

ALASKA'S BIG AVALANCHE.

News of a Recent Slide Brought to Port Townsend.

MUCH PROPERTY LOST.

Ebner Mill Was Swept Completely Off the Face of the Earth.

SEVERE WEATHER AT JUNEAU.

A Cruel Murder Committed at Douglas City on Last New Year's Day.

PORT TOWNSEND, WASH., Jan. 16.

The steamship Topeka from Alaska to day brings news of an avalanche which occurred recently, leaving a great loss of property and life in its wake.

A young man named Pearl, who served in the capacity of custodian and watchman, was nowhere to be seen and it is surmised he was carried away in the mass of snow and rocks which came dashing down the gulch, spreading death and desolation in its path.

The scene of the avalanche was at Berners Bay and the slide came from the main headwaters of Gold Creek. Property to the value of \$30,000 has been removed from the face of the earth.

The recent report of unusually severe weather at Juneau, brought down by the Alki, is confirmed by the passengers aboard the Topeka, who assert that never in the history of the Territory has such weather been experienced.

On New Year's day the little settlement of Douglas City, just across from Juneau, was started by a murder, in which Joe Nakagawa was the victim.

The unfortunate fellow was in bed at the time the assassin appeared, and was shot through the back as he lay in his bunk.

Another Jap, named Matsumoto, reported the shooting and was immediately arrested on suspicion, he having in his possession cartridges exactly fitting the rifle with which the deed was committed.

Matsumoto accused a white man named Dunn of the crime, but the fellow proved an alibi with the assistance of an Indian woman, with whom he had been spending the evening.

Jacob Abramson, an employe of the Treadwell mine, was killed recently by falling through the ore chute. It is said he had been warned a number of times of walking across the pit. It was some time before the body could be rescued from the pile of ore.

THE NEWS OF SAN JOSE.

Death of Dr. Benjamin Cory, a Pioneer Physician of the State.

The Populists Are Stirring and Organizing for the Coming Campaign.

ANGELS CAMP NEWS.

REJOICING AT REDDING.

MEANS LONG LITIGATION.

PETALUMA NEWS.

HUNTINGTON AT SAN LUIS OBISPO.

WASHINGTON OUTLAW DEAD.

HEALDSBURG, CAL., Jan. 16.

A SPOKANE MAN GONE.

LOS ANGELES OFFICIALS.

THEY HAVE FORMED A COMBINATION TO FIGHT FOR FOUR-YEAR TERMS.

A POOL OF EIGHTY THOUSAND DOLLARS HAS BEEN RAISED FOR THE PURPOSE IN HAND.

LOS ANGELES, CAL., Jan. 16.

THE OFFICIALS HAVE BEEN QUIETLY FORMING THEMSELVES INTO WHAT MIGHT BE CALLED A HUGE SOCIETY, WHOSE NETWORK SPREADS EVERYWHERE, WITH THE OBJECT OF FIGHTING FOR THE FOUR-YEAR TERM.

WHEN THE OFFICIALS ELECTED NEXT NOVEMBER ATTEMPT TO TAKE THEIR PLACES IN JANUARY, THE PRESENT OCCASION WILL REFUSE TO RESIGN THEM, AND WILL TAKE THE MATTER INTO THE COURTS AND FIGHT IT OUT.

SUCH A COURSE WILL REQUIRE A LARGE AMOUNT OF MONEY, AND IT WAS TO OBTAIN THIS THAT THE COMBINATION WAS FORMED.

THE PRIME OBJECT OF THE SCHEME IS TO CONTINUE THE FIGHT LONG ENOUGH TO ENABLE THEM TO RETAIN THEIR OFFICES FOUR YEARS ANYWAY.

HUNTINGTON AT SAN LUIS OBISPO.

WASHINGTON OUTLAW DEAD.

HEALDSBURG, CAL., Jan. 16.

A SPOKANE MAN GONE.

CARROLL & TILTON



Dr. Benjamin Cory, Pioneer Physician of the Coast.

and received the degree of master of arts. He at once began the study of medicine under his father, Dr. James M. Cory of Oxford, Ohio, and later entered the Medical College of Ohio at Cincinnati, where he graduated in 1845.

Dr. Cory crossed the plains by ox-team and arrived in Portland, Or., in September, 1847. Not fancying the outlook of the then unsettled territory, he took passage on the brig Henry for San Francisco, where he arrived in November, 1847.

which he continued up to the time of his illness. In 1848-49 he made two trips to the mines, but remained there but a short time.

Dr. Cory was a member of the first State Legislature which convened in this city. The district from which he was elected extended from Monterey to Martinez. In 1850 he was elected a member of the Common Council, which office he filled from 1851 to 1855. He was a member of the Board of Education for four years. In 1872 Governor Booth appointed him a trustee of the State Normal School, and he continued in that office for ten years.

In 1853 he was married to Miss Sarah A. Bealy, a native of Missouri, who crossed the plains in 1847. Besides the widow six children survive him: John B. Cory of Yacaville; Mrs. Elizabeth Ledyard and Mrs. Dr. H. C. Ledyard, both of this city; Louis L. Ledyard of Fresno, and Susanna, Hattie, Edith and Sallie.

The deceased was a member of Howard Royer Arch Chapter No. 14 and Blue Lodge No. 10, F. and A. M.

THE POPULISTS AT WORK.

Preparations for the Campaign in the Appointment of a Central Committee.

SAN JOSE, CAL., Jan. 16.—At a meeting of prominent Populists last evening a city central committee was elected, composed of the following members: Committee-man at large—E. B. Mercader; First Ward—S. H. Mitchell, E. Marsky; Second Ward—W. W. Wilkins, Frank Brown; Third Ward—George Richards, J. C. Harrison; Fourth Ward—J. A. Brennan. Another committee-man from the Fourth Ward will be selected. The committee organized by electing E. B. Mercader chairman and E. B. Mercader secretary.

SAN JOSE INDIAN ASSOCIATION.

A Missionary Minister to Be Sent to the Hoopa Reservation.

SAN JOSE, CAL., Jan. 16.—At a meeting of the San Jose Indian Association, held Thursday, it was decided to transfer the work of the association from the Indian school established at Greenville to Hoopa Valley, in the extreme northwestern portion of Humboldt County. There are about 600 Indians in the valley.

At the expiration of their terms the prisoners must stand trial on the charge.

A Faithless Husband.

SAN JOSE, CAL., Jan. 16.—J. A. Byers, an employe of the McAbee Bros' wood and coal yard, left suddenly last Monday evening with \$10 belonging to his employers.

A few days ago while at work shoveling coal in the cellar the prisoners obtained an ax and attempted to escape by breaking the iron grating over a window on St. James street.

At the expiration of their terms the prisoners must stand trial on the charge.

The Barron Estate.

SAN JOSE, CAL., Jan. 16.—By a stipulation filed today, the trial of the suit of Edward Andrew Barron, the colored boy, to establish heirship to Edward Barron's \$1,800,000 estate was set for March 21. It had been previously fixed for February 5.

New Bank President.

SAN JOSE, CAL., Jan. 16.—The directors of the Security Savings Bank to-day elected Mayor Paul P. Austin president of the institution in place of Abram King.

A Boy Killed in a Carving-Much Good From the Rain.

ANGELS CAMP, CAL., Jan. 16.—Charles Chamberlain, a young man, was killed today in the Jones mine, near here, by being caved on. He had been married less than two months. This is the first fatal accident in that mine.

The heavy rain prevailing here is a valuable one, as it enables mines to close down, owing to scarcity of water, to resume. Even the Utica and Stickle mines, with the greatest mining water system in the State, were threatened with suspension of operations. There was a heavy snow in the mountains, but cold dry weather prevented melting.

REJOICING AT REDDING.

REDDING, CAL., Jan. 16.—Everybody in Redding is happy and jubilant to-night over the result of the river navigation convention in San Francisco yesterday. The appointing of a delegation to Washington to ask an appropriation for the purpose of making the river navigable to Redding is considered ample cause for celebration, and were it not for the terrific storm now prevailing the convention's action would be celebrated with much enthusiasm. The Democrat floats a navigation roster in an article proclaiming the good news to-night.

MEANS LONG LITIGATION.

SAN RAFAEL, CAL., Jan. 16.—The injunction granted by Judge F. M. Angelotti to A. W. Foster, president of S. F. and N. P. C. R. R. Company, against Sidney V. Smith, attorney for the road, and one of its largest stockholders, has started what will possibly result in a siege of litigation.

Considerable excitement has prevailed in Marin and Sonoma counties of late over a rumor that the North Pacific Coast Railroad and the San Francisco and North Pacific Coast Railway companies were about to consolidate, and these proceedings to-day will undoubtedly result in confirming the reports circulated regarding the contemplated actions of the two roads.

When Judge Angelotti advertised for bids for the sale of rolling stock of the Donahue railroad in February, 1893, a syndicate was formed by S. V. Smith, A. W. Foster and H. H. Markham, who came into court and bid \$847,000, which was accepted and confirmed by the court.

This was on February 24, 1893. At the time the syndicate was formed they anticipated that they could procure the road for about \$700,000, and they went into court with this impression, but during the great enthusiasm that prevailed at the sale the leaders of the syndicate, at the thought of becoming railroad magnates, miscalculated the extent of their financial standing and ran the bids up against the Southern Pacific at from \$500,000 to \$847,000.

After the stormy sale a calm prevailed during which the railroad magnates began to realize the extent of their investment, which created a lively skirmish among them in procuring the necessary money to honor their bid.

The mortgage records of Marin and Sonoma counties were a fair indication of how the different gentlemen sacrificed their property to raise the necessary money to meet their respective shares when the road came into their hands.

A. W. Foster was elected president at a salary of \$500 per month and S. V. Smith attorney. Now Foster represents 14,000 shares, Smith 14,000 shares, and Markham, J. W. McDonald, I. G. Wickersham, J. W. McDonald, T. A. Newhall, J. E. Fugazi 14,000 shares, while the Seligmans of New York hold the remaining 18,000 shares, which were tendered them as a commission for securing Mervyn Donahue the \$500,000 loan on his road.

Things went along smoothly until one

day Smith desired to have his son-in-law, Mr. Pringle, appointed to an important office in the company. Foster refused to make the appointment, which resulted in breaking the bonds of friendship existing between him and Smith. Ever since it has been alleged that Smith has been desirous of making a change in the management of the road.

The complaint which was filed to-day is a voluminous type-written statement compiled by Attorneys James Lillenthal and Goodfellow. In substance it alleges as follows:

"That A. W. Foster, H. H. Markham, A. P. Overton, I. G. Wickersham, J. W. McDonald, T. A. Newhall and J. E. Fugazi, plaintiffs, vs. Sidney V. Smith and the San Francisco and North Pacific Coast Railway Company, a corporation, defendants, the plaintiffs pray that defendants be restrained from casting any votes at the annual meeting on January 21, 1896, or any adjourned meeting thereof upon any part of the 42,000 shares of stock purchased from the Donahue estate, except as determined by a certain ballot held in favor of Foster, Markham, Newhall and P. N. Lillenthal, as such directors, and that said Smith be commanded by mandatory injunction of this court, to cast his vote at said annual meeting upon the shares registered upon the books of said company in his name and represent his interest in said 42,000 shares by favoring said directors in accordance with said ballot, and that said defendants, their attorneys, officers, directors, employes, agents and all other persons connected therewith be restrained by order of court from receiving the vote of said Smith. The complaint further alleges that the capital stock of the road is 60,000 shares, that the North Pacific Coast Railroad operates a line and is a competitor of the same passenger and freight traffic.

"That the San Francisco and North Pacific Coast Railway Company is, and for a long time has been, earning a large surplus over all its operating expenses and fixed charges relative to its sinking fund and bonded indebtedness, and is in a good financial condition. That upon information and belief the North Pacific Coast Railroad never earned its fixed charges. That said railroad extends from Sausalito to Cazadero. That from Anselmo it runs through a country whose contribution depends chiefly upon forest products, that the greater portion of its revenue is derived from stumpage and forest products from a tract of 5000 acres owned by said road and that all the lumber now is nearly cut from said land and that such is now not sufficient to pay operating expenses and to build up a sinking fund. Its principal earnings will depend upon a line between San Francisco and San Rafael.

"That its bridges are so old and rotten that they must soon be renewed at a great expense. That the estate of James M. Donahue had 4200 shares of stock to sell. That on the 24th day of February, 1893, S. V. Smith, desirous of forming a syndicate for the purchase of said stock, solicited and requested the plaintiffs and one Hitchcock, recently deceased, to join with him in the purchase of said stock. That in order to induce said plaintiff to purchase said shares Smith represented and promised that upon the said shares being acquired provision would be made by agreement whereby said 42,000 shares should be at all times during the five years thereafter to be held as a unit in the elections of directors of said railroad company, and that the management of said corporation would for the said term of five years be controlled by said Smith and his associates, and the said railroad be operated prudently and economically. It was upon this representation that plaintiffs became shareholders, that said Smith paid so much for said road."

It then alleges that Smith prepared the agreement and had them sign it. It then sets forth the agreement, which in substance states that the stock shall be kept registered in the office of the company, and shall prevent the stock from getting into the hands of any other corporation, and that said 42,000 shares shall be cast in a whole vote.

It states that the North Pacific Coast Railroad acquired 18,000 shares of stock; that S. V. Smith is the attorney for the principal stockholders of the road and that the shares were acquired by the railroad with full knowledge of Smith; that Smith now denies validity of said contract and desires to vote his shares with the stockholders of the N. P. C. R. R.; that is the intention of Smith and proposed by him to procure the election of J. L. Howard as president and manager of the consolidated roads and that Howard has no interest in said roads; that if Smith carries out his threat it will change the interest in favor of the North Pacific Coast Railroad and against the interest of the San Francisco and North Pacific Coast Railroad and in violation of the agreement made February 14, 1893; that Smith will be unable to respond financially to these plaintiffs for damages by breach of agreement and plaintiffs will be irreparably injured.

It also quotes a letter written by Smith to plaintiffs, ignoring the agreement and stating that he will vote his shares as he sees fit. It further states that the North Pacific Coast Railroad made a proposition inviting the San Francisco and North Pacific Coast Railway Company to consolidate, which was refused by said stockholders and accepted by Smith.

Smith has transferred some of his stock to Howard, for the purpose of qualifying Howard to be a director of the proposed company.

S. V. Smith, when seen to-day regarding the matter, stated that he would give his side of the story in court. The greatest interest in the case is the result of the outcome of the case. The preliminary hearing is set for next Saturday.

PETALUMA NEWS.

A Steamer Gold Story—Death of a Prominent Pioneer.

PETALUMA, CAL., Jan. 16.—Petaluma was thrown into a state of great excitement yesterday by the sensational rumor that the steamer Gold, which left here Wednesday morning on schedule time, had sunk in San Francisco Bay, with loss of life to all on board.

On communicating with the San Francisco agent the story was quickly contradicted, and the party who started the false report will be prosecuted, if found.

Dr. M. Campbell, the jeweler, whose stores here and in Santa Barbara were recently attached and his motives questioned, is still here and has opened a small repairing-shop.

Coroner Young is being censured for his lax investigation of Miss Harris' suicide at Fountain Grove, near Santa Rosa.

A. B. Derby, a pioneer, prominent citizen and capitalist, died suddenly at his home last evening.

Victoria Orangemen Active.

VICTORIA, B. C., Jan. 16.—The district Orange lodge of Vancouver Island has passed a resolution indorsing the course pursued by the Hon. N. Clark Wallace in retiring from the Dominion Government and in protesting against the residence of Mrs. C. S. Gardiner alone. He went there at night, entered and stole a cameo set of jewelry, a watch chain, some finger rings and a pair of opera-glasses. When the residence of Isaac Gibbs was burglarized the two men operated together. They got away with the same kind of jewelry that was taken at the other place. At the house

A FIGHT AMONG STOCKHOLDERS.

Proposed Combine of the S. F. & N. P. and N. P. Coast Ry.

FOSTER IS MUCH OPPOSED.

S. V. Smith Has Joined Forces With the North Pacific Coast.

URGENT MEETING SATURDAY.

Judge Angelotti's Order Restraining Smith From Voting His Stock.

SAN RAFAEL, CAL., Jan. 16.

There is trouble brewing among the principal stockholders of the San Francisco and North Pacific Railway Company, and from the present indication there will be a lively time at the annual meeting, to be held next Saturday at the company's office in San Francisco.

The whole trouble arises over the proposed consolidation of the San Francisco and North Pacific Railway Company with the North Pacific Coast Railroad, both running through this country.

The first card in the pack was played to-day by A. W. Foster, when he applied for an injunction in the Superior Court this morning, and which was granted by Judge Angelotti, restraining S. V. Smith from voting his 14,000 shares of stock at the annual meeting with the North Pacific Coast Railroad people, who hold 18,000 shares of the San Francisco and North Pacific Railway stock, which they purchased a few days ago.

The point raised by Mr. Foster, who is at present the president of the road, is that Smith has no right to vote his stock at this time, owing to an agreement entered into between the stockholders of the road at the time the road was purchased from the Donahue estate.

The tenor of the agreement, as far as could be ascertained from reliable authority this morning, was in the nature of a contract, entered into by S. V. Smith, A. W. Foster and H. H. Markham, the principal stockholders of the road, whereby it was agreed that the 42,000 shares of stock held by them were to be voted as a whole at every annual meeting by the concurrent voice of the three stockholders for the term of five years.

Harmony prevailed among the stockholders until 1894, when Smith and Foster had some trouble over an important office in the gift of the company. Since that time there has been some feeling manifested on both sides, which has at last made itself manifest in the shape of an injunction.

The Swiss banker, Boreal, who is the largest stockholder of the North Pacific Coast Railroad and who was the instigator of the purchasing of the 18,000 shares of stock of the San Francisco and North Pacific Railway Company, is anxious to consolidate both roads and thereby cut down expenses.

Mr. Smith is in favor of this movement, and has so notified Mr. Foster, who is opposed to such action. He seems satisfied with the present state of affairs, as he is drawing a salary of \$500 a month as president of the road. Should Smith be able to dissolve the injunction he with Boreal will hold the controlling interest in the road.

Smith states that he knows his business and will insist upon voting his stock as he chooses. From what could be ascertained it appears that the road has not been holding its own lately, and Smith, realizing the outcome of further complications, has deemed it more advantageous to his interests and those of the road to enter into the consolidation of both roads.

The greatest interest is manifested in Marin and Sonoma counties over the outcome.

MEANS LONG LITIGATION.

SAN RAFAEL, CAL., Jan. 16.—The injunction granted by Judge F. M. Angelotti to A. W. Foster, president of S. F. and N. P. C. R. R. Company, against Sidney V. Smith, attorney for the road, and one of its largest stockholders, has started what will possibly result in a siege of litigation.

Considerable excitement has prevailed in Marin and Sonoma counties of late over a rumor that the North Pacific Coast Railroad and the San Francisco and North Pacific Coast Railway companies were about to consolidate, and these proceedings to-day will undoubtedly result in confirming the reports circulated regarding the contemplated actions of the two roads.

When Judge Angelotti advertised for bids for the sale of rolling stock of the Donahue railroad in February, 1893, a syndicate was formed by S. V. Smith, A. W. Foster and H. H. Markham, who came into court and bid \$847,000, which was accepted and confirmed by the court.

This was on February 24, 1893. At the time the syndicate was formed they anticipated that they could procure the road for about \$700,000, and they went into court with this impression, but during the great enthusiasm that prevailed at the sale the leaders of the syndicate, at the thought of becoming railroad magnates, miscalculated the extent of their financial standing and ran the bids up against the Southern Pacific at from \$500,000 to \$847,000.

After the stormy sale a calm prevailed during which the railroad magnates began to realize the extent of their investment, which created a lively skirmish among them in procuring the necessary money to honor their bid.

The mortgage records of Marin and Sonoma counties were a fair indication of how the different gentlemen sacrificed their property to raise the necessary money to meet their respective shares when the road came into their hands.

A. W. Foster was elected president at a salary of \$500 per month and S. V. Smith attorney. Now Foster represents 14,000 shares, Smith 14,000 shares, and Markham, J. W. McDonald, I. G. Wickersham, J. W. McDonald, T. A. Newhall, J. E. Fugazi 14,000 shares, while the Seligmans of New York hold the remaining 18,000 shares, which were tendered them as a commission for securing Mervyn Donahue the \$500,000 loan on his road.

Things went along smoothly until one

day Smith desired to have his son-in-law, Mr. Pringle, appointed to an important office in the company. Foster refused to make the appointment, which resulted in breaking the bonds of friendship existing between him and Smith. Ever since it has been alleged that Smith has been desirous of making a change in the management of the road.

The complaint which was filed to-day is a voluminous type-written statement compiled by Attorneys James Lillenthal and Goodfellow. In substance it alleges as follows:

"That A. W. Foster, H. H. Markham, A. P. Overton, I. G. Wickersham, J. W. McDonald, T. A. Newhall and J. E. Fugazi, plaintiffs, vs. Sidney V. Smith and the San Francisco and North Pacific Coast Railway Company, a corporation, defendants, the plaintiffs pray that defendants be restrained from casting any votes at the annual meeting on January 21, 1896, or any adjourned meeting thereof upon any part of the 42,000 shares of stock purchased from the Donahue estate, except as determined by a certain ballot held in favor of Foster, Markham, Newhall and P. N. Lillenthal, as such directors, and that said Smith be commanded by mandatory injunction of this court, to cast his vote at said annual meeting upon the shares registered upon the books of said company in his name and represent his interest in said 42,000 shares by favoring said directors in accordance with said ballot, and that said defendants, their attorneys, officers, directors, employes, agents and all other persons connected therewith be restrained by order of court from receiving the vote of said Smith. The complaint further alleges that the capital stock of the road is 60,000 shares, that the North Pacific Coast Railroad operates a line and is a competitor of the same passenger and freight traffic.

"That the San Francisco and North Pacific Coast Railway Company is, and for a long time has been, earning a large surplus over all its operating expenses and fixed charges relative to its sinking fund and bonded indebtedness, and is in a good financial condition. That upon information and belief the North Pacific Coast Railroad never earned its fixed charges. That said railroad extends from Sausalito to Cazadero. That from Anselmo it runs through a country whose contribution depends chiefly upon forest products, that the greater portion of its revenue is derived from stumpage and forest products from a tract of 5000 acres owned by said road and that all the lumber now is nearly cut from said land and that such is now not sufficient to pay operating expenses and to build up a sinking fund. Its principal earnings will depend upon a line between San Francisco and San Rafael.

"That its bridges are so old and rotten that they must soon be renewed at a great expense. That the estate of James M. Donahue had 4200 shares of stock to sell. That on the 24th day of February, 1893, S. V. Smith, desirous of forming a syndicate for the purchase of said stock, solicited and requested the plaintiffs and one Hitchcock, recently deceased, to join with him in the purchase of said stock. That in order to induce said plaintiff to purchase said shares Smith represented and promised that upon the said shares being acquired provision would be made by agreement whereby said 42,000 shares should be at all times during the five years thereafter to be held as a unit in the elections of directors of said railroad company, and that the management of said corporation would for the said term of five years be controlled by said Smith and his associates, and the said railroad be operated prudently and economically. It was upon this representation that plaintiffs became shareholders, that said Smith paid so much for said road."

It then alleges that Smith prepared the agreement and had them sign it. It then sets forth the agreement, which in substance states that the stock shall be kept registered in the office of the company, and shall prevent the stock from getting into the hands of any other corporation, and that said 42,000 shares shall be cast in a whole vote.

It states that the North Pacific Coast Railroad acquired 18,000 shares of stock; that S. V. Smith is the attorney for the principal stockholders of the road and that the shares were acquired by the railroad with full knowledge of Smith; that Smith now denies validity of said contract and desires to vote his shares with the stockholders of the N. P. C. R. R.; that is the intention of Smith and proposed by him to procure the election of J. L. Howard as president and manager of the consolidated roads and that Howard has no interest in said roads; that if Smith carries out his threat it will change the interest in favor of the North Pacific Coast Railroad and against the interest of the San Francisco and North Pacific Coast Railroad and in violation of the agreement made February 14, 1893; that Smith will be unable to respond financially to these plaintiffs for damages by breach of agreement and plaintiffs will be irreparably injured.

It also quotes a letter written by Smith to plaintiffs, ignoring the agreement and stating that he will vote his shares as he sees fit. It further states that the North Pacific Coast Railroad made a proposition inviting the San Francisco and North Pacific Coast Railway Company to consolidate, which was refused by said stockholders and accepted by Smith.

Smith has transferred some of his stock to Howard, for the purpose of qualifying Howard to be a director of the proposed company.

S. V. Smith, when seen to-day regarding the matter, stated that he would give his side of the story in court. The greatest interest in the case is the result of the outcome of the case. The preliminary hearing is set for next Saturday.

PETALUMA NEWS.

A Steamer Gold Story—Death of a Prominent Pioneer.

PETALUMA, CAL., Jan. 16.—Petaluma was thrown into a state of great excitement yesterday by the sensational rumor that the steamer Gold, which left here Wednesday morning on schedule time, had sunk in San Francisco Bay, with loss of life to all on board.

On communicating with the San Francisco agent the story was quickly contradicted, and the party who started the false report will be prosecuted, if found.

Dr. M. Campbell, the jeweler, whose stores here and in Santa Barbara were recently attached and his motives questioned, is still here and has opened a small repairing-shop.

Coroner Young is being censured for his lax investigation of Miss Harris' suicide at Fountain Grove, near Santa Rosa.

A. B. Derby, a pioneer, prominent citizen and capitalist, died suddenly at his home last evening.

Victoria Orangemen Active.

VICTORIA, B. C., Jan. 16.—The district Orange lodge of Vancouver Island has passed a resolution indorsing the course pursued by the Hon. N. Clark Wallace in retiring from the Dominion Government and in protesting against the residence of Mrs. C. S. Gardiner alone. He went there at night, entered and stole a cameo set of jewelry, a watch chain, some finger rings and a pair of opera-glasses. When the residence of Isaac Gibbs was burglarized the two men operated together. They got away with the same kind of jewelry that was taken at the other place. At the house

RESCUE OF A MODERN CRUSOE.

Arrival of the Schooner Wahlberg at San Diego.

SHE HAS STRANGE NEWS.

A Half-Crazed Man Found on an Island Without Food or Water.

HIS SUFFERING WAS INTENSE.

Thought He Is A. W. Hall of Pasadena, Who Left There a Short Time Ago.

SAN DIEGO, CAL., Jan. 16.

The schooner Wahlberg, Captain Martin, which arrived from the Lower California coast to-day, brought the news of a marine disaster and the rescue of a half-crazed Crusoe on a desert coast.

The Wahlberg itself has a history, having come into this port after its successful filibustering expedition to Hawaii. Since that time Captain Martin has devoted his energies to the more peaceful work of gathering guano off the Lower California coast islands.

It was on his last trip that he learned of the loss of the schooner Claretta, and talked with the sole survivor, a long-haired, half-starved sailor, his mind shattered by long vigils, danger and thirst.

The Wahlberg sailed from San Diego about a month ago and joined the schooner Ida, Captain Pickens, on the coast. A heavy blow came on and the little vessel ran into Rosalia Bay, 300 miles south of here, where they were windbound for some days. On January 4, the first day of their arrival, the skipper of the Ida discovered a sign of life on the barren coast some three or four miles distant. With a glass he made out a man waving a rag frantically to attract the attention of the men on the schooners.

Captain Pickens sent a boat ashore, and two men went along the beach and over the