

HUNG UP ON THE MAIL COMPANY'S WHARF IN A FOG

Mishap of the Freight Boat Transit. SHE WAS NOT MUCH DAMAGED GOT OFF AGAIN AFTER BEING TIED UP NINE HOURS.

Trial Trip of the Luella—Flags at Half-Mast out of Respect to the Memory of the Maine.

The Southern Pacific Company's freight steamer Transit met with a peculiar accident yesterday. She hung herself up on the end of the Mail Company's wharf, but as luck would have it very little damage was done to the vessel and she will be running again to sea on her regular route as though nothing had happened.

The Transit left the railway freight slip in Oakland Creek shortly after 11 a. m. She had nineteen carloads of sheep and bullocks besides some general merchandise aboard, so she was well loaded down. All went well until the San Francisco side of the bay was reached. Then the fog and the tide got in their work. Captain Anderson thought he was close to the slip and stopped the engines. While trying to ascertain his position the tide carried the big freight boat down the Mail Company's wharf. Before the crew knew what had happened the vessel's guard was over the end of the wharf and the vessel was hard and fast.

Captain Anderson made an examination and found that his vessel was in a most awkward predicament. She was jammed so close to the wharf that the paddle wheels could not be used and when the Mail Company's tug Millen Griffith was pressed into service she was unable to judge the big freighter.

This happened about 6 a. m. and the Transit had to remain hung up on the wharf until 3 p. m. when she was got off with water. When she went on the side had run about three hours for another three hours her port side keel was lower and lower, until the deck was like an inclined plane and the deckload was kept from going overboard by ropes. When the bark was washed from a passing steamer came along and the Transit's beams could creak and groan and at one time it was feared that she would break in two.

Along about 9 a. m. the tide began to flood, but it was two hours later before it began to make any showing on the north side of the bay. The tide was in an easier position and from that time on she gradually got on an even keel and the water gradually rose. The vessel's damage was the loss of a few stanchions under the guard, while the wharf was damaged to the extent of a few stanchions and the loss of a few stanchions.

Captain Anderson says that in the dense fog he was not certain of his position, and that the whistle is broken off the vessel. The vessel is in a way he least expected.

Every ship in the bay, irrespective of size, had their flag at half-mast yesterday, out of respect to the officers and soldiers who died on the Maine. Notwithstanding the fact that the vessel was in a most awkward predicament, the battle ship Iowa was as great as east Sunday. Men and women fought with each other to get a place on the benches and fought again when they got aboard the warship. All who purchased tickets last Sunday and failed to get aboard were carried yesterday. They were given the precedence over the other sightseers and managed to get a view of the battle ship.

W. Beadle & Co.'s fine new steamer Luella had her trial trip on the bay yesterday. She was built at Eureka and after being loaded with lumber was towed to this port by the steamer Eureka. After discharging she was taken to the Fulton Works and fitted out with her machinery. A large party of invited guests went out on the trial trip and had a most enjoyable time. The Luella is a very handsome craft and has fulfilled all the expectations of her builders. She will run on the coast trade.

A number of sugar vessels arrived in port yesterday from Honolulu. The Alen Besse was 23, the R. P. Rithet and the John D. Sprickels. The Alen Besse was 23, the R. P. Rithet and the John D. Sprickels. The Alen Besse was 23, the R. P. Rithet and the John D. Sprickels.

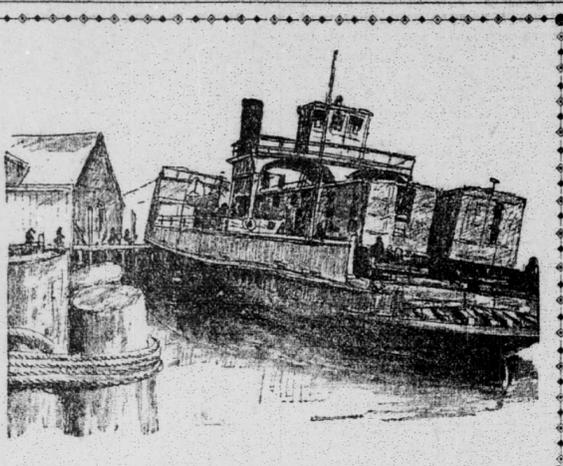
The officers of the transport Valencia are not to blame for the shortness of provisions during the voyage. If there was any fault it was on the part of the men and women and fifteen soldiers, and at the last moment when the vessel was in the bay the ship ordered to sail at once. At Nagasaki a full supply of everything necessary was laid in.

The steamer Valencia is to be pulled out of Oakland Creek and loaded for Manila. He will take the freight intended for the Commodore, while the latter vessel will carry a load of mules.

GRAPE-NUTS. Crisp or Soft Hot or Cold Grape-Nuts. Delight the taste and Nourish the body.

TEETH FALL OUT. Too Much Soft Food is Used. Dentists and physicians maintain that if mankind always ate soft food, their teeth would finally drop out.

Delight the taste and Nourish the body. Crisp or Soft Hot or Cold Grape-Nuts. Delight the taste and Nourish the body. Crisp or Soft Hot or Cold Grape-Nuts. Delight the taste and Nourish the body.



THE TRANSIT RAN AMUCK.

In the fog she drifted down on the mail company's wharf yesterday morning. Her guard got over the end of the pier and the big freighter hung there for nine hours. As the tide went out she sank lower and lower to port, and at one time it was feared she would break in two.

NAVIGATED A SHIP ON FIRE INTO SAFETY

Mate Genereaux of the Kenilworth Here. HE HAD AN EXCITING TIME SAVED THOUSANDS OF DOLLARS FOR THE OWNERS.

Was Promised Promotion, but on Being Offered a Check for \$250 Instead, He Quit the Ship.

Victor Genereaux, the hero of the Kenilworth, arrived from the East last Monday night and called upon a number of his old shipping friends yesterday.

It will be remembered that the American ship Kenilworth sailed from Hilo, H. I., on the 20th of January.

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VICTOR GENEUREUX

THE JANUARY SCHOOL FUND BALANCE SHEET

Showing After One Month of Reform. STILL A SMALL SHORTAGE TWENTY-ONE THOUSAND DOLLARS HELD BACK.

Over Seventeen Thousand Dollars Cash on Hand—End of Miss Orr's Suit Against the Board.

The new Board of Education may now begin to take stock and, using their January bill, may form some estimate as to where they stand at the end of the first month of their fiscal year. Of course, it is fair to remember that January is not a fair sample of what the present board will do in the way of retrenchment, as many of the teachers taken from the payroll draw a portion if not all of their salary.

An evening paper, by an error in addition, made the department save over thirty months' appropriation the sum of \$23,379.00. This statement is hardly fair to the public, in addition to being about \$27,000 out of the way. The January bills (less 20 per cent) so far are as follows:

Teachers' salaries.....\$72,000.00 Janitors' salaries.....4,000.00 Office and shop.....1,500.00 Labor and bills.....1,879.00 Total.....\$81,379.00

With the 20 per cent, which is \$16,275.80, or \$3750 over the monthly appropriation of \$101,428.

Under the newly inaugurated system of retrenchment there will be a saving of at least \$6000 per month, which will lower the January expense to about \$100,000, leaving the February bill, say \$1000 to pay on the January deficit of \$3750.

The 20 per cent hold-back (\$21,000) for January is still in the fund to be paid with the February salaries and the January bill, or \$3750 over the monthly appropriation of \$101,428.

The January balance sheet now stands at \$17,377.76 cash on hand. Of course, all this calculation starts from January 1, 1899, not taking into account that there was a sum of about \$4,000 left in the school fund at the close of the year.

Consistent with the policy of the board when its machinery gets to running smoothly on the bearings.

One can see how much in need of reform was the school department of this city when the reformers, after a month's hard work, are obliged to show a \$3750 deficit.

The suit of Miss Orr, a teacher, was yesterday dismissed, which will cost her at least \$1000 more in legal expenses. She was to be consolidated out of her position and enjoined from practicing her profession in any way.

TO GIVE A SERIES OF GRAND OPERAS

ELLIS ORGANIZATION WILL APPEAR NEXT MONTH. Will be Headed by Melba, in Magnificent Representations of French and Italian Productions.

Charles W. Strine, assistant manager of the Ellis Opera Company, which will appear at the Grand Opera House, San Francisco, on the 20th of next month, arrived in the city yesterday with his wife and has taken apartments at the Palace. This is the fourth trip which Mr. Strine has made to this city in the last year.

"Among the artists which Mr. Ellis will present," says Mr. Strine, "are Melba, Gaddsi, De Lussan, Oltzka, and Mrs. Van Caeteren, sopranos and contraltos, and it is expected that Challa will be added to this brilliant aggregation of singers."

The tenors will be Bonnard, principal French tenor, Pandolfi, the great Italian artist, and Van Hoose and Del Sol. The list will probably be increased by another tenor famous throughout the world, but until his engagement is an assured fact Mr. Strine does not choose to divulge his name.

The contraltos will be Bensaude, De Vries, Stehmann, Rosa, Rains, Bourdourque and Viviani.

The conductors are Sappilli, a classmate of Puccini, composer of "La Boheme," who is recognized as the best conductor of Italian operas this country has ever seen. He will be assisted by Fried, who will have charge of the ensemble of the company. The stage will be under the direction of William Parry, who, up to this season, was engaged in the same capacity with the Metropolitan Opera Company.

It will take two special trains of fourteen cars to transport the troupe and their baggage, but of course we do not do it. We do, however, sell electric belts as low as \$5.00 each, and similar in quality to those sold by certain druggists and electric belt quacks at much higher prices. We also make the BEST Electric Belts on earth, which we sell at REASONABLE PRICES, and if this is the kind of a belt you want please make a note of our address—

BUY NO BELT TILL YOU SEE "DR. PIERCE'S."

Call at the office or send 2c in stamps for "PAMPHLET No. 2." Address: PIERCE ELECTRIC CO., 630 MARKET STREET (Opp. Palace Hotel), San Francisco.

Advertisements.

Electric Belts for 5 Cents.

We manufacture electric belts, and, as a matter of fact, could furnish them for five cents apiece. If we chose to do so and thus throw away our money, but of course we do not. We do, however, sell electric belts as low as \$5.00 each, and similar in quality to those sold by certain druggists and electric belt quacks at much higher prices.

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will content himself with giving classical representations of the French and Italian. Malba's performances, notably, will be given with better accessories than on the occasion of her last visit and the public will have an opportunity of witnessing the peerless artist's artistic test.

Dr. D. Evelyn, returned from the East, Office, Phelan building. NO JURISDICTION.

Fullman Car Company is Independent of Railway Commission. Attorney General Ford has filed an opinion with the Railway Commissioners to transmit an order to the Fullman Car Company. Ford contends that the company simply rents and furnishes cars to railway companies and the board has not the power to regulate the charges of baggage, express or coach companies.

Under the articles of its incorporation the Fullman Company may not own a railway or carry passengers. The matter for consideration at next month's meeting, but it is probable that no further action will be taken, as the ruling of the attorney general is in strict accord with the law in the case.

General Shafter Better. Adjutant General Shafter yesterday received a dispatch from Major General Shafter stating that he was improving. His condition is not at all serious and no alarm is felt for him. Nothing was done in the department yesterday, except to transmit an order to the Fullman Car Company.

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BEFORE DURING AFTER LaGrime TRY THE WORLD FAMOUS TONIC FOR BODY AND BRAIN

Washing and His Laundress. Would never have got along well together if she hadn't been an adept at laundering fine linen, as he was very fastidious in regards to his linen.

Advertisements.

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