The San Francisco Call

FRIDAY.....MARCH 15, 1895

JUST ABOUT THE WEATHER.

The weather-guesser was all right in his prognostications yesterday so far as sunshine was concerned, but there was a general desire for more warmth in the atmosphere. The prediction for today is that fair weather will prevail. Readers of the CALL will be pleased to learn that western zephyrs will come instead of the icy northern blasts of the past week.

LOCAL NEWS IN BRIEF.

Channel street has been ordered to be dredged.

An elevator is to be asked for in the new Hall of Records.

Miller & Lux have subscribed $50,000 in aid of the valley road.

Fifty architectural students will join the San Francisco Art Association.

The Charles Dietrick shipping firm passed out of existence yesterday.

Fourth Cavalry officers from Walla Walla will play polo against Burlingame March 30.

Another cut-rate war is in progress between the lumber-carrying steamers and schooners.

The indications are that surveying parties for the valley road will take the field Monday.

Oranges and lemons from the Los Angeles Citrus Fair will be sold by auction this morning.

Creditors have taken possession of the business of the Philip Kennedy Dry Goods Company.

Jenkin Lloyd Jones lectured to a large audience in Second Unitarian Church on George Eliot.

Captain Nordberg of the schooner Anna was drowned recently at Kahului while attempting to board his vessel.

Von Rhein & Co. sold several houses and lots at auction yesterday at satisfactory prices. Bidding was active.

Martin McLean, 560½ Bryant street, is wanted by the police for cutting his brothers, Peter and John, with a knife.

The priests of the diocese of Sacramento have expressed their choice for a Bishop as successor to Bishop Manogue.

The Oceanic steamship Arawa arrived from Sydney and Honolulu yesterday with a large cargo and passenger list.

Mayor Sutro says that he will probably bring the matter of the city's water supply to the attention of the Grand Jury.

Two more election officers and four property-owners were arrested yesterday on Grand Jury indictments and presentments.

Vice-President Whittier of the valley road said yesterday that the total subscriptions now assured amounted to over $2,500,000.

Auditor Broderick says that there is likely to be a large deficit in the city funds unless the proposed overdrafts are countermanded.

The homestead which the second wife of Samuel McBirney filed on his property has been set aside in favor of wife number one.

A Coroner's jury finds that Mrs. M. Costello died from natural causes, and was not poisoned by her husband as her father has charged.

A missionary extension summer school will be opened at Cazadero during the coming summer. It will be distinctively for young people.

Judge Campbell yesterday denied a motion of the attorney of the dive-keepers, arrested for violating the ordinance, for a change of venue.

The Society for the Prevention of Cruelty to Children rescued a young girl from a place on Broadway and arrested her mother yesterday.

Commission merchants on Davis, Battery and other streets propose to stop the stealing of whips and blankets from the wagons of their patrons.

The Harbor Commissioners yesterday petitioned Governor Budd to use his influence for legislation in favor of the East-street bridge measure.

The case against Charles H. Higgins, part owner of the steam schooner South Coast, charged with grand larceny, was dismissed yesterday.

The Pacific Bank has brought suit against R. H. McDonald Jr. to recover the amount of a promissory note dated May 31, 1893, made for $91,338 93.

The Board of Health will make an inspection of the damaged coffee now in the Southern Pacific Railroad Company's office at the corner of Fourth and Townsend streets.

Joseph Loughery won his suit against Policeman Keegan in Justice Barry's court yesterday. The plaintiff was given $20 damages and costs for an unprovoked clubbing.

Al Bailey and John Raggett were charged in Judge Campbell's court yesterday with disturbing the peace last Sunday morning, by fighting with bare knuckles for two hours.

The arrangements for the celebration of St. Patrick's day include religious services, several balls and a banquet by the Knights of St. Patrick. There will be no parade.

City and County Attorney Creswell gave an opinion yesterday that agents of foreign corporations selling goods in broken packages in this city are liable to a license tax.

The Transatlantic Fire Insurance Company of Hamburg threatens to withdraw from the compact unless an agreement on rates is made at once with non-board companies.

The frost of Wednesday night extended as far south as Tehachapi, and was severe enough to injure fruit trees and grapes. The cold wave will also visit the section south of the pass.

Gearge W. Elder, a contractor, was nominated for Inspector of Sidewalks for the Street Department by Supervisor Spreckels yesterday, but the Street Committee refused to appoint him.

Dan Burns, in answer to A. L. Hart's writ for attorney's fees, says he never employed Hart. Hart defended Burns when he was charged with embezzling money while Secretary of State.

Gustaf Broman and his proposed world-navigating dugout arrived in the steamer Arcata yesterday. The boat is a queer-looking object, and is evidently designed for the dime museum trade.

Morton A. Edwards has filed a communication with the Board of new City Hall Commissioners questioning their right to alter the plans for the statue to be placed on the City Hall dome.

James Gately, proprietor of the Potrero Hotel, was cut in the leg by George Green on Washington's birthday, and the limb was amputated on Tuesday. Green has been arrested for assault to murder.

Patrick Kelly, a laborer, living at 408 Sixth street, was unloading streetcar rails from a truck yesterday afternoon on Fillmore street when a rail fell on his right foot, amputating all the toes. He was taken to the Receiving Hospital.

T. J. Stephens, president of the defunct Owl Stationery Company, was arrested yesterday on two charges of misdemeanor embezzlement, preferred by H. B. Barbee, one of the directors, and according to Stephens his prospective brother-in-law.

D. S. Richardson, ex-secretary of the United States legation in Mexico, delivered a lecture on the southern republic before the Society of Pioneers and told of his trip to the top of Mount Orizaba and the planting of the American flag thereon.

John Smith, who with John Wilson, created such a scene in Judge Wallace's court last Friday, has been convicted on a second charge of robbery, and will be sentenced Monday. The second charge would have been dropped but for his violent conduct.

Catherine Glasheen, as guardian ad litem of her son, William Glasheen, has brought suit to recover $20,000 damages from Dr. M. A. McLaughlin. She alleges that he treated a dislocation of her son's elbow so unskillfully that he is permanently deformed.

Christian Wurst, a German cook, has petitioned the Superior Court to allow him to call himself Christian Waldau. He says his name translated into English means "sausage," and fun-loving friends will persist in giving the English version at all times.

Riley Grannan's successes were the main topic of conversation among horsemen at the track yesterday. The young plunger took about $12,000 out of the ring. The winning horses were Contribution, Ferris Hartman, Captain Rees, Whitestone and Kathleen.

The regular monthly meeting of the executive committee of the Verein Deutsch-Amerikanischer Burger of San Francisco took place at Norman's Hall last night. It was decided that the new charter should be the theme to be debated at the next regular meeting, second Thursday in April.

It will be American night at Mechanics' Pavilion to-night, and the American Concert band will furnish special music for the occasion. Many new and attractive features have been added to the entertainment, among them being illustrated music, Turkish Theater, Mystic Illusions and Royal Marionettes.

Eagle Lodge, Knights of Pythias, is looking for Isam Richardson, who left Eagleville, Mo., on March 19, 1894, bound for California. He was last heard of in Kansas. He is 28 years of age, 5 feet 10 inches in height, weight 180 pounds, dark complexion, blue eyes, black hair, smooth shaven. He is a farmhand by occupation.

ANOTHER BIG SUBSCRIPTION.

FIFTY THOUSAND DOLLARS FROM MILLER & LUX FOR THE VALLEY ROAD.

SURVEYORS GO OUT MONDAY.

IT IS PROBABLE THAT TWO PARTIES WILL TAKE THE FIELD AT ONCE.

When the promoters' committee of the valley road got together yesterday afternoon one of its members stated that if the committee would defer giving out the list of new subscribers for a little while he thought he would be able to report one of such dimensions as would be calculated to arouse a feeling of enthusiasm among the friends of the enterprise.

While the committee did not see fit to comply with this suggestion the anticipated subscription made itself apparent just the same. A short telephone message from John T. Doyle told the story. It was as follows:

Miller and Lux have signed papers to subscribe $50,000 to the valley road.

Just at this juncture, when large subscriptions are not as frequent as the committee would wish, this one mentioned was particularly timely and indicated, as one of the directors said, that there were many of the moneyed men of San Francisco who would yet come to the front if they were only given the necessary time to consider the proposition in all of its phases.

There are still a number of corporations, firms and individuals who have signified their intention to take stock in the road, but who have been prevented, by one reason and another, from so doing, but the progress still being made is of a nature which gives the projectors of the road much encouragement.

President Spreckels is one of those who is not concerning himself very much at present about the money.

"We will raise all we need," he confidently asserted yesterday as he hurried into the new offices of the company to give some directions about their completion.

The subscriptions announced yesterday and the total list received up to date are as follows:

Miller & Lux	$50,000
John Pforr	500
Jacob Hyman	500
W. W. Montague & Co	5,000
A. B. Patrick	1,000
Mrs. Rosa Vogelsdorff	300
Mose Gunst	1,000
Thomas G. Taylor	1,000
Page & Falch	800
William Nicol	500
Mary Ann Mercer	1,000
Joe Poheim	500
Emile Ganier	1,000
Charles A. Blank	500
Sing Fat & Co	500
P. Roscoe McNulty	500
Kohlberg, Strauss & Frohman	500
A Subscriber	500
James P. Dunne	100
Greenburg & Greenburg	500
M. Lewis	1,000
J. H. Stein & Co	200
W. K. Vickery	200
Graham Decorative Art Co	200
A Subscriber	1,000
George C. Brooke	100
Alex Mackay & Co	200
Albion Lumber Company	2,000
Thomas G. Coghill	500
James Simpson	500
David Koegel	100
A. Meyer	100
William H. Brick	500
Braunschweiger & Co	2,000
Stockholder Humboldt Savings and Loan Society	4,200
Adolph Bogken	1,000
Total	$80,000
Previously reported	2,395,800
Grand total	$2,475,800

"We have more than enough subscribed to carry the total above $2,500,000," said Vice-President Whittier, "but the names of some of the subscribers have not yet been reported, so we can't give them out."

Henry Miller, who was one of the parties to the splendid subscription of $50,000 made yesterday, was seen in his office in the afternoon, and expressed himself as heartily in favor of the new road.

"It doesn't matter to me where it starts from nor where it goes," said he, "so we get a road from under the control of a corporation which has no sympathy for us. We consider that our house has helped to build up this monopoly, and the only prospect now left is to get a competing road leading in some direction.

"It is very humiliating, this position in which the business men of San Francisco have been placed. We intend to give this $50,000 not from any particular county but from our main office here. We believe that sum is a fair proportion of the obligation for our firm to assume."

Mr. Miller said that he was well pleased with the concession secured from the State, but was sorry to see that only three Senators from this vicinity had proven loyal to the interests of the city.

It is probable that at least one surveying party will take the field Monday, either on this or the opposite side of the bay. Chief Engineer Storey said yesterday that he thought two parties would take up the work. He is only awaiting instructions from the board, and that body is likely to take action as soon as Attorney Preston and John D. Spreckels return from Sacramento.

A plan is on foot, it is said, to turn over the assets of the San Francisco and Great Salt Lake Railway to the valley road, and the maps, moneys, profiles, etc., are already in the possession of Engineer Storey.

About $40,000 was raised by this corporation and expended in making a survey and a tract of land was also purchased at Martinez in order to secure access to deep water. The survey extends through the Sacramento Valley and the Beckwith Pass, and it may prove useful in the event of future extensions of the new road.

HENRY MILLER, SURVIVING PARTNER OF MILLER & LUX.
[*Drawn by a "Call" artist from a photograph.*]

WHY A WEDDING WAS DELAYED.

La Grippe Attacked Both the Intended Bride and Groom.

A singular case of misfortune has overtaken a young lady and gentleman who arrived in this city on the 4th inst. and registered at the Cosmopolitan Hotel under the names of Patrick Fahey and Miss Annie Hammill of Sonora, Tuolumne County.

After a courtship of seven years they came here to be married by the Rev. Father Lynch of St. James Church. The proprietor of the hotel, who is a brother-in-law of the intended groom, together with his good wife, began to make arrangements for the marriage of the young lady and her affianced when suddenly the bride-elect was stricken with the grip. She was almost on the point of death for three days, but medical aid brought her around and on the fourth day her friends thought that she was in sufficient health to go to the altar. Unfortunately the watching and anxiety of the would-be groom proved too much for him and he was also attacked with the grip. Yesterday he was pronounced out of danger and the day of the wedding will be set for some time next week.

Mr. Fahey is a well-known cattleman of Tuolumne County and his intended bride is a resident of Sonora. Their many friends will learn for the first time why the wedding did not take place at the date announced when they left home.

HEAVY DRY GOODS FAILURE.

The Philip Kennedy Company Turned Over to Creditors.

Financial embarrassment has overtaken the Phillip Kennedy Dry Goods Company, and the business has been turned over to the management of the firm's creditors. The liabilities are footed up to about $40,000. There is a large balance still due on notes amounting to $35,000 which were indorsed by J. J. McDade and Mathew Nunan, which balance the sureties will now be called upon to pay.

A complete schedule of assets and liabilities has not yet been made, but it is thought that there will be nothing left for the creditors except the dimished stock now on hand.

The crash came when the wholesalers refused to fill any more orders unless accompanied by the cash equivalent. Then a demand was made upon the sureties on the notes for a large amount, and these gentlemen immediately took possession of the store on the strength of the notes they had indorsed for Mrs. Kennedy. The agreement under which the notes were indorsed was to the effect that they should be paid off at the rate of $2000 a month, which was not done. The notes were held by Murphy, Grant & Co.

YERBA BUENA ENTERTAINS.

THE LODGE AND ITS FRIENDS MAKE MERRY AT ODD FELLOWS' HALL.

AN EXCELLENT PROGRAMME OF SONGS AND SPEECHES FOLLOWED BY DANCING.

Yerba Buena Lodge No. 15, I. O. O. F., entertained its friends last night at the fraternity's hall, Seventh and Market streets.

The occasion was one of great rejoicing, the only drawback being that the seating capacity was insufficient.

The following programme was rendered in a manner that met with enthusiastic approval: Organ voluntary, J. C. Howe; overture, "Caliph of Bagdad," juvenile orchestra of Mefret's Institute; recitation, selection, Miss G. H. Cahalin; vocal solo, selection, Miss Della Delano; fancy dance, Miss Sadie Smithson; piano duet, Miss Gussie Menke and Mrs. E. C. Merritt; recitation, Miss Edith Wellington; barytone solo, Edward C. Boysen; specialties, J. Bockman; denticon solo, S. Thors; remarks, W. H. Barnes, P. G. M.

Worthy of special mention was the performance of the juvenile orchestra, which was encored three times. Proficiency was manifested in almost every number of the programme.

One feature of the entertainment that figured largely to its success was the humorous address made by J. S. Swan, who for half an hour kept the audience convulsed with merriment.

After the programme had been rendered the hall was cleared of chairs and dancing was indulged in until midnight.

Among the ladies and gentlemen present were:

U. S. G. Clifford, noble grand, and wife; Frank S. Worth, past grand, and wife; B. F. Wellington, secretary; George Able; Charles A. Wisewell; Judge Louderback; Reuben H. Lloyd; E. Schwerin Jr.; F. J. Smithson, vice-grand; E. G. Harrison, corresponding secretary; Thomas B. Upton; John A. Foster and wife; John Hutton and wife and Miss Tillie and Sophia Hutton; F. B. Voorhies; Silas Heywood; Captain John Williams; Louis Louderback; John Reed and wife; Miss M. Able; Mrs. Steve Ericson; Mrs. B. Yank; Mrs. F. D. Worth; X. Mefret; C. O. Poole, Robert Dross and wife, C. W. Boyd, Mr. and Mrs. E. H. Dettmer, Thomas S. Hoin, Mrs. Charles A. Wisewell, Mr. and Mrs. Henry Libbing and Miss Nettie Libbing, H. Perry, Mrs. B. F. Wellington and Miss Edith Wellington, Miss Nettie Cox, Mrs. B. A. Prindle and Miss Susie Prindle, Miss Emma McManus, Mr. and Mrs. J. C. Donohue, Miss Eveline Reed, Mr. H. F. Secor, Mrs. L. D. Frichette, Harry C. Able, Mrs. Henry Monrad, Mrs. L. G. Sresovich, Mr. and Mrs. J. E. Barton, Miss Jessie Kilgariff, Miss Mamie Huggins, Mr. and Mrs. Antone Laumeister, A. D. Cheshire, Mr. and Mrs. Daniel Burns, Mr. and Mrs. W. A. Zollner, W. M. Lane, James H. Duncan, D. Patrick, Mr. and Mrs. P. F. Augonnet of Sausalito, Robert B. Taylor.

"CHINA BASIN IS THE PLACE."

WHAT PROMINENT CITIZENS SAY OF THE VALLEY ROAD TERMINAL.

LET THE WORK BEGIN SOON.

A SUGGESTION THAT ONLY CALIFORNIA LABOR BE EMPLOYED IN CONSTRUCTION.

The clang of the hammer that drives the first spike in the valley railroad will arouse an echo that will be heard throughout the State. It will be one that the people generally will hail with rejoicing, for while heralding the beginning of a new and noble enterprise, it will also be the death-knell of railroad monopoly through our mountains and valleys.

Now that the grand obstacle has been overcome, the main question for San Francisco to consider is the terminal.

From interviews made by CALL representives yesterday, the consensus of opinion was favorable to China Basin as an advantageous point. The cogent reasons are given by leading representatives of all the industries of the State. If it were put to a vote the basin would win by a large majority.

Relative to the construction of the road, those who know most about it say that there are laborers enough in the State already to do the work, and that it would be bad policy to invite an influx of men from the East with the expectation of getting employment.

From the following interviews it will be seen that the matter has been thoroughly discussed in all its phases.

O. F. von Rhein of O. F. von Rhein & Co., 513 California street, real estate, said:

I think the railroad should be a San Francisco enterprise, and that its terminal should be in San Francisco. That is about all that I would care to say about the matter at the present time.

C. C. Bemis, real estate, 324 Montgomery street, said:

If we get the China Basin as the terminal point for the road we have got the cream of the whole business. As it lies between Second and Fourth streets it is convenient in every particular. Of course the company will have to build bridges and make the proper extensions, which will cost money; but there is plenty of rock on Rincon Hill easy of access with which to do that at a minimum cost. It will give the company an opportunity to land their freight as cheaply as though the road went to San Jose, Oakland or Alameda. That part of it would make no difference to San Francisco. That location, in my opinion, is the key to the situation for us and will place us on equal terms with the Southern Pacific Company. It is indefinitely superior to any landing that might be had at North Beach or anywhere else on this side of the bay. It will also give equal facilities for using the Lombard-street dock and the union railroad, as well as in crossing the bay. At the present time I could not guess whether the road is going to San Jose from the basin or across the bay.

Behrend Joost, the president of the San Francisco and San Mateo Electric Railroad Company, said:

I have no hesitancy in giving my opinion of the matter, from the simple fact that I have interests sufficient to entitle me to speak. Those interests, I know, are in common with the interests of the people of the State at large. The geographical position, as it were, of the China Basin renders it the most available locality for the terminus of the new road. It is close to Mission Creek and deep water, and is sheltered from the heavy northern storms of the winter. At that point American and foreign ships could take grain directly from the cars and thus save the expense of a double handling. It would also be a handy landing from San Mateo or San Jose. The road itself will not be only a San Joaquin Valley road, but a road for San Mateo, Santa Clara and Santa Cruz counties. I believe in the greatest good to the greatest number. My interests, of course, are in San Francisco and San Mateo counties, but I believe that I am unselfish in what I am saying. In speaking of the benefits along the line, I refer to what may be done in branch lines or feeders. These feeders I would propose to be composed of a series of electric lines, that would run by the house of nearly every farmer, conveying produce and passengers to the main line. The motive power would be cheaper than steam and the system would save hauling and develop the country rapidly.

Alexander T. Vogelsang, attorney-at-law in the Mills building, said:

The workshops and freight terminal of the new road will have to be south of Channel street, of course, but the passenger traffic must be handled from the foot of Market street. How will it get there? Why they cannot stop it. The public will demand it, that's all. If passengers are landed south of Market street the people will have to ride into town on the street cars of the Southern Pacific Company, and that will never do. But I desire to say right here that by all means I want the road to go through Stockton.

Frederick Kaufman, grocer and real estate man at the southeast corner of Mission and Fifth streets, said:

My interests are at both ends of the road, you might say; that is to say, in this city and Fresno. I am so glad that we are going to have the road that I never thought of terminals until I saw the map in the CALL this morning. That convinced me that China Basin was far and beyond anything else that could be suggested. I am looking forward to an era of prosperity now which has never before visited the people of this State. This road is simply a part of the grand forward movement, and I only hope that no mistake will be made in the beginning of this enterprise.

James B. Allen, the hatter, who came very near defeating McGlynn for City Recorder, said:

As long as the road gets in San Francisco it suits me. The competing proposition is what we want. It would certainly make a great difference to me in freights.

M. McGlynn, president of the Labor Council, said:

The construction of the road would give labor to the unemployed, and that is what pleases me most. The working classes say: "Let us have the road." They are the workers, as well as the voters, and why should not their interests be subserved as well as others?

Robert Trewin, the steward of the Receiving Hospital, was one of the first men to pitch a tent at the present site of Fresno during the building of the Southern Pacific from Merced south. He was employed as a carpenter, but afterward located at Bakersfield, and was the originator of the Pioneer canal, now known as the Carr & Haggin irrigating ditch. He says:

I believe the new road will be a good thing for the State and San Francisco. I lived a number of years in the San Joaquin Valley and I know the facilities of that section. They are practically undeveloped, but the new road will do it. It looks to me, but of course I am not a railroad man, as though the line proposed would be built down through San Mateo, Santa Clara and San Benito counties and reach the valley through Pacheco Pass. In this way it could secure connection with the Monterey and Fresno road, which might, under the circumstances, become a branch of the valley road. About the terminal? Well, I don't know. It will be a good thing for San Francisco and the State, but just whether those lands should be given or leased by the Legislature I cannot say.

W. W. Jones, manager of the Fruit Auction Company at Battery and Jackson streets, said:

I have been a civil engineer a good portion of my life and consequently favor railroad building. I believe railroads should have all the facilities they require for terminals. I think the valley road will benefit the State at large and San Francisco in particular, but as to the giving or leasing of the lands for a terminal I am not prepared to speak as I have not given the matter sufficient thought to warrant an expression.

Frank Dalton of Dalton Bros., commission men, who was prominently spoken of as a likely appointee for Harbor Commissioner and who is an ex-president of the Produce Exchange, said:

I believe it is a good thing to have competition in every line of business. The leasing or granting of State lands to a railroad is a stimulant for competition. Every new road we get here, whether through State grants of terminals or not, helps to build up the State and city. That is what we need, but at the same time the fact should be considered that the labor of the State should be put to work and this is one way in which it could be done. We have enough of unemployed here to do the work and I hope they will get it.

Thomas Cazneau, who has heard more complaints of theatrical and traveling men about California only having one railroad, than any other man in the city, says:

The valley road is a good thing both for the State and city. While some people may think the granting of terminal facilities at China Basin to the new road involves selfish motives, I cannot overlook the fact that California is big enough to have, and ought to have, four or five railroads, and too much cannot be given by the State to bring this about. Every time such a proposition is considered it helps San Francisco and the State to the extent that it stirs up public sentiment and relegates siluri-anism to where it belongs. Let us have the Valley road, and as many more as the State can accommodate.

F. W. Dohrmann, president of the Merchants' Association, is in hearty sympathy with the road and is happy over the fact that the Legislature took the position it did in granting the tide lands of China Basin to the road. He said:

I am glad the Legislature took the stand it did and gave the road a terminal. There is one thing I would like to see, and that is that the work of construction be given to people who have lived in California for six months and not less. We have enough people here out of work to build the road, but just as soon as word goes forth that the road is to be built there will be a rush for California of other unemployed labor. This should be counteracted at once. The road itself will not mean an immedeate relief of the present financial stringency, but will be a wheel within a wheel, which will have a tendency to bring about better times. Let us have the road by all means.

Charles Stepps, president of the Alma Mining Company, said:

The giving of the China basin tide lands to the valley road by the Legislature seems to meet with favor. I know that I am satisfied, for it is a good thing for the State and San Francisco. We need roads here and that is the way to get them.

Joseph King, Supervisor of the First Ward, says:

While I believe the road a good thing for the city and State, I am opposed to the donating of anything belonging to the people to a corporation. China Basin belongs to the people, and I do not see that the Legislature had any right to lease or give that land to any one. As far as the road is concerned it will be a good thing for the city, and also the State, but I do not like to see the people's property given away like that.

"AMOS HOWE" IS COMING.

A TYPICAL CALAVERAS FARMER WILL APPEAR IN BRUSIE'S NEW PLAY.

TO BE PRESENTED TO LOCAL THEATER-GOERS NEXT MONDAY EVENING.

Next Monday evening a type of an old-fashioned, big-hearted farmer from Calaveras County, "with a little bunch of whiskers on his chin," will for the first time be shown to a San Francisco audience at Morosco's Grand Opera-house. Amos Howe is the name of the granger, and Frank W. Bacon, a young San Josean, will interpret his part and eventually straighten out all the complications and troubles in the play of "The Estate of Hannibal Howe."

Frank W. Bacon, the Effective Young Actor.
[*From a photograph.*]

The piece is a four-act comedy-drama by Judson C. Brusie, a member of the present Assembly from Sacramento, and is the second dramatic effort of the young statesman. Some two years ago, during idle hours, he wrote a play which he called "The Assemblyman" and in it tried to teach a political lesson. The hero was a political boss, who, strange to say, had no vices and was endowed with virtues galore. He produced the piece in his native city, himself appearing in the role of the reformer. It ran for a week and. Brusie's aspirations as a playwright were somewhat chilled, but one bit in it made him decide to keep on persevering as a dramatist.

One small character in it, Silas Mulford, is taken from actual life, and though one that the dramatist had not considered of much importance it made the hit of the piece. Mulford was patterned upon an old farmer whom he had known intimately when a boy. So Brusie sat down and wrote a play with the farmer as a central figure, and on its production by a local stock company last January the play-goers of the capital city gave it a pronounced stamp of approval.

Bacon, who was for some years a newspaperman in San Jose, Mountain View, Mayfield and Napa, seemed to have been molded for the part, and in the language of an enthusiastic critic, "scored the success of his career. He has given an individuality and strong new flavor to the part of the humane, impulsive, loving old farmer that is artistic work in the highest sense. He has to deal with a part easily made ridiculous, but he carefully avoids going too far."

Some of the old man's experiences with the Salvation Army are novel and touching. For instance, when he meets "Lieutenant Good," who will, by the way, be played by the ex-Rev. Mr. Harris, and sees him trying to take a drunken man home, he has a long and interesting talk with the lieutenant, and finally aids him to take the inebriated one to a place of rest.

Ocean Steamer Passengers.

The Oceanic steamship Arawa, which arrived from Sydney yesterday, brought the following passengers: Sydney—Robert Chamberlain, J. L. Jansonius, James Harpes, Mrs. C. W. Graham, Mrs. Kimberley, G. Van Notton, Captain and Mrs. Yogren, Henry Farley, Mrs. Riley, Dr. J. Barr, D. Kingsley, J. E. Waller, Thomas Thompson, Dr. A. W. Monverie, Mrs. W. Cabecena, Mrs. F. W. Elliott, E. Gaillet, Douglas Ford, Fathers Kiely, O'Brien, Macy, O'Shea and Coleman. Auckland—A. P. Dryden, R. Lechner, W. G. Innes, Mrs. Alice J. Botties, Mrs. Frances Hamilton, Archibald Fraser, A. H. Van Brunt, Thomas R. Jones, Charles Palliser, H. Marquiret, R. Sturdy, E. H. Kertland and wife, Howard R. Simpson and wife, W. C. Sisley, Mrs. M. Pullan and child. Samoa—John Blacklock. Honolulu—P. G. Camarinos, C. W. Ashford, Miss H. J. Dickson, D. C. Portius, Mrs. H. M. Van Holt, Mrs. Van Holt, Mrs. J. H. Chapin, F. G. Fischer and wife, C. R. Richardson, L. Perin, W. A. Kenny, Charles Supe, Mrs. R. J. Lellie, Mrs. Anna Kullak, Mr. and Mrs. Summers, Count von Platen, and eighty in the steerage.

The passengers from New York and Panama by the Colima, which came in yesterday, were: H. B. McKee, R. W. McKee, Mrs. Bentzen and two children, Rafael de Moro, S. Hawley, S. Maquival, Mrs J. L. Carpenter, and thirty-one persons in the steerage.

MONEY burns the pocket to buy the Almighty-dollar Cigar.

WRECK OF THE BARK RIDGWAY.

SUFFERING OF THE CREW OF AN AMERICAN VESSEL DURING A GALE.

A HEROINE OF THE OCEAN.

BRAVE MRS. SJOGREN WATCHED THE WOUNDED FOR THREE DAYS AND NIGHTS.

Among the passengers of the steamer Arawa, which arrived from Sydney yesterday morning were Captain N. P. Sjogren, his wife and four seamen, comprising the survivors of the bark Ridgway, now a dismantled wreck lying at the mercy of wind and tide on the rocks of Bellona Reef.

In the terrible experiences which preceded and followed the abandonment of the vessel Mrs. Sjogren, a pleasant little woman whose clear eyes denote a courageous spirit, proved herself a true heroine.

The Sarah E. Ridgway, a bark af 829 tons burden, owned by J. Ridgway & Sons of Philadelphia and flying the American colors, left Newcastle on January 10 bound for Singapore with a cargo of coal. On January 25 she struck the path of a terrible storm and was forced to heave to for several hours. That afternoon the gale raged with great violence and carried away the goosewing, the lower maintopsail and the foretopsail, leaving the ill-fated bark scudding along under bare poles, the sea breaking over her decks.

The next day the wind blew still fiercer and the heavy seas tore away the mainsail, wrecked the pilot-house and drenched the cabins. Both hatches were swept away and the water poured into the hold. Captain Sjogren called to Olsen, the ship's carpenter, to come aft and secure a covering for the main hatch. Olsen attempted to obey orders, but just as he reached the mainmast a mighty wave washed him overboard. The skipper seized a halyard and threw it toward the drowning carpenter, but it failed to reach him. A moment later another comber swept Henry Barley, a seaman, to his death. An effort to save him was alike unavailing.

The hurricane increased in violence, and, owing to the rolling of the bark, orders were given to cut away the fore and main topmasts. The sailors bravely responded. Soon the topmasts fell, and, dragging the mizzen topmast down, carried away the bowsprit. The rigging of the foretopmast struck a sailor named Olstrup, breaking his leg and rolling him into the scuppers. As he lay there bleeding, brave Mrs. Sjogren and two of the crew went to his rescue. It was dangerous even to be about the decks, but this did not deter the woman from helping the men carry the wounded man to the cabin. There she did all she could possibly do to ease his sufferings.

The sea soon claimed another victim. The mass of rigging impeded the work of the seamen, and while the crew were endeavoring to cut some of it away the water rolled over the port rail and carried a seaman with it. Like his mates Albert Schroeder died within reach of the life-saving line, which the elements prevented him from grasping. The survivors were appalled, but continued their work almost without hope.

The third day the gale died away for a few hours, but the sea still ran very high. In the afternoon a cyclone even worse than the storm they had gone through sprang up. While the crew took to the pumps and worked like beavers, Captain Sjogren tried to keep the vessel headed to the windward, but with little success.

In the cabin Mrs. Sjogren was trying to soothe the unfortunate Olstrup. The pitching and rolling of the vessel made it hard for her to keep her feet, but she steadied herself as best she could and bravely continued her self-appointed task.

The fifth day the storm moderated and a jury mast was rigged. By this time the bark was close on to Bellona Reef, and as the water was pouring into the hold, threatening to sink the vessel at any moment, it was decided to abandon her. Two boats were lowered. The injured Olstrup and another disabled sailor were placed in the one in charge of the captain. Mrs. Sjogren at once installed herself as nurse, and during the three days that they were adrift on the sea she kept a ceaseless vigil over the wounded.

At last the two boats reached Lady Elliott Island, where a landing was effected. There the survivors were taken care of by hospitable people, who gave them accommodations until they took passage for Sydney, at which port they boarded the Arawa for this city.

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