

THE KING OF BODEGA.

Millionaire Hitchcock Has Made His Will and Is Sinking Fast.

DIAGNOSIS OF DOCTOR LANE.

Eccentricities of a Man Whose Vast Fortune Will Be Divided Among Many Relatives.

The exclusive story in THE CALL yesterday that Hollis Hitchcock, the eccentric millionaire of California, was stricken with death at Dr. Lane's hospital, caused a great deal of talk among the tens of thousands who know him.

Throughout the Sonoma Valley the name of Hitchcock is good for loads of gold. He owns thousands upon thousands of rich land there, and the seat of his residence is at Bodega, where as the king of Bodega he was master of the finances.

But his domain extends to a vastly richer region, and his lands and possessions otherwise appear on the taxists of many counties. In Sonoma he owns in many banks—the one in Tomales, all of those in Petaluma, and in one in Santa Rosa; how many others nobody knows.

When it comes to talking of Monterey, Fresno and other counties, the old gentleman owns rolling acres in them, reaching over many miles. It is hard to tell just what he has got. Even his most intimate friends scarcely know, and his real wealth, therefore, can only be guessed at. It is high, however.

He is the owner of Grizzly Island, in the Sacramento River, where the landed financier a few years ago secured 3000 acres, he is well known in that part of the country. The \$1,000,000 which he was at first quoted to be worth is said to be much too low a figure. If property was worth as much now as it was four or five years ago in California he would be worth probably \$5,000,000 or \$6,000,000. As it is his estate should approach \$2,000,000 or \$3,000,000, so those who know him well aver.

"His land is worth more than \$1,000,000," said one of his neighbors yesterday. "Besides the land he has \$75,000 or \$100,000 in the Donabue Railroad and interests in the Tomales, Petaluma and Santa Rosa banks. No doubt he has large areas of land and other property also that I know nothing of."

The old gentleman, who is now 75 years old, has neither wife nor children. After he came here from Eastern Canada in 1852, and had made some money, he returned home and brought out a wife. There was a disagreement after a few years, however, and the wife went back and has since died. He never had any children by this marriage.

Though he has no immediate heirs, however, he has a host of nephews, nieces and other relatives in California and Canada. It is said the number will reach thirty or forty anyway, and these, or at least some of them, it is presumed, will fall heir to his great patrimony.

The old man has become convinced that he cannot in all probability survive the Bright's disease of the kidneys with which he is afflicted. Accordingly his nephew, L. V. Hitchcock, ex-District Attorney, of Tehama County, came down at his request in reference to his will. The will has since been made and the designation of his millions indicated.

Dr. L. C. Lane, at whose hospital on Clay and Webster streets the old money king now lies, said yesterday that the afflicted man could not possibly get well. "He may live a day or two," he said, "and it is possible he may live longer, but this kidney disease is fatal."

It is said that seven or eight relatives of Hitchcock will, according to the will, get the fortune. Those who know him, however, anticipate the not unusual dissipation among other relatives at such a time, with the possibility of struggles for a portion of the property.

Hitchcock, who laid the foundation of his fortune by driving beef-cattle to the gold mines, has lived an eccentric life for many years. He would not spend a dollar unless there was an absolute need of it. He acquired in the course of his land accumulations a large house near Bodega, designated as a castle by his neighbors, and here for a long time he lived alone.

When he grew sick finally he was taken to the family of his nephew at Valley Ford, not far away, and they cared for him till he was finally brought to the City for treatment.

Then he went to Dr. Lane's hospital. Though having an income of from \$35,000 to \$40,000 a year, he bewailed the expense, and said the cost was liable to ruin him. Two small rooms there, with the auxiliaries, cost \$3 a day each. The money king said it was too much, that he couldn't stand it.

As there was no fire in the room, and as money was necessary, the relatives moved him to two larger and better rooms, where he could have sufficient warmth and other comforts. The relatives had to assure him, however, that his new rooms did not cost as much as the others, in order to pacify him and make him satisfied.

In later years the money-getter has added materially to his wealth by interest on loans. In this way it is said many very valuable ranches have come into his possession.

Dear-Hunting by Locomotive. Once in a while the engineer of a train on Dr. Seward Webb's Adirondack Railroad has a race with a deer. Sometimes it happens that the frightened deer won't leave the track, and is killed.

Both ex-District Attorney Hitchcock and Ben Hitchcock, nephews, who have been visiting the old man, left for their homes in Red Bluff and Salinas, respectively, yesterday.

DEATH OF DR. JAMES W. BLAKE.

Another Prominent Physician Passes Away—Dies Near Creston. The death of Dr. James W. Blake occurred last Tuesday night at his fruit farm near Creston, in San Luis Obispo County, where the doctor had gone to regain his fast-failing health, but an attack of pleuro-pneumonia coming on about a week before his death was more than his strength could withstand.

The doctor was born in London, England, February 7, 1844, and came to California in 1865, just at the end of the Civil War. He engaged at once in the drug business in Visalia, and was very prosperous, building up quite a large business. In 1872 he moved to this City with his family and pursued the study of medicine at the Toland Medical College, graduating in 1874 with high honors.

Since then he has been in active practice for twenty years, but from overwork and failing health he was compelled in 1894 to give up practice and retire to his ranch for a time to regain his health, if possible. He was a member of several societies,

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CRITIC FROM THE EAST.

The Rider and Driver Tells How Blue Ribbons Were Won or Lost.

LORD CLIFTON'S JACK RABBITS.

Editor Taylor on the Shortcomings of Turnouts at the Local Horse Show.

Samuel Walter Taylor's San Francisco Horse Show number of the New York Rider and Driver is out and will be instructive and interesting reading to the blue ribbon winners even if it is in some respects not very flattering to their knowledge of the "correct thing" in the way of harness and coach, cart, brougham and carriage appointments. Nearly the whole number is devoted to the horse show, and the different classes are taken up in order and criticized. Among the many illustrations are copies of photographs of President Crocker and prominent exhibitors and exhibits. One of Nankivell's clever sketches, published in THE CALL, is given prominence.

In taking up the classes exhibited Mr. Taylor gives all the points upon which horses won or failed to win blue ribbons, and coming as it does from an expert it will be valuable to future exhibitors. Generally he is very complimentary to the exhibitors, but it is when Mr. Taylor comes to criticize the trappings, harness and driving that the untutored Westerner finds that he has much to learn before he can turn out the San Francisco horse show as he is called "quite fit, don't you know?"

Mr. Taylor came out here with the judges from New York, and was in attendance at the show from the beginning to the end. He is looking upon New York as an authority on horse shows.

In speaking of the single-carriage horse class to be shown before a brougham he says: "Mr. Hobart's bachelor brougham, with Cardinal put in, won the blue ribbon. He was turned out with a very fine harness, although rather inclined to be on the flashy order. Mr. Hobart's harness suggested flashiness in that it had swage buckles instead of iron wire buckles, and the harness shape. He had a medalion monogram over the hips on the breeching, which was not in good taste according to our ideas. All things considered, however, Mr. Hobart's brougham was excellent, and good enough to give the best a rub at the Madison-square Garden show."

"We were glad to note there were no white gloves in the ring, the coachmen wearing plain-colored driving-gloves. The hats of all Mr. Hobart's men were well shaped, with not too much bill, and having the approved lively feel. * * * One of the worst mistakes made by Mr. Parrott was in leaving off breeching and using a kicking strap."

The reason why no four-in-hand turn-out was awarded the blue ribbon will give Mr. Hobart, Charley Baldwin and Professor Herrmann food for thought: "In the first place Mr. Hobart's harness was incorrect in having half swage horse-shoe buckles, instead of square wire buckles; elbow bits, instead of the Buxton. His coach was up to park form, except in his harness, which would have been worked by the driver. This was an unnecessary and absurd precaution, for no matter how steep the hills may be in San Francisco the whip could call upon his kicking strap, and the reins would be held in the event of his brake not holding. A good man, accustomed to coaching, can readily put on the skid while the coach is in motion, thereby avoiding loss of time, which would have been made up by the driver. His servants made the same mistake in the brougham class in that the second man was in coachman's livery."

This prize was given to Mr. Hobart's team of browns, driven by Mr. E. D. Bealard, who made the same mistakes as the first prize winner except that he was additionally at fault in being without bearing reins. Professor Herrmann was given the prize with the team shown in the previous class. He exhibited a very nice Holland & Holland coach, the property of J. Talbot Clifton. His harness was a nondescript, neither road nor park. He carried a pair of reins, which would have been made up by the driver. His servants made the same mistake in the brougham class in that the second man was in coachman's livery."

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