require. This bill, I believe, provided for the payment of about 20 cents a ton for every 1000 net tons of cargo carried between foreign ports and the United States. If this bill would provide \$8000 a year for each 5000-ton ship \$2,000,000 would pay for 250 such ships, all steam, or probably 350 steam and sail.

"To create such a fleet as this would require the expenditure of nearly \$100,000,000 by the builders, all of which would be distributed exclusively among the American people. The present fleet of 10,000 vessels to come, be beyond the capacity of ten times as many shipyards as there are in the United States to-day.

"We lost the construction of ships when other countries learned the art of making iron ship building material. In this we are catching up very fast and are now very nearly equal to the requirements. Such a bill as that of which I speak would create a merchant marine whose owners and crews would receive the fruits of the earth and bring about trade that no other cause would ever stimulate so quickly.

"With such a trade as would naturally follow between the United States, South America and the Orient, no part of this country, I believe, would be so favorably affected as California and the Puget Sound district."

Captain McDougall referred incidentally to the invention of the whaleback form of vessel and said the idea was suggested to him while he was in St. Petersburg in 1874-75. At that time a cylindrical-shaped vessel was being built by a man named Wm. Atkinson, a ship-builder, and owned by Cleopatra's Needle from Alexandria to the bank of the Thames.

While he was master of the steamship Hawatha on the Great Lakes he built a vessel out of an old ship's spar. This was ten years before the first whaleback was launched, but the model was in almost every detail a perfect counterpart, on a small scale, of the finished structure.

The first vessel was built without any skilled labor upon the captain's own grounds and with his own machinery. The shipping world scoffed at his vessel, and eminent naval officials pronounced it "a piece of nonsense" and "a waste of money." It was, however, turtle-fashion, as soon as it went to sea. But the "pigs" as they were then called, had come to stay and have long since ceased to be looked upon as an experiment.

INSURANCE CHANGES.

Non-Union Companies as City Distributing Agents.

John D. Maxwell will give the agency of the Williamsburg City Fire Insurance Company yesterday by E. E. Potter, the general agent in San Francisco. This company is out of the compact, and its agency will more than make amends for the withdrawal of the Milwaukee Mechanics' Company from Agent Maxwell's office.

"I have more than I can attend to," said he yesterday, "with insuring risks in the Continental and the Williamsburg City. My office staff is hardly able to keep up with the work. From this it does not seem after all that the compact is having everything its own way."

O'Kell, Donnell & Co. were given the Westchester Company's city agency yesterday. This is a non-union company, and will fall in for the desirable risks that O'Kell, Donnell & Co. previously placed with the Western, British American and the American of New York, compact companies.

Belasco Was Angry.

Gertie Lefevre, 605 Polk street, swore out a warrant in Judge Campbell's court yesterday for the arrest of Frederick Belasco, an electionist, on the charge of battery. She stated that she was at an entertainment on the night of February 25, Belasco was there also and asked to escort her home. She refused, and he became angry and struck her in the face with his hand and hit her on the head with his cane. She said Belasco was a brother of the well-known playwright.

TO SAVE HIS STOCK.

Solomon Hoeflich Enjoins a Mining Company.

Solomon Hoeflich, as administrator of the estate of Morris Hoeflich, his brother, is suing to have the Golden Eagle Mining Company restrained from selling 10,000 shares of the stock belonging to his brother's estate, because of unpaid assessments.

In his complaint he alleges that H. M. Levy, one of the defendant directors, was his brother's partner, and that after his death Levy fraudulently conspired with his brother's estate. Among other items were these 10,000 shares in the company. These, the plaintiff claims, he knew nothing about until he was served with a notice stating that the shares would be sold unless certain assessments upon them were paid. These assessments, he says, were levied for the sole purpose of forcing the stock to a sale, and he predicts that if sold they will be bought by Levy, upon whom he lays the blame of the whole transaction. He therefore asks that the sale be stopped by court. His injunction was granted temporarily.

A Dublin Club Celebration.

The birthday of Robert Emmet was celebrated at Harmony Hall, 1159 Mission street, by the Dublin Social Club. President Flynn delivered an oration and J. W. Reilly sang "My Emmet No More." James Brock recited Emmet's last speech, and John Nugent rendered "Will My Soul Pass Through Ireland on Its Way to Heaven." Michael, McGowan gave a comic sketch and the audience sang "God Save Ireland."

ST. LUKE'S HOSPITAL.

Board of Directors Elected for the ensuing year.

The corporation of St. Luke's Hospital held its annual meeting at 731 California street yesterday afternoon. Besides President C. V. S. Gibbs there were present: Bishop Nichols, J. G. Eastland, Rev. R. C. Foute, Rev. Dr. Spalding, Rev. Mr. Chetwood, C. de Haven, Major W. B. Hooper, Colonel G. H. Mendell and Professor Welcker.

In his annual report President Gibbs spoke of the steady growth and prosperity of the hospital and called attention to its needs, especially a home and training-school for the nurses. He highly commended the good work of the nurses and physicians and suggested that a hospital Sunday service be established at an early date.

The following directors were elected for the ensuing year: Bishop Nichols, C. V. S. Gibbs, Major Hooper, William Babcock, Colonel Mendell, A. N. Drown and Rev. W. H. Moreland.

A committee was appointed to draft resolutions of condolence over the death of J. H. Robinson, whose place on the board will be filled by W. B. Bourne.

The Wire Fell on them.

Emily Thomas is suing the Market-street Railroad Company and the General Electric Company for \$20,000 damages. She alleges that while driving on O'Farrell street on February 5 last a trolley-wire which was being struck up was allowed to fall upon her horse. He became frightened and unmanageable, C. V. S. Gibbs was thrown out and received the injuries for which she asks damages.

Michael, McGowan, wife of Frederick H. Kimball, was riding with Mrs. Thomas at the time and she too was thrown out. A suit for \$25,000 damages has been filed by her.

SALVATION OIL, the people's liniment, is guaranteed the best. It will cure you.

THE WIRE FELL ON THEM.

Emily Thomas is suing the Market-street Railroad Company and the General Electric Company for \$20,000 damages. She alleges that while driving on O'Farrell street on February 5 last a trolley-wire which was being struck up was allowed to fall upon her horse.

He became frightened and unmanageable, C. V. S. Gibbs was thrown out and received the injuries for which she asks damages.

GLYNN IS THE RECORDER.

HE IS DECLARED LEGALLY ELECTED TO THE POSITION, WHICH HE HOLDS.

ALLEN PERSISTS IN HIS DETERMINATION TO WITHDRAW FROM THE CONTEST.

James B. Allen has finally withdrawn from his contest for the seat of Thomas J. Glynn, and Glynn has been declared the elected Recorder. The days of grace allotted to Allen and his attorney, E. S. Salomon, to allow them to obtain more money for the purpose of carrying on the recount having expired, there was nothing left for the contesting parties but to withdraw, and this they did as gracefully as possible.

The case was kept waiting for half an hour yesterday morning to allow Mr. Allen time to appear. At half-past 10, however, he was still absent, and then Mr. Salomon announced that he would definitely withdraw from the case. He said he regretted exceedingly the necessity which impelled him to surrender, but he wished to avoid prolonged delay, and consequently would go no further in the case.

"Do you wish me to dismiss the case?" asked the court.

"You may so far as I am concerned," said Salomon.

This order was then entered upon the minutes: It appearing to the court that the Election Commissioners have decided that Thomas J. Glynn was legally elected Recorder of this city and county, and no evidence to the contrary having been produced, it is therefore ordered that this contest be dismissed, and that Thomas J. Glynn be declared lawfully entitled to the office which he now holds.

Comment upon the action of Mr. Allen is varied. He was expected to win, and his

friends cannot understand why he is willing to withdraw, unless it is that he will gain as much as he will lose by so doing.

RUPTURE.

DR. C. Z. ELLIS CURES IT.

DR. C. Z. ELLIS' treatment of Rupture is applicable to either sex and cures without any detention from business. He is not engaged in selling trusses, but personally treats and cures all cases undertaken.

Mr. James A. Box, Hettin, Trinity County, Cal., writes: "I suffered twelve years from a rupture of no great size that I could get no truss that would hold it, and the trusses were only an additional torture. My general health was impaired so much that I was unable to follow my usual occupation. At last I concluded to try Dr. C. Z. Ellis for treatment. I applied to Dr. Ellis, who recommended Dr. C. Z. Ellis' treatment. I returned home in July, and have been cured. I had no rupture, but have had no return of the trouble. I am able to go without any support, feel better than I have for years, and consider myself permanently cured. I sincerely advise any afflicted as I was to call on Dr. Ellis, for I know from personal experience that he can do all he promises."

Mr. P. B. Tolford, who lives at 1509 1/2 Sacramento street, says: "Last May I unfortunately acquired a rupture, which caused me much pain and discomfort. I consulted my family physician, who recommended Dr. C. Z. Ellis as an expert in such cases. I consulted him, and after a short period of treatment, during which I did not lose a day from work, I was cured. I now have no pain or discomfort whatever, and do not wear any support. I feel very grateful to Dr. Ellis for his cure, and also to my family physician, who advised me to consult Dr. Ellis."

Names of patients cured will be furnished on application.

C. Z. ELLIS, M.D.

916 Market Street, San Francisco.

DAVID W. LORING, FOUNDER OF THE CLUB THAT BEARS HIS NAME.

not seen him. I think it possible that he has been induced to ship on some deep-water vessel, but cannot imagine what influence could lead Aaron to do this without consulting me. His father is a harness-maker at Huxford in comfortable circumstances, and the boy has always been sober and industrious. He is 18 years old, about 5 feet 6 inches tall, has a prominent long nose, black eyes, dark-brown hair, and wears, when he disappears, a striped gray woolen suit, congress shoes, blue tourist cap, and a brown flannel shirt with a tie of some plain color. I did not intend to remain here long, but now I will stay till Aaron is found. I dare not write to my wife that our grandson has disappeared."

BIG SHIPMENT OF WINE.

OVER ONE HUNDRED THOUSAND GALLONS ON THE PROGRESSO FOR NEW YORK.

THE LARGEST CARGO OF SPIRITS EVER SENT ACROSS THE ISTHMUS.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.

Among her cargo is 3600 barrels of wine, amounting in all to 108,000 gallons. This is the largest shipment of wine to New York across the isthmus ever made.

and almost the greatest amount which has come by sea around the horn in one shipment.

Lombard street wharf presented a busy scene yesterday. The wharf was blocked with trucks, drays and wagons, and barrels of wine were arriving and being hoisted into the ship's hold.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company has made it possible for the producers of California to send their products to the Eastern markets within thirty days by its low rate of freights, and it is promised that quite a trade will be built up.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.

Among her cargo is 3600 barrels of wine, amounting in all to 108,000 gallons. This is the largest shipment of wine to New York across the isthmus ever made.

and almost the greatest amount which has come by sea around the horn in one shipment.

Lombard street wharf presented a busy scene yesterday. The wharf was blocked with trucks, drays and wagons, and barrels of wine were arriving and being hoisted into the ship's hold.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company has made it possible for the producers of California to send their products to the Eastern markets within thirty days by its low rate of freights, and it is promised that quite a trade will be built up.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.

Among her cargo is 3600 barrels of wine, amounting in all to 108,000 gallons. This is the largest shipment of wine to New York across the isthmus ever made.

and almost the greatest amount which has come by sea around the horn in one shipment.

Lombard street wharf presented a busy scene yesterday. The wharf was blocked with trucks, drays and wagons, and barrels of wine were arriving and being hoisted into the ship's hold.

The cargo of wine on the Progresso is the second largest shipment of that article which has gone across the isthmus, the Saturn having also taken quite a large cargo.

The Panama Steamship Company has made it possible for the producers of California to send their products to the Eastern markets within thirty days by its low rate of freights, and it is promised that quite a trade will be built up.

It is evident also from the large shipments that there is quite a demand in the East for Californian wine.

DAVID W. LORING, FOUNDER OF THE CLUB THAT BEARS HIS NAME.

not seen him. I think it possible that he has been induced to ship on some deep-water vessel, but cannot imagine what influence could lead Aaron to do this without consulting me. His father is a harness-maker at Huxford in comfortable circumstances, and the boy has always been sober and industrious. He is 18 years old, about 5 feet 6 inches tall, has a prominent long nose, black eyes, dark-brown hair, and wears, when he disappears, a striped gray woolen suit, congress shoes, blue tourist cap, and a brown flannel shirt with a tie of some plain color. I did not intend to remain here long, but now I will stay till Aaron is found. I dare not write to my wife that our grandson has disappeared."

BIG SHIPMENT OF WINE.

OVER ONE HUNDRED THOUSAND GALLONS ON THE PROGRESSO FOR NEW YORK.

THE LARGEST CARGO OF SPIRITS EVER SENT ACROSS THE ISTHMUS.

The Panama Steamship Company's steamer Progresso will sail to-morrow afternoon for Panama loaded to the guards with freight.