

SAMUEL MEYER WILL NOT TALK.

THE PUBLICATION OF THE FACT OF HIS MARRIAGE DOES NOT MOVE HIM.

MOLLIE HOLLAND INDIGNANT.

MRS. BENNETT ADMITS THAT SHE KNEW OF GRACE BENJAMIN'S WEDDING.

Samuel Meyer makes no explanation of his peculiar conduct in trying to disgrace the name of his dead wife. He is keeping out of the way of the reporters. His efforts to keep secret the fact of his marriage to Grace Benjamin that he might get a share of his mother's wealth have been futile, thanks to his wife's loyal friend Mollie Holland and the documentary evidence in the Alameda Hall of Records.

Those who know him speak of his want of application and inability to make of himself a useful member of society. He has been the black sheep of a respected family. His people took him away from the university at the end of his first year, because he was not able to keep up with his work. A few years after his father purchased the large dry-goods business of E. D. Block & Co., in Oakland, for him and his brother, but the boys did not succeed. Then they were started in the same line in Tucson, but the brother Marcus, on whom the most dependence was placed, dying, the business was closed out. Samuel was not a success and his habits and want of application have given his people considerable worry. His dead wife's friends say that he was married before, that his people sent the first wife East, that they were divorced and that Sam is often sending presents to a child of that union.

Mollie Holland, who has loyally defended the reputation of her dead chum, Grace Benjamin, was very indignant yesterday that the Bennetts should take exception to what she had done. She said that Mrs. Bennett and Mrs. Nolan would have published the fact of the marriage if not silenced by Meyer. "The day after Sam had told the papers that Grace had gone to his lodgings to have a bath because her aunt would charge her 75 cents for one," she said, "I was at their house and Mrs. Bennett and Mrs. Nolan decided to publish the marriage. They were very mad. Mrs. Nolan asked me to find out where the record could be found in order to get the information, and when I got back Sam Meyer was there and she had changed her mind. She told me that her husband was dying and she had not much money and Sam had promised to look out for her. That is what has silenced them all. They told me that Dr. Nieto had advised her that it would be worse for Grace's name if the fact of the marriage was published. The coroner says that they were unable to find Sam for the inquest, but Sam told me yesterday at Mrs. Bennett's that the coroner had told him that if he would keep quiet in his room and not let the officer in he would be allowed to go home."

Mrs. Holland, who was at the funeral of Grace Benjamin, said that Mrs. Nolan said that Sam would have to pay for her keeping quiet about the marriage of her sister.

Mrs. Bennett, the aunt of Grace Meyer (nee Benjamin), now admits that her niece was married to S. Meyer last August in Oakland, and that she was aware of the fact.

Admittance to the residence, 1911 Devisadero street, was denied to all callers yesterday by Mrs. Bennett. The death of her niece has brought such notoriety to the family that Mrs. Bennett was suspiciously every one calling at the house.

Last night when asked if she was aware that her niece had been married she said: "Of course I know it. The CALL had it all in this morning. Go read that and find out all about it."

"Did you know of the marriage before you read the CALL?"

"Of course I did. But that is nobody's business. No, Mr. Meyer has not been here to-day. I don't know where he is."

At 406 Sutter street Meyer could not be found, although he still retains the rooms his wife was accustomed to visit. "I know nothing about Mr. Meyer," said Mr. Marjot, the agent of the building. "He had only been here a couple of weeks, so I am not acquainted with him."

None of the help around the place had seen him during the day, though his room was occupied the night before.

SAILORS FOR UNCLE SAM.

Raw Recruits and Able-Bodied Seamen to Be Enlisted for the Boston and Marion.

Out of the 1600 new men which Congress has added to the complement of the navy the Marion and Boston, now at Mare Island, will be equipped. The Marion has been prepared for sea and only awaits a crew, which requires about 150 men, and the cruiser Boston double that number. This will necessitate the immediate enlistment here of about 400 men, for which purpose a recruiting office will be established temporarily in this city, though the number required could be enlisted at Vallejo, on board the receiving ship Independence.

The physical requirements are so severe that generally out of a hundred applicants not more than ten are accepted. Consequently the work of shipping the new sailors will necessarily be slow.

Only persons from the ages of 21 and 35 can be accepted, unless the applicant possesses an honorable discharge from the army or navy. Each man presenting himself for enlistment will be examined by a medical officer in limb movement, muscular development, chest expansion, heart sounds, general debility, hearing, eyesight, color blindness and hereditary tendency to physical weakness. Only the most healthful persons need apply for enlistment.

Helping a Future Preacher.

A testimonial concert will be tendered Mr. George Howard Studley, librarian of the Young Men's Christian Association, Friday evening, March 15, in the association auditorium, corner of Mason and Ellis streets, to assist him in

theological studies at Boston University. Among the participants will be Leo Cooper, Emil Steinerger, Mr. Black, Norman Starr, Oscar Mohr, Miss Susie Hart, Thomas Quinn, deaf-mute pantomimists, and a trio of boy singers.

MAY NOT SEND A FLOAT.

The Merchants' Association Making Slow Progress in Collecting Needed Funds.

The committee on publicity and promotion of the Merchants' Association, consisting of Hugo D. Keil, Kenneth Melrose, A. H. Vail and William Doney, to whom was referred the matter of sending a float advertising the metropolis to the Los Angeles fiesta, has made a partial canvass among the business men of the city, but owing to the lightness of the subscriptions thus far offered the project hangs fire.

As the committee decided to build the float in proportion to the amount raised, no work has as yet been done, and unless the merchants of the city soon rally to the support of the plan it will be abandoned.

Many of the business men, while acknowledging the idea to be a worthy one, are of the opinion that more benefactors would accrue if the business community would donate liberally for an old-time Fourth of July celebration in this city, with a competitive drill and prize bicycle races as additional attractions. They assert their willingness to do provided the disposition of the funds be placed solely in the hands of the Merchants' Association. They are tired of seeing the funds wasted and squandered over by small fry politicians and incompetent underlings of ward bosses.

SWEPT OFF SIERRA PARIMA.

TWO SEAMEN AND TWO APPRENTICES DROWNED IN THE ENGLISH CHANNEL.

THE LIFEBOAT LASHINGS PARTED AND THE MEN WENT DOWN INTO THE SEA.

The British ship Sierra Parima, now on her way from Liverpool for Portland, Or., made a bad start on her voyage. The first day out she lost four men overboard and one of her lifeboats was smashed to bits. A brief dispatch to this effect was received at the Merchants' Exchange on the 16th ult. A private letter, giving the particulars of the tragic death of the men, reached here yesterday. The unfortunate sailors were thrown into the sea from the poop-deck and were drowned in broad daylight before the eyes of their horrified shipmates, who were powerless to render them any assistance.

The Sierra Parima towed out from Liverpool on February 15, and the accident occurred while she was going down the English Channel. The boats were swinging in the davits out from the poop-deck, and orders had been given to take them in. The boatswain, an able seaman and two apprentices were in one boat hanging out over the sea. Contrary to the mate's instructions, the boatswain went to work on the bow tackle. The mate yelled to him to desist, but the warning came too late, for the next moment the lashings of the lifeboat parted and the boat fell into the sea, throwing all hands overboard.

Immediately orders were given to lower another lifeboat, which was in readiness to be launched; life-boys were cast into the water, but the efforts of the men to save their comrades were unavailing. Three minutes after the accident occurred a boat had been manned and launched, but by that time the struggling sailors were

in many New Bedford families over the odorless and oleaginous sailors' return.

This was in the days when the big fish floundered thickly through the seas and the black smoke of the whalers' "tried-out" furnaces could be seen and smelled in every quarter of the globe. The "fry" was large then—150 to 200 and sometimes 300 barrels of oil apiece. Now the whale not being given an opportunity to grow, so relentless are his pursuers, seldom produces more than seventy-five or eighty barrels, and where thirty or forty was o-

day for their transfers. These they give to the boys who sell, or often they will sell a package of cheving-gum with a transfer for 5 cents. One of the boys at Powell street said that they get at that corner from fifty to a hundred transfers in a day, which they readily disposed of. They approach people who seem to be waiting for a car and offer to sell papers. When any one refuses he is offered a transfer with the paper for a nickel and assured that the transfer is all right. The bait generally takes, and many papers are sold by the thrifty boys just through this inducement alone.

ATTORNEYS ARE AT WAR.

COUNTER AFFIDAVITS FILED IN CARPENTER WHALD'S DIVORCE CASE.

HE SAYS HE WAS DECEIVED BY THE UNDERHAND WAYS OF A LAWYER.

The divorce proceedings which were instituted in the Superior Court last January between Charles Whald, a ship-carpenter, employed at Benicia, and Catharine Whald, bid fair to produce some sensational developments before long.

The pair were married in Liverpool, England, twenty-five years ago, and until recently lived apparently happily together. The grounds upon which the wife wanted a divorce so late in life were ill treatment and failure to provide, and upon those grounds the divorce was granted by default of the defendant. Judgment therein has not been entered, though, and thereby hangs the story of the prospective developments.

On the 5th inst. Whald, through his attorney, J. A. Spinetti, filed an affidavit in the Superior Court in which he made serious charges against G. W. Howe, an attorney, who was disbanded from practice by the Supreme court some time ago. In his affidavit Whald says that he had provided for his wife in every way; by economy he had saved up enough to purchase property at 35 Prospect avenue and household furniture worth \$200. He was in the habit of coming home from his work at Benicia every Saturday night and returning Sunday evening. His surprise was great, he said, when early in January last he came home and instead of being greeted by his wife was confronted with a summons in a divorce suit. After recovering from the shock he sought the advice of G. W. Howe, who advertised himself as an attorney. He paid the latter \$30 as a retainer fee. Howe told him he would attend to the case, and that he (Whald) could return to his work until notified that he was wanted. He heard nothing further from Howe, but on the 2d inst. learned from an outside source that his wife had been divorced from him.

Whald hastened to this city, and learned that there had been some startling phases in his case, which regards his suit. Not only had his wife been granted a divorce by default, but there was also on file a stipulation signed by J. A. Harris, as attorney for Whald, whereby the carpenter relinquished all his right and interest in the real property for \$75.

The Benicia carpenter was very indignant at being deceived, as he says, by his attorney, and he hired Attorney J. A. Spinetti to do for him what he had represented to Judge Daingerfield the facts of the case, and the divorce judgment was not recorded, pending an investigation.

Then followed the filing of Whald's affidavit, and yesterday Howe retaliated by filing a counter affidavit, making charges against Lawyer Spinetti of unprofessional and underhand conduct.

When seen yesterday Lawyer Spinetti indignantly denied the charges. "Mr. Whald came to me as a client telling me he had not been fairly treated by Howe. I don't think he has been from what he has told me. There was a deliberate attempt to take up his case. The latter represented to Judge Daingerfield the facts of the case, and the divorce judgment was not recorded, pending an investigation.

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THE PASSING OF THE STAMBOUL.

OLD AND WORN, SHE WILL BE BROKEN UP FOR HER IRON AND COPPER.

HALF A CENTURY AT SEA.

SHE ENRICHED HER OWNER LIKE THE GOLD-LADEN GALLEYS OF OPHIR.

In 1843 the bark Stamboul slid from the ways at Medford, Mass., and started for "Bathins Bay, where the whales do blow." Four years later she returned home laden with oil and bone. And there was feasting

oil, valued at \$112,000. In a cruise from 1869 to 1873 in the Southern Pacific she obtained 1500 barrels of oil.

About twelve years ago the bark came to the Pacific and the Boring and Okhotsk Seas were the scenes of her devastations. She went no more back to the place of her building. She discharged her decreasing catches in this port, paid off her hands with the single "release dollar," and sent the bone of her few fish overland.

To-day the Stamboul will make her last trip. Her timbers are yet sound, though the storms of fifty-one years have beat against her osken flanks, but the destruction of the whale and the coming of the steamer sends the ancient sailer to the graveyard, whither the Stamboul is now bound. She will be towed across from Oakland Creek in her own funeral procession to this side of the bay and broken up.

SCHEMING NEWSBOYS.

How They Sell Papers by the Aid of Railroad Transfers.

The Market-street Railway system is losing many nickels one way and another through handling the transfers of its many branches.

Passengers getting off the Powell-street cars and at other transfer points are importuned by a crowd of newsboys every

gentleman's appointment would be confirmed at the next meeting of the board.

In speaking of the probable route of the road Mr. Spreckels only reiterated his expressions in the past relative thereto.

"That question is a sticker," said he, "and we can't say when it will be definitely settled."

There yet remains to be filled probably the most important position in the company, aside from that of president, and it is that of general manager.

While the question has never been brought up, it is already the subject of a good deal of thought and some discussion on the part of some of the members of that body. There are at present four persons whose names are mentioned in connection with the position, and they are John D. Spreckels, Robert Watt, Captain Payson and J. B. Stetson.

It is generally conceded that John D. Spreckels could have the position if he desired it, but it is claimed by some that he is already so burdened with other business affairs that he would find it impossible to give the office that attention which it will require.

Both Robert Watt and Captain Payson are practical engineers, the former being a brother-in-law of Mr. de Guigne, who is one of the heaviest subscribers to the stock of the company. Both men are looked upon as capable in every respect, and either one may be selected without creating surprise among the members of the board.

J. B. Stetson, the last of the quartet mentioned, is already the president of one railroad company, and this fact might have some bearing upon his selection to manage the affairs of another similar corporation. It is not thought by some of the directors that his relations with another company is of a necessity a bar to his taking a position under the present corporation, but Mr. Stetson may have reasons himself which would cause him to decline such an offer.

The whole matter is, however, simply one of conjecture, based upon the remarks of one of the directors yesterday.

Discussing the question of route yesterday another director said that in all the meetings of the board this subject had never been formally presented.

"There is unquestionably a wide diversity of opinion among the members of the board regarding this very important matter," said he, "but these differences may be easily adjusted when we have to take the matter up in a regular manner. Most of us have opinions which are founded merely upon a little positive knowledge and a good deal of intangible evidence. When we get together and have all the facts before us we will then be able to intelligently pass upon the merits of the different localities and to take such action thereon as promises the best for the road."

Another suggestion made in regard to the general managership is that there may be no official of that title selected at all. The idea of at least one of the directors is that an executive committee should be appointed, the duties of which would be similar to that of a general manager, and that this body should employ a practical railroad man to act as superintendent.

Bids will be sent out for rails and ties within a very few days. The rails will, as stated yesterday, be purchased in the East, while the ties will be procured in this State.

Ten thousand tons of rails will be advertised for at first, and it will be required that all bids be sent in by the 16th inst. A provision of the bids will be that the successful parties must be prepared to furnish the rails within thirty days after the contract has been awarded. The estimate is that it will require about 35,000 tons of rails to complete the road.

Regarding the material which is to be purchased for the road a director said yesterday that although it was extremely desirable to secure everything possible in the West, it would, in his opinion, be found impossible to buy but little of the material for either equipment or construction here. The locomotives and rails would certainly have to be bought in the East, as no firm on this coast could successfully compete with the Eastern manufacturers for the sale of the same.

SHOT HIS SON-IN-LAW.

A Marine Engineer Arrested for Assault on Murder.

John Dougherty and John McKeowl, his son-in-law, both marine engineers, drank and quarreled in a Sixth-street saloon yesterday. Dougherty finally drew a pistol and fired two shots, one of which struck his relative. He was arrested and charged with assault on murder.

McKeowl was taken to the Receiving Hospital in the patrol wagon. The bullet struck him in the left jaw near the mouth and lodged in his throat. Drs. Somers and Pettit probed for it, but could not locate it. McKeowl was scarcely able to speak, but

WHO WILL BE THE MANAGER?

VALLEY ROAD DIRECTORS DISCUSSING THAT IMPORTANT OFFICE.

FOUR ELIGIBLES MENTIONED.

A WIDE DIVERSITY OF OPINION AS TO THE ROUTE TO BE FOLLOWED.

President Spreckels of the valley road said yesterday that although he had not yet heard from W. B. Storey, who has been tendered the position of engineer of the road, he had no doubt but that the

gentleman's appointment would be confirmed at the next meeting of the board.

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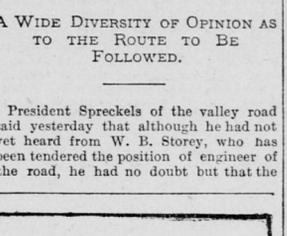
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Look to your interest. You can buy Salvation Oil, the great pain cure, for 25 cents.

THE WHALING BARK STAMBOUL TO BE BROKEN UP AFTER FIFTY YEARS OF SERVICE.

[Sketched for the "Call" by W. A. Coulter.]



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