



THE PACIFIC COAST.

The Tug Velos Dashes on a Reef and Sinks Near Victoria.

FIVE OF THE CREW LOST.

Two of the Men Try to Swim Ashore, but Are Battered on the Rocks.

NARROW ESCAPE OF LABORERS.

The Prevalence of a Fierce Gale Rendered the Vessel Unmanageable.

VICTORIA, B. C., March 23.—The tug Velos, bound for the stone quarries at Nelson and Hadington islands, was driven ashore on Trial Island during a gale last night, and is a total wreck. Five men were drowned. Their names were: FREDERICK ADAMS, a well-known contractor who is building the Capitol here, aged 55 and married. ARTHUR BOWERS, chief engineer, aged 30; single. ROBERT SMITH, cook, aged 50; single. FRANK DUNCAN, deckhand, aged 20; single. WILLIAM LAW, fireman, aged 30; married.

The first four were drowned and the last named died from exposure in the rigging. Captain Anderson swam to a reef at midnight and was rescued this morning. The Velos was towing a barge on which were twenty-five laborers, but the barge was fortunately driven ashore on a sandy beach. The men on the barge tried to launch it, but it was smashed. They could hear calls for help for hours.

The Velos was unmanageable or she would not have gone ashore. She had passed Trial Island, and in the southeast gale her heavy tow becoming unmanageable Captain Anderson decided to put back to Victoria. Shortly after he came about the rudder chains parted and the boat could not be handled. She drove ahead a mile before the gale to the reef where she struck.

First Mate Andrew Christiansen and Captain Anderson are the only ones of the crew who escaped. The former managed to jump aboard the barge when the latter ran against the tug. Bowers and Smith attempted to swim ashore, but were dashed to death on the rocks. No one saw Adams and Duncan drown, but it is believed they were washed from the decks.

The wreck occurred within a stone's throw of Oak Bay, a suburb of Victoria, but it was not before it was known here that the wreck had occurred, when the twenty-seven survivors on the barge were rescued. The tug was valued at \$10,000 and was insured.

SAN DIEGO NEWSPAPER WAR.

TWO FACTIONS STRUGGLE FOR THE POSSESSION OF AN OFFICE.

COUP OF THE MCCARTHYS, WHO HOLD THE PLANT BY SHOW OF FORCE.

SAN DIEGO, March 23.—D. O. and J. H. McCarthy to-day resumed possession of the Vidette office on account of non-performance of the terms of the lease, going in early in the morning when only the pressman was about and no violence necessary to effect the purpose.

The paper had been in financial straits, and recently Herr Wagner, the lessee, went to San Francisco, leaving the men in the office to run things. Republican nominees for city offices, headed by Judge W. A. Sloane, candidate for Mayor, had offered to back the paper, but no money was forthcoming.

After losing possession the Sloane element besieged the doors, but was stood off with drawn revolvers. During the melee two men got in the back way and succeeded in breaking the cogwheels in the press and otherwise injuring the machinery, desisting when compelled with revolvers at their heads. Eight arrests were made and a riot narrowly averted. The McCarthys are now in full control.

SANTA BARBARA'S FESTIVAL.

Beautiful Weather Contributes to Aid the Plans for the Fest.

SANTA BARBARA, March 23.—Frequent showers and the renewal of warm, summery weather are all contributing to aid the plans for the forthcoming flower festival and to make it the most brilliant ever seen on this coast.

No one who has not visited Santa Barbara this year can imagine the vast profusion of flowers that are making ready for the festival. While private gardens and all cultivated spots are luxuriant with bloom, the hills round about town are literally garlanded with mountain lilac, wild roses, blossoming clematis and other beautiful shrubs and ferns in great variety, while the delicate lilac of the Brodiaea, or wild onion, which lends itself so readily to decorative purposes, the painter's brush, the wild buttercup, the poppy and other brilliant flowers carpet the lower slopes and the meadow lands.

It has been justly remarked that if Santa Barbara had not a single cultivated garden on which to draw she could this year make a brilliant spectacle of her street pageant by relying wholly upon her wild flowers.

A Lodi Farmer Meets Banko Men. STOCKTON, March 23.—Two banko men last week played an old game on a Lodi farmer, and he was out of \$1500. The farmer is said to have drawn the money from the Lodi Bank to play with the gentlemen who wanted to buy his ranch, but on discovering his loss he succeeded in suppressing the matter.

His desire to prevent a disclosure of his greenness is said to have led him to make no complaint to the officers, and his name is not known to them. The banko men

THE PACIFIC COAST.

Sensational Evidence in a Murder Trial at Los Angeles.

INDIAN ANTONIO'S STORY.

Relates the Confession of Mateo Pa, Who Said He Killed Mrs. Platt.

VENGEANCE LED TO THE DEED.

The Murderer Had Been Refused Money, and Then Plotted and Executed the Crime.

LOS ANGELES, March 23.—If any doubt exists in the minds of jurors sitting in the United States District Court that Mateo Pa on the night of September 20 of last year brutally murdered Mrs. Mary J. Platt, the former teacher of the Pichango reservation, it can only be a mere shadow of distrust. Sensational testimony was produced to-day in the case, which not only clears the mystery surrounding the crime, but also tightens the hold of the law on the surly Indian captives, who is now on trial for his life.

Mateo Pa, Antonio Ashtman and another Indian had been arrested on the charge of having committed the crime, but on Friday United States District Attorney Dennis dismissed the cases against the latter two. This proceeding was looked upon as significant, and the events of to-day proved it to be of particular value to the prosecution.

Antonio Ashtman went on the witness-stand this morning and related the confession of a foul murder made to him by Mateo Pa.

"The day before the fire," he said, "Mrs. Platt had a talk with Pa about going to Perris. Pa wanted money for railroad fare and Mrs. Platt had none to give him. "They had a quarrel and that night the fire occurred. Mateo Pa told me that he had done the work, and threatened to kill me if I betrayed him. I was very much afraid, and did not tell anybody about it at that time."

Pablo Corales was another important witness. He testified that he had overheard Mateo Pa say to Ashtman, "I did the work, but don't say anything about it or I will kill you."

At the close of the case for the Government the defendant's attorney made a motion to discharge the prisoner on the ground that the court had no jurisdiction. The motion was based on technical points of law, and the court promptly denied it. Several other witnesses were then introduced for the defense, and the case was continued until Monday.

The murder of Mrs. Platt was most revolting. The teacher was an old lady, and had spent many years of her life among the semi-civilized tribes of Indians. She lived in a little cottage of her own on Pichango reservation, near the town of Temescal.

"One day several of the tribe came to her and made some unreasonable request, which was denied. Mrs. Platt reasoned with the Indians, but they went away in a dissatisfied mood. At the old lady's cottage Hattie Lewis, the 10-year-old niece of deceased, was staying.

The little girl went to bed as usual on the night following the visit of the Indians, leaving her aunt in the front room reading. After a time she was awakened by the smell of smoke and rushed out of the bedroom. She looked everywhere for her aunt and failing to find her ran out into the yard.

As she passed through the kitchen she saw a large pile of fagots in the center of the floor, but did not stop to examine the place. The house was then enveloped in flames. Mrs. Platt was never again seen alive. A search was made through the debris after the fire, and in the place where Hattie had seen the fagots piled on the floor were found pieces of charred and broken bones, which were undoubtedly those of the reservation teacher.

The skull looked as though it had been crushed with some hard instrument and the finding of rough rock near by showed conclusively that a Finnish murder had first been committed and that the body had then been consigned to the flames.

ROUNDING UP CRIMINALS.

The Police Are Thinning Out the Ranks of the Thieves.

LOS ANGELES, March 23.—Charles Hennessy was this afternoon arrested in a poolroom on a charge of burglary. He is a telegraph operator lately arrived from San Francisco.

He is accused of entering the room of J. W. Woodward in a First-street lodging-house and stealing an overcoat, guitar and revolver. The guitar was found in a pawnshop by detectives. The description of the man who pawned it fitted Hennessy and he was arrested.

He admits that he pawned the guitar but says he did not steal it. The overcoat and revolver were not recovered, but Hennessy is believed to be guilty.

A Deputy United States Marshal to-day arrested a colored man named Ewing, wanted at Fresno for embezzlement. Ewing was found at a colored club having a good time with friends. He formerly lived here. The officer started north with his prisoner to-night.

The police are rounding up suspicious characters who are flocking to the city to rob and steal during La Fiesta. The detectives to-night arrested five youths from 13 to 16 years old, who they say are young pickpockets just arrived from San Francisco and Oakland. They will be kept locked up till after La Fiesta.

STREETCAR LINES TRANSFER.

San Francisco Capitalists Assume Charge of the Consolidated Roads.

LOS ANGELES, March 23.—The Los Angeles Consolidated Railway Company went out of existence to-night at midnight, giving place to the Los Angeles Railway Company, of which Morris Trumbull has been appointed acting general manager.

Well known business men of San Francisco are at the head of the new company. They are: Thomas Brown, Lovell White, George Stone, A. H. Payson and

THE PACIFIC COAST.

Discussing the Lease of Water Front to the Valley Road.

TEXT OF THE DOCUMENT.

The Harbor Commissioners Satisfied With the Terms of the Contract.

GOV. BUDD'S AMENDMENTS.

The New Railroad Company's Representatives Meet the State Officials at Sacramento.

SACRAMENTO, March 23.—An important conference was held in the Governor's office this afternoon, resulting in a favorable decision as to the lease of the proposed depot site for the San Joaquin Valley Railroad. The lease will be granted. Harbor Commissioners Cole, Chadbourne and Bassett stated that they had not the slightest objection to offer to the signing of the document, and President Colon, although he has not as yet qualified, says he believes the lease to be perfectly fair and just. Governor Budd said he would consider the document, as he desires to thoroughly examine all the provisions and convince himself that it is fair in all its clauses to all the parties interested.

Shortly after 12 o'clock to-day John D. Spreckels, Mayor Suro of San Francisco, Harbor Commissioners Cole, Bassett and Chadbourne, Attorney Preston, Engineer Holmes of the State Harbor Commission and others entered the Governor's office and were cordially received by the executive. The map of the proposed depot site, as portrayed in this morning's CALL, was produced and spread upon the table and a general discussion of its merits was entered upon. After reading the description of the boundary lines of the desired tract Governor Budd inquired if it would not be necessary within the next fifty years, owing to the growth of the city's commerce, to widen Channel street at the intersection of Kentucky. Engineer Holmes replied that such would probably be the case.

The Governor replied: "Then I would suggest taking fifty feet off the east end of the proposed reservation in China Basin, for we must look to the future. I want to arrange this so as to make it possible to widen Channel street, making it at least 200 feet from the east to the west line of that thoroughfare."

Engineer Holmes stated that it could be accomplished by cutting off a small corner, and Attorney Preston suggested that nothing be taken off, but that a proviso be inserted in the document that, whenever it should be considered advisable to widen Channel street, the railroad company should vacate whatever space became necessary to accomplish that object.

Governor Budd said he believed that would be satisfactory and Attorney Preston was requested to read the draft of the proposed lease. Before doing so the gentleman explained that the document had been drawn in a hurried manner and was the original draft and that it was more than probable that several alterations would become necessary. He offered this explanation in advance to forestall any erroneous idea that might be formed, that the company he represented desired anything that was not perfectly just and reasonable. If the document embodied any errors they were to be attributed to him personally and were purely unintentional. He then read the draft of the lease, which is as follows:

This indenture, made this day of A. D. 1895, by and between Daniel T. Cole, F. S. Chadbourne and E. L. Colton, constituting the Board of State Harbor Commissioners, together with James B. Suro, Governor of the State of California, and Adolph Suro, Mayor of the City and County of San Francisco, ex-officio members of said board and constituting a part of said board for the purposes of this lease, which is required by the provisions of an act of the Legislature of the State of California, hereinafter particularly mentioned, the party of the first part, and the San Francisco and San Joaquin Valley Railroad Company, a corporation duly organized and existing under the laws of the State of California, the party of the second part, witnesses:

That whereas by virtue of the provisions of an act of the Legislature of the State of California, entitled an act to amend an act entitled an act to amend an act entitled an act concerning the water front of the city and county of San Francisco, approved March 15, 1878, and to confer further powers upon the Board of State Harbor Commissioners, approved March 17, 1880, approved March 19, 1889, conferring further powers upon the said board, approved March 1, 1895, the State Board of Harbor Commissioners, together with the Governor of the State of California and the Mayor of the city and county of San Francisco, constituted members thereof for the purposes of said act and this lease, were empowered to lease for a period not exceeding fifty years, and not exceeding \$1000 per annum, to any railroad corporation incorporated in this State, and not having at the date of the passage of this act any terminal facilities in the city and county of San Francisco, any land belonging to the State, which is required for said purposes, which lies adjacent or contiguous to any public street or streets designated upon the official map of the city and county of San Francisco, and

Whereas the party of the second part hereto is a railroad corporation incorporated in this State and does not have now and did not have at the date of the passage of this act any terminal facilities from the city and county of San Francisco; and

Whereas the tract of land hereinafter particularly described is the property of the State of California and, in the judgment of said Board of State Harbor Commissioners, is a proper, fit and necessary location for the terminal of said railroad corporation; and

Whereas, at a meeting of said Board of State Harbor Commissioners, held at the office of said board pursuant to notice, the said board, including the said Governor and the said Mayor, did, by a resolution regularly adopted, decide to lease to said San Francisco and San Joaquin Valley Railroad Company, for the term of fifty years, at a rental of \$1000 per annum, the whole of the land hereinafter described for the purposes aforesaid, and that a proper lease thereof be executed to said corporation;

Now, therefore, this indenture witnesseth that the said party of the first part as the Board of State Harbor Commissioners does by these presents lease, devise and let unto the said party of the second part all that certain

piece or parcel of land situated within the city and county of San Francisco, State of California, more particularly described as follows: Commencing at the intersection of the south line of Channel street with the street extending north from Kentucky street (Kentucky street being 80 feet in width); thence east at right angles with the said line of Kentucky street to the inner line of the seawall and thence north easterly through by act of Legislature March 15, 1878; thence southerly along said line of the seawall to the thoroughfare to the northerly line of Fourth street (Fourth street being eighty feet in width); thence northwesterly along said northerly line of Fourth street to the westerly line of Kentucky street; thence north along said line of Kentucky street to the point of beginning, containing twenty-four and one-quarter (24 1/4) acres of land, more or less, which said parcel lies adjacent to two or more public streets designated upon the official map of the city and county of San Francisco, for the term of fifty (50) years from the day of March, 1895, until the day of March, 1945, at the yearly rent or sum of \$1000, payable in gold coin of the United States of America yearly in advance on the day of March of each year during said term.

It is further agreed that if any rent shall be due and unpaid, or if default shall be made in any of the covenants herein contained, it shall be lawful for said party of the first part to re-enter said premises and remove all persons therefrom, and the said party of the second part hereby covenant, promise and agree to pay the said party of the first part in the manner hereinbefore specified, and that at the expiration of said term the said party of the second part will quit and surrender the said premises in as good state and condition as reasonable use and wear thereof will permit. All covenants, conditions and promises made by said party upon said land herein demised shall revert to and become the property of the State of California upon the expiration or termination of this lease.

The lease shall not be assigned, and is made subject to and expressly upon the condition that the said corporation, the party of the second part, shall proceed within six (6) months within the date hereof to improve said premises as and for the use for which this land is demised, to wit: For the terminal purposes of said railroad, and shall proceed thereafter with reasonable diligence to construct such improvements, and in the event of failure to improve the same or some part thereof within said six (6) months this lease shall cease and determine and become absolutely null and void.

Provided, further, that nothing herein contained shall be construed to affect the rights of the people of the State of California or of the Board of State Harbor Commissioners from collecting wharfage, dockage and tolls and in the general rates and charges established by said board at any seawall, pier, slip or wharf constructed in or about said demised premises by said Board of State Harbor Commissioners.

Provided further, that the said demised premises shall be used solely for the purposes of the railroad and charges established by said Board of State Harbor Commissioners, and for no other purpose whatever.

And provided further, that should Channel street be widened at any time and it become necessary that any portion of the demised premises described herein should be used for other purposes, such portion of said premises shall be hereinafter expressly excepted from the operations of this lease.

At the conclusion of the reading of the document Governor Budd suggested that two immediate alterations be made. One was that the date of the period of the expiration of the lease be changed from 2045 to 1945.

Attorney Preston explained that it was a clerical error that such is the case, and he rejoined the Governor. "I did not suppose it was an attempt to get a lease for 150 years, although I am discovering 'bugs' in a great many bills at the present time."

Mr. Spreckels explained that railroading was a new business to him, and he personally desired to have nothing but what was open and above board and what would bear the light of investigation.

"I understand that fully," replied Governor Budd, "and do not wish to condemn the lease. I was joking." Then he added facetiously, "Did you think I considered that you might be getting worse than the Central Pacific?"

Mr. Spreckels smilingly rejoined that no one could tell what one would develop into after they had been mixed up in railroad business for a time.

The other correction that the Governor considered necessary was the annulling of the word "appurtenances" in connection with that clause of the document referring to the decision of the Board of Harbor Commissioners to effect the lease of the land and appurtenances to the company.

"The only visible appurtenances are the streets, and we don't want to give the applicant the control of the public thoroughfares," said the Governor.

After a rapid computation of distances Governor Budd stated that he found that the projected improvements instead of detracting from the city's revenues would give an additional stretch of water front to the city and increase the amount yearly collected for wharfage, dockage, etc.

"I have heard a great outcry of late that the granting of this terminal site meant a steal or grab of the city's water front," said Governor Budd. "Now, I don't see anything in this document that indicates any desire on the part of this new company to compass any grab of the city's water front. On the contrary, they do not ask for such privileges. They increase materially, by their projected improvements, the present frontage. How much water front will San Francisco gain by the operation?" he concluded, turning to Engineer Holmes.

"Just about 300 feet," answered Holmes.

President Colon then requested to be informed as to the probable cost that would accrue to make the property available for shipping.

"If you mean the cost of building a seawall, fully \$1,000,000," answered Engineer Holmes, "but the company would be obliged to erect a retaining wall so that the work of filling in could be accomplished. This would cost \$78,000 and it is probable that they could enter into a combination with the State and build a seawall, and in this way lighten the expense to both parties."

"That is a subject that must be left to the Harbor Commissioners," interposed Governor Budd. "What would be the cost of erecting a wharf?"

"The amount of wharf needed is 2400 running feet, and will cost \$48,000," answered Holmes.

Mayor Suro of San Francisco then addressed the Governor and requested the insertion in the document of a proviso to the effect that the lease of terminal facilities become null and void if the road enter in coalition with any other road, and that if ever it became other than a competing road the lease be rescinded.

"You don't mean any other road, Mayor?" suggested the Governor. "You mean any competing roads. In my opinion it would be a good thing to connect with some road having an Eastern terminus, and I predict that such a connection will be applied for by a transcontinental line as soon as 200 feet of rails are laid."

"I am heartily in favor of this enter-

THE PACIFIC COAST.

A Madera Outlaw's Bold Run for Liberty at Reedley.

ESCAPES HIS PURSUERS.

Swims Kings River While the Bullets Patter About His Head.

GAINS THE SHORE UNHURT.

The Posse Hopes to Capture the Fugitive as He Is Traveling Barefooted.

FRESNO, March 23.—James Lawson, the would-be wife-murderer and outlaw, was discovered near Reedley at 5:30 this afternoon by Constable Street of that place and a posse of four men, who opened fire as he ran. Lawson reached Kings River, dove into it and escaped by swimming across amid a shower of bullets.

Lawson broke jail at Madera some weeks ago, and since then he has been in the mountains eluding the officers. About two weeks ago he went to a ranch on Kings River owned by a Swede by the name of Strelow, for whom he worked. Strelow did not know that the man was the outlaw until he himself let the secret out. When the officers heard to-day that Lawson was on the river they went to Strelow's place and found the outlaw at the barn unloading hay from a wagon.

Constable Street was asking Strelow where the outlaw could be found, when Lawson jumped down from the load on the opposite side from which the officer was standing with his revolver and started on a run through an orchard toward the river, which runs only a short distance from Strelow's barn. He had gone about forty rods when his pursuer saw him. The officers followed, firing rapidly as they ran. Before reaching the river Lawson pulled off his shoes so that he could swim more quickly, and then plunged into the stream.

Several times as he swam toward the opposite bank he turned and made fun of the officers, who were firing as rapidly as possible. As nearly as the officers could see their shots did not take effect. Lawson ran up the bank and followed the river for some distance.

The country is flat, but covered with trees, and the desperado dodged from one shelter to another until the officers lost sight of him. The foothills come within four or five miles of the river at that place, and Lawson was evidently trying to get into some of his retreats there. The posse pressed after him, and were confident of overtaking him before he could leave the flat land. Lawson was at a great disadvantage, as he was in his stocking feet, and the surface of the ground is rocky. They thought it likely also that he would try to go to some house to get dry clothing, when they would have an opportunity of overtaking him. They are now in hot pursuit.

Utah Constitutional Convention.

SALT LAKE, Utah, March 23.—The constitutional convention spent most of the afternoon in the discussion of sections 10, 11 and 12 of the report on the preamble and declaration of rights. Section 10, referring to juries, was amended, making the number of men seven on a Grand Jury, and that five of the seven could return an indictment. To-day was the last day that propositions for insertion in the constitution can be received, and next week will probably show some positive results on the work in hand.

San Jose Grangers Approve a Bill.

SAN JOSE, March 23.—At the regular weekly meeting of the San Jose Grange to-day there was an extended discussion on the mutual insurance bill. There was a unanimous expression in favor of the measure, and the secretary was directed to send a dispatch to Governor Budd urging him to sign the bill.

Quakers Are Coming.

LOS ANGELES, March 23.—A large party of Quakers have arrived here from Indiana and more are soon to come from New England. Their presence is due to the fact that the annual Quaker meeting is to be held next week at Whittier, where the first Quaker church in the State has been organized.

Another Davis Contest.

BUTTE, Mont., March 23.—In the District Court here to-day Harriet Sheffield and Henry A. Davis of New York filed a contest of the alleged will of the late A. J. Davis, millionaire banker, who died here a few years ago. The contestants are the children of Asa Davis, brother of the dead man. The case was set for June 11.

LEVI STRAUSS & CO'S COPPER RIVETED OVERALLS AND SPRING BOTTOM PANTS.

EVERY PAIR GUARANTEED FOR SALE EVERYWHERE.

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