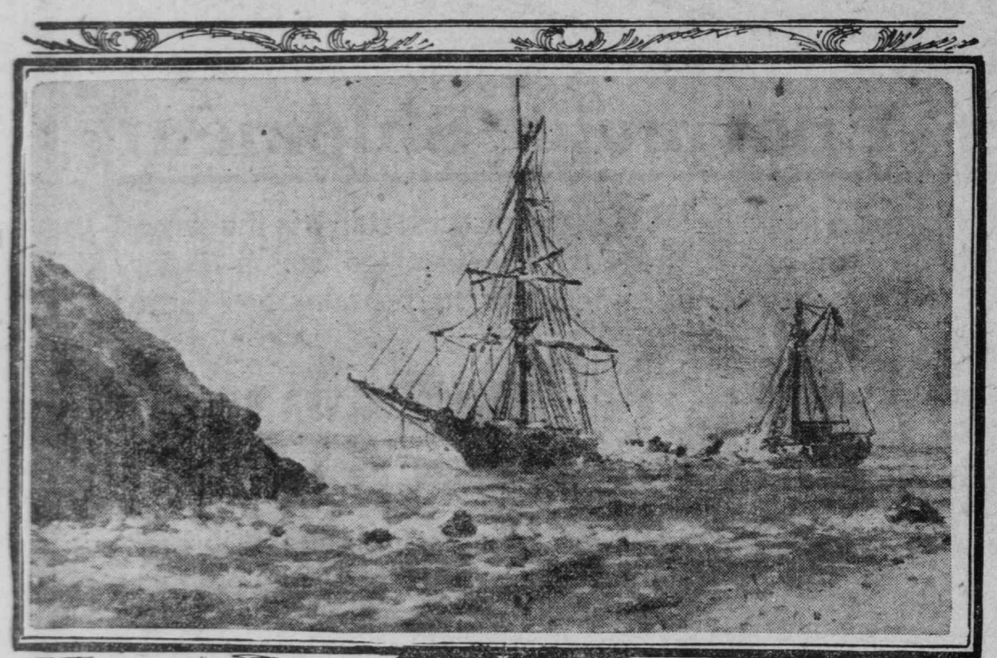
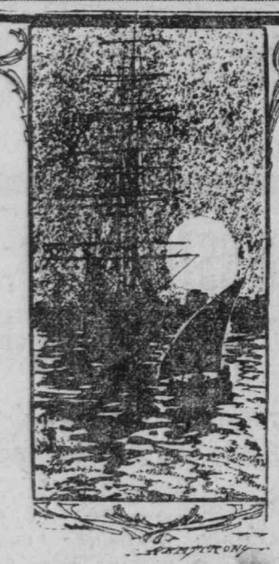
CAPTAIN OF THE SCHOONER ADVANCE DROWNED ON COQUILLE RIVER BAR

J. Jorgensen Is Washed From the Deck of Tugboat and After a Gallant Struggle for Life in the Boiling Waters Is Picked Up by a Lifeboat Crew Only to Collapse Later and Die in the Arms of His Rescuers





WRECK OF THE BRITISH SHIP GIFFORD, WHICH STRANDED SEPTEMBER 26.

WORD was received yesterday of the death by drowning of Captain J. Jorgensen, commander of the big schooner Advance and one of the best known skippers on this coast. The fatality occurred October 12, on the Coquille River. Captain Jorgensen was washed overboard from a tug which was assisting the steam schooner Chico over the bar. A powerful man and a strong swimmer, Jorgensen made a gallant battle for life, but when picked up by the life boat dispatched to his rescue he was terribly exhausted and apparently in a dying condition. He lost consciousness soon after being taken out of the water and in spite of heroic efforts made to revive him collapsed and died.

His home was at Bandon, Ore., where he leaves a wife and four children. He had been for more than ten years in the employ of C. F. Doe, in whose esteem the dead sailor stood high. Jorgensen was about 40 years of age.

Loch Long Is Lost.

The name of the British bark Loch Long was taken from the overdue list yesterday, word having been received from London by M. A. Newell that the vessel had been lost on the New Zealand coast. No details were furnished in the cablegram as to how or when the disaster occurred or whether or not the loss of the bark had involved the death of all or any of those on board. She was reported, however, a total loss. The Loch Long left New Caledonia 169 days ago for the Clyde. She was quoted for reinsurance at 85 per cent. Built at Glasgow in 1876 the Loch Long was a vessel of 1203 tons. Her managing owners were Aitken, Lilburn & Co. of Glasgow.

The Corolia, out 137 days from Port Natal for Valparaiso, is still quoted at 90 per cent, and there is no change in the rates on the Catharina and St. Mungo, both at 20 per cent.

Glory of the Seas Overdue.

The old wooden ship Glory of the Seas is causing those interested in her considerable anxiety and the next news from Dutch Harbor is awaited with grave interest. The Glory left Oyster Harbor for Dutch Harbor sixty-five days ago with a cargo of coal for the North American Commercial Company. She passed Tatoosh, outward bound, August 11, and since then nothing has been heard of her. She will probably go on the insurance list to-day. The Glory of the Seas belongs to a day when the American clipper ship was the wonder of the world and when owners gave to their vessels names that breathed something of the poetry of the ocean. She was built at Boston in 1869 and has been identified for many years with the commerce of this port. She has made some famous voyages and has weathered her share of tempests. She was last here March 11, when she sailed for Puget Sound in command of Captain Pinding. She is a wooden vessel of 1939 tons net register.

Hold no Meeting.

Owing to the absence through sickness of Commissioner Mackenzie the State Harbor Board did not meet yesterday afternoon. Commissioner Kirkpatrick is out of the city. The matter of letting the contract for the construction of the new section of the seawall was to have been decided yesterday, but in the absence of a quorum nothing could be done and the bid of the Atlantic, Gulf and Pacific Company is still in the air.

Many Manila Passengers.

Although she does not include the Philippine port on her calling list for this trip the Japanese liner Nippon Maru, which sails to-day for the Orient, will have on board many passengers for Manila. Among them are a few business men, but the majority are civilian employes of the Government recently appointed and returning to duty after a vacation in the States. The Nippon will take about ninety cabin passengers, including two parties of tourists. The liner also takes a full cargo.

Schooner for Coast Trade.

E. T. Kruse of this city is having built on Puget Sound a steam schooner for the coast lumber trade. The Elizabeth, as the new vessel has been named, will have a carrying capacity for 500,000 feet of lumber, and Kruse expects to have her in commission before the end of the year.

Arrive From Seattle.

The Pacific Coast Steamship Company's City of Puebla and the steamship Centennial arrived yesterday from Seattle. Both brought passengers. The Centennial was eighty-one hours coming down. The Puebla made the trip in fifty-eight hours.

Seas Break Over Gifford.

The seas that have been bombarding the wrecked ship Gifford since she stranded in the vicinity of Mussel Rock have now made a wide breach amidships and are daily pounding the derelict deeper and deeper into her sandy grave. It has not yet been announced whether or not the remains will be sold at auction.

McCulloch Seeks Shelter.

The revenue cutter McCulloch, which left here October 11 for Puget Sound with the tender Arcata in tow, put into Port Orford yesterday to shelter from the strong northwest wind. It was expected that she would resume her voyage last night.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British ship Sardomene is chartered for lumber from Puget Sound to Adelaide at 27s 6d; British ship Iverna, same business from Blakeley to Callao at 30s, chartered prior to arrival.

Merchandise for the North.

The steamer Queen sailed on Tuesday for Victoria with an assorted merchandise cargo, consigned to the port of destination and the principal British Columbian ports, valued at $20,460, and including the following: 919 pkgs fresh fruits, 40 pkgs fresh vegetables, 69,365 lbs dried fruit, 14,980 lbs 30 cs raisins, 343 cs canned goods, 37,805 lbs malt, 4840 lbs chocolate, 1980 lbs meals, 280 lbs shrimps, 24 sks onions, 500 pkgs paste, 20 pkgs drugs and sundries, 333 lbs 1 cs cheese, 213 lbs sugar, 375 lbs coffee, 10 pkgs groceries and provisions, 58 gals wine, 2038 pkgs lead, 11 bales leather, 455 lbs tobacco, 15 bars 6 bdls iron, 16 pkgs machinery, 300 tins matches, 34 cs arms and ammunition, 10,270 lbs asphaltum, 600 lbs grease, 4 cs electrical supplies.

In addition to the foregoing the steamer carried 28,375 lbs dried fruit and 35 cs canned fruit, valued at $1644, for Winnipeg; 50 tins matches, valued at $50, for Quebec, and 500 cs canned fruit, valued at $1970, for Duluth, Minn.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Lakme	San Pedro	Oct. 15
Chico	Coquille River	Oct. 15
Phoenix	Mendocino	Oct. 15
Arcata	Monterey	Oct. 15
Santa Rosa	San Diego & Way Ports	Oct. 15
Point Arena	Mendocino & Pt. Arena	Oct. 15
Barracouta	New York via Panama	Oct. 15
Rainier	Seattle & Whatcom	Oct. 15
Czarina	Coos Bay	Oct. 16
S. Monica	Grays Harbor	Oct. 16
Chehalis	San Pedro	Oct. 16
Eureka	Humboldt	Oct. 17
San Mateo	Tacoma	Oct. 17
Del Norte	Crescent City	Oct. 17
Pomona	Humboldt	Oct. 17
Argo	Eel River Ports	Oct. 17
Iaqua	San Pedro	Oct. 17
S. Barbara	San Pedro	Oct. 17
Bonita	Newport & Way Ports	Oct. 17
Columbia	Portland & Astoria	Oct. 17
Centralia	Grays Harbor	Oct. 18
Isis	Seattle	Oct. 18
Mariposa	Tahiti	Oct. 18
Arcata	Coos Bay & Port Orford	Oct. 19
North Fork	Humboldt	Oct. 19
State of Cal	San Diego & Way Ports	Oct. 19
Umatilla	Puget Sound Ports	Oct. 19
Sierra	Sydney & Way Ports	Oct. 19
Corona	Humboldt	Oct. 20
American	New York	Oct. 20
S. Portland	Portland & Astoria	Oct. 20
Coos Bay	San Pedro & Way Ports	Oct. 21
Acapulco	New York via Panama	Oct. 21
Ramses	Hamburg & Way Ports	Oct. 21
J. Dollar	Seattle & Tacoma	Oct. 21
G. W. Elder	Portland & Astoria	Oct. 22
Coptic	China & Japan	Oct. 23
Queen	Puget Sound Ports	Oct. 24
Nicaria	Hamburg & Way Ports	Oct. 24
Alliance	Portland & Way Ports	Oct. 25

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	October 15.		
Lakme	Arcata direct	5 pm	Pier 2
Alliance	Eureka & Coos Bay	11 am	Pier 16
Arctic	Humboldt	4 pm	Pier 10
State of Cal	San Diego & Way	9 am	Pier 11
N. Maru	China & Japan	1 pm	Pier 40
G. W. Elder	Astoria & Portland	11 am	Pier 24
	October 16.		
Chehalis	Grays Harbor	.....	Pier 2
Coos Bay	San Pedro & Way	9 am	Pier 11
Corona	Humboldt	1:30 p	Pier 9
	October 17.		
Coronado	Grays Harbor	4 pm	Pier 10
Eureka	Humboldt	2 pm	Pier 13
S. Monica	Los Angeles Ports	9 am	Pier 2
Chico	Coquille River	6 pm	Pier 2
S. Barbara	Seattle & Olympia	4 pm	Pier 2
Iaqua	Humboldt	4 pm	Pier 2
San Jose	N. Y. via Panama	12 m	Pier 40
Alameda	Honolulu	11 am	Pier 7
Pt. Arena	Point Arena	4 pm	Pier 2
San Pedro	Humboldt	4 pm	Pier 2
	October 18.		
T. H. Lggtt	Humboldt	10 am	Pier 10
Phoenix	Mendocino City	1 pm	Pier 13
Santa Rosa	San Diego Way Pts	9 am	Pier 11
City Puebla	Puget Sound Ports	11 am	Pier 9
Centennial	Seattle & Tacoma	5 pm	Pier 2
	October 19.		
Argo	Eel River Ports	4 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 9
	October 20.		
Californian	New York	3 pm	Pier 23
Bonita	Newport & Way Pts	9 am	Pier 19
Uarda	Hamburg Way Pts	.....	.....
Rainier	Seattle & Whatcom	4 pm	Pier 10
Columbia	Astoria & Portland	11 am	Pier 24
	October 21.		
Arcata	Coos B. & Pt. Orford	10 am	Pier 13
	October 22.		
N. Fork	Humboldt	5 pm	Pier 2
S. Portland	Astoria & Portland	6 pm	Pier 2
	October 23.		
Isis	Humboldt Way Pts	.....	.....
Siberia	China & Japan	1 pm	Pier 40
Umatilla	Puget Sound Ports	11 am	Pier 9
	October 24.		
Barracouta	N. Y. via Panama	12 m	Pier 40
	October 26.		
Mariposa	Tahiti	11 am	Pier 7

FROM SEATTLE.

Steamer.	For.	Sails.
Dolphin	Skagway & Way Ports	Oct. 16
Santa Ana	Cooks Inlet & Way Prts	Oct. 16
Al-Ki	Skagway & Way Ports	Oct. 16
Farallon	Skagway & Way Ports	Oct. 20
City Seattle	Skagway & Way Ports	Oct. 20
Humboldt	Skagway & Way Ports	Oct. 21
Nome City	Cooks Inlet & Way Ports	Oct. 22
Cottage City	Skagway & Way Ports	Oct. 26
City Topeka	Skagway & Way Ports	Oct. 28

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Heights of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf, about 25 minutes later than at Fort Point; the height of tide is the same at both places.

THURSDAY, OCTOBER 15.

Sun rises ..... 6:18 a. m.
Sun sets ..... 5:34 p. m.
Moon rises ..... 0:37 a. m.

Date.	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.
15	0:26	0.5	7:30	4.9	1:04	2.4	6:59	4.8
16	1:23	0.6	8:16	5.2	2:04	1.9	8:10	5.0
17	2:20	0.8	9:00	5.5	2:57	1.3	9:16	5.1
18	3:09	0.9	9:41	5.6	3:45	0.8	10:15	5.2
19	3:51	1.2	10:20	5.8	4:30	0.4	11:10	5.3
20	4:34	1.4	10:57	5.9	5:11	0.0	.....	.....

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tides of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., October 14.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day—i. e., at noon of the 120th meridian, or at 8 p. m., Greenwich time.

J. C. BURNETT,
Lieutenant, U. S. N., in charge.

Shipping Intelligence.

ARRIVED.

Wednesday, October 14.

Stmr Centennial, Klitgaard, 81 hours from Seattle.

Stmr Scotia, Erickson, 11 hours from Bowens Landing.

Stmr Corona, Johnson, 20 hours from Eureka.

Stmr City of Puebla, Jepsen, 58 hours from Victoria.

Stmr Mandalay, Payne, 38 hours from Crescent City; bound for San Diego; put in to land passengers.

Stmr Alliance, Hardwick, 9 days from Portland, via Coos Bay 4 days, via Eureka 24 hours.

Stmr Ruth, Reed, 18 hours from Westport.

Stmr Santa Cruz, Gielow, 12 hours from Moss Landing.

Stmr National City, Hammar, 14 hours from Fort Bragg.

Stmr Montara, Reilly, 90 hours from Ladysmith.

Stmr San Pedro, Andresen, 72 hours from Grays Harbor.

Stmr Chico, Larsen, 50 hours from Coquille River.

Ger stmr Uarda, Peterson, 3½ days from Seattle; put in to finish loading.

Tug L Roscoe, Crangle, 50 hours from Florence, via Coos Bay 40 hours.

Ship John A Briggs, Fullerton, 82 days from Sydney.

Br ship Strathgryfe, McIntyre, 76 days from Newcastle, Australia.

Schr Newark, Reinertsen, 13 hours from Fish Rock.

Schr Bessie K, Merriam, 13 hours from San Vicente Landing.

CLEARED.

Wednesday, October 14.

Stmr State of California, Thomas, San Diego; Pacific Coast Steamship Co.

Stmr Geo W Elder, Randall, Astoria; Oregon Railroad and Nav Co.

Br ship Cambuskenneth, Cook, Melbourne, via Port Townsend; J J Moore & Co.

SAILED.

Tuesday, October 13.

Stmr W H Kruger, Ahlin, Eureka.

Wednesday, October 14.

Stmr North Fork, Nelson, Eureka.
Stmr Arcata, Nelson, Coos Bay.
Stmr Mandalay, Payne, San Diego.
Stmr Alcatraz, Carlson, Point Arena.
Stmr Chas Nelson, Gunderson, Port Los Angeles.
Stmr Grace Dollar, Olsen, Grays Harbor.
Stmr Rival, McClements, Willapa Harbor.
Schr Mary C, Campbell, Bodega.

SPOKEN.

Per Br ship Strathgryfe—Sept 10, lat 17 S, lon 128 W, Br ship Pass of Balmaha, from Newcastle, Australia, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, Oct 14, 10 p m—Weather thick; wind calm.

DOMESTIC PORTS.

CASPAR—Arrived Oct 14—Stmr South Coast, hence Oct 13.

EUREKA—Arrived Oct 14—Stmr Pomona, hence Oct 13.

Sailed Oct 14—Schr Compeer, for San Francisco.

SAN PEDRO—Arrived Oct 13—Stmr Iaqua, hence Oct 11; schr Bertie Minor, from Eureka; stmr Santa Barbara, from Redondo.

Sailed Oct 12—Schr Chas E Falk, for Coos Bay. Oct 13—Schr Frank W Howe, for Columbia River; stmr Lakme, for San Francisco.

CRESCENT CITY—Sailed Oct 13—Stmr Coquille River, for San Francisco.

REDONDO—Arrived Oct 14—Stmr Brooklyn, hence Oct 12; stmr Asuncion, hence Oct 12.

Sailed Oct 14—Stmr Asuncion, for Ventura; stmr Chehalis, for San Francisco.

HARDY CREEK—Arrived Oct 14—Stmr Marshfield, hence Oct 13.

WESTPORT—Arrived Oct 14—Stmr Westport, hence Oct 13.

SEATTLE—Arrived Oct 14—Stmr Cottage City, from Fredericks Sound, via Victoria.

PORT HARFORD—Sailed Oct 14—Stmr Coos Bay, for San Francisco.

EVERETT—Arrived Oct 14—Schr Ludlow, hence Oct 4.

Arrived Oct 14—Bark Vidette, from San Pedro.

PORT TOWNSEND—Arrived Oct 14—Schr Alice Cooke, hence Sept 29; schr Balboa, from Yokohama.

TATOOSH—Passed in Oct 13—Stmr James Dollar, hence Oct 11, for Seattle.

Passed out Oct 14—Ship Benj F Packard, from Tacoma, for Philadelphia; Ger ship Alice, from Port Blakeley, for Australia.

Passed in Oct 14—Br ship Aristomene, from Yokohama, for Victoria; stmr Valencia, from Nome, for Seattle.

BANDON—Arrived Oct 12—Schr Onward, hence Oct 3.

Sailed Oct 12—Stmr Chico, for San Francisco.

ASTORIA—Sailed Oct 14—Br bark Saxon, for Callao; Br stmr Yeddo, for Manila; Br ship Windsor Parke, for Cape of Good Hope.

Arrived Oct 14—Stmr South Portland, hence Oct 13.

PORT ORFORD—Arrived Oct 14—U S stmr Hugh McCulloch, with U S stmr Arcata in tow, hence Oct 11, for Seattle. Put in on account of heavy northwest winds; will probably proceed north this evening.

GRAYS HARBOR—Sailed Oct 11—Stmr San Pedro, for San Francisco.

ANACORTES—Arrived Oct 13—Schr Advent, hence Oct 7.

PORT GAMBLE—Arrived Oct 14—Schr Alice Cooke, hence Sept 29.

ISLAND PORTS.

HONOLULU—Sailed Oct 13—Stmr Sierra, for San Francisco; Br war stmr Protetc, for Tahiti; bark Abby Palmer, for Port Townsend; bark S C Allen, for Port Townsend; Br ship Brodick Castle, for Newcastle, Australia.

Arrived Oct 14—Stmr Ventura, hence Oct 8; Br stmr Doric, hence Oct 7.

MANILA—Sailed Oct 10—U S stmr Thomas, for San Francisco.

EASTERN PORT.

NEW YORK—Sailed Oct 13—Stmr Alliance, for Colon.

FOREIGN PORTS.

MORORAN—Sailed Oct 10—Br stmr Ascot, for Vancouver.

ROTTERDAM—In port Sept 30—Br ship Dudhope, for Port Los Angeles.

ANTWERP—Sailed Oct 12—Br ship Halewood, for San Francisco.

SYDNEY—Arrived prior to Oct 13—Stmr Sonoma, hence Sept 17.

YOKOHAMA—Arrived Oct 11—Br stmr Athenian, from Vancouver.

Sailed Oct 14—Jap stmr America Maru, for San Francisco.

VICTORIA—Arrived Oct 13—Stmr Cottage City, from Fredericks Sound.

Arrived Oct 14—Br stmr Indrasamha, from Yokohama.

HONGKONG—Arrived prior to Oct 14—Stmr Clavering, from San Francisco, via Yokohama; stmr Riojun Maru, from Seattle, via Yokohama, etc.

TAKU—Arrived Oct 13—Br stmr Inverness, from Port Townsend.

NEWCASTLE, Aus—Sailed Oct 13—Br ship St Mirren, for San Francisco.

VANCOUVER—Arrived Oct 5—Bktn John Smith, hence Sept 21.

SUVA—Arrived Oct 12—Schr C S Holmes, from Port Blakeley.

OCEAN STEAMERS.

NEW YORK—Sailed Oct 14—Stmr Philadelphia, for Southampton; stmr Potsdam, for Rotterdam, via Boulogne; stmr Majestic, for Liverpool; stmr Oscar II, for Christiansand and Copenhagen.

BREMEN—Arrived Oct 14—Stmr Kronprinz Wilhelm, from New York, via Plymouth and Cherbourg; stmr Barbarossa, from New York, via Plymouth and Cherbourg.

LIVERPOOL—Arrived Oct 14—Stmr Friesland, from Philadelphia.

Sailed Oct 14—Stmr Canada, for Quebec and Montreal; stmr Noordland, for Philadelphia, via Queenstown.

GLASGOW—Arrived Oct 14—Stmr Numidian, from New York.

QUEENSTOWN—Arrived Oct 14—Stmr Ivernia, from Boston, for Liverpool, and proceeded.

CHERBOURG—Arrived Oct 14—Stmr Pennsylvania, from New York, via Plymouth, for Hamburg, and proceeded.

NAPLES—Sailed Oct 13—Stmr Cambrian, from Genoa, for Boston.

BERKELEY SCORE DUE TO A GOAL

Defeats Reliance in a Listless Struggle by 5 to 0.

U. C. Shows a Decided Falling Off in Knowledge of the Game.

"Overall, Overall—what's the matter with Overall?" The students on the bleachers went into raptures as the idol of the California football team took his place on the field yesterday at the end of the first half in the game with Reliance. Of course, everybody concedes there is nothing the matter with Overall, but some of the wise ones are asking themselves what is the matter with the California team without Overall in the balance. It just managed to score a field goal yesterday against the clubmen, and that was all.

It has become painfully patent to the Berkeley coaches that the team is Overall and Overall is the team. The giant captain does all the kicking; he is the bulwark of the line; he is the hardest man to bring to earth when he has the ball tucked under his arm. Without Overall in his place at right guard the Berkeley rooters would not be going about with money in their hands offering to take three to one on the outcome of the match with Stanford.

With the big game only a month off the Berkeley adherents could only say their kindest after the game by averring that their aggregation of giants was in a slump. When kicks were fumbled, the interference tread upon the toes of the runner and the ends got away outside of their man a high school boy might have seen that the blue and gold eleven has some work coming to them if they expect to run Stanford off the field next month.

SOME BRILLIANT RUNS.

The game was brilliant in spots. Everybody yelled when Mini, the midget, dashed through the Reliance in a mix-up and sprinted down the field, aided by the clever interference of Belknap, for twenty-five good yards. Again Jim Forse, the big tackle, butted his way through three Reliance men and covered a like distance before he was downed. Snedigar and Overall repeated the feat.

In the first half the onslaughts of the clubmen were fast and fierce. Twice the college men failed to make their distance and had to surrender the ball. Once Mini was seized behind the line and, entirely unsupported by his interference, was pushed back ten yards. Twice the clubmen made their distance through the college team. Three times did members of the blue and gold eleven become overanxious and suffered the penalty for offside play. It was only near the end of the half that the California boys seemed to find themselves, and then they rushed the ball down toward the Reliance goal. With the spheroid twenty feet away and half a minute left in which to play, Sam Stow, left guard, dropped back and booted an easy field goal.

OVERALL IN THE GAME.

Overall, who had been detained from the game in the first half, took his old position in the center of the rush line when the second half was called, but despite the inspiration of his presence and the effective work of his brawn the college team went flighty and failed to threaten the Reliance goal during the entire half. Hudson, the powerful little right end, gave his right knee and ankle such a severe wrench during a scrimmage that the physician announced that three weeks on crutches would be his portion, and that he might be out of the big game. All through the game yesterday the college men showed glaring faults in the very A B C of football lore. Snedigar made two glaring fumbles and Mini one. All of the line men evinced a painful tendency to get offside, a fault which will be fatal in the big game. The line-up:

California—	Positions.	Reliance.
Demeritt	L.—E.—R	Lewitt
Forse	L.—T—R	Hamilton
Stow	L.—G.—R	Smock
Stroud	Center	Cavanaugh
Gray-Overall	R.—G.—L	Gaffey
Heitmuller	R.—T.—L	Martin-Bacon
Craig-Hudson	R.—E.—L	Goschen-Willette
Gear-Belknap	Quarter	Holt-Evans
Risley-Mini	L.—H.—R	Booth-Graham
Snedigar-Whipple	R.—H.—L	Mueller-Goschen
Boynton-Elliott	Fullback	Atkinson

Umpire—J. Seymore. Referee—B. Oliver.

Board Investigates Charges.

Captains Cole and Nissen and First Lieutenant R. C. Foy met at army headquarters yesterday as a board of investigation to get at the bottom of the charges against Captain H. P. Young, quartermaster of the transport Sheridan. Many enlisted men asserted that they were not properly fed and cared for on the vessel's last trip from Manila to San Francisco. The deliberations of the board were secret. A formal report will be made to General MacArthur to-day or to-morrow.

LONG DEADLOCK ENDS IN EIGHTH

Angels Then Open Up on McKay and Make Seven Runs.

Corbett Never Gives Peter's Cripples a Chance to Cross the Pan.

The Cripples and the Angels played ball yesterday that was about the best shown here in some months. Time and time again it seemed the strain was too much, yet the collapse held aloof till the eighth round. 'Tis a sad tale, the tale of the eighth. The Angels did their work well and when the dread period had passed seven runs were on the boards for them. Score, 7 to 0.

The perfect weather made good ball playing easy. Every man who was on the performing list seemed keyed up to the limit. Nothing was too hot for the fielders to handle till the collapse came. Both Corbett and young McKay were pitching ball that would have won a man fame in any league. The youngster was a trifle better than his talented rival till the explosion occurred. Then there was no comparison.

Corbett inaugurated the eighth with a base hit that went scooting out to the right garden. He stole second neatly and landed with the first tally of the day when Dummy Hoy lined one to the scoreboard that was good for two bags.

Then Wheeler tried the bunting game and laid down one he beat out to the bag. McKay picked up the ball and threw it away at first base. While this performance was going on the little silent man sneaked to the plate and Wheeler went as far as second.

He did not have to tarry long there, for Smith drove a torrid one out beyond Kruger. On this lift Wheeler registered. Kruger threw the ball in, but no one was backing up the plate, so Smith was allowed to proceed to third uninterrupted. Then Dillon drew the only pass that McKay issued. Cravath flew to O'Hara and this gave Smith time to go home.

Dillon in the meantime pilfered the middle sack and Raymond sent him around to third on a single to right field. Raymond then stole and they both arrived at the pan when Spies tore off one that proceeded out to center field and then through O'Hara. Spies pulled up at third. A wild pitch let him in with the last run of the eventful round.

Joe Corbett never gave the Cripples a chance to score. His work in the box was great, barring a little wildness at times. He made up for this slight defect by doing some wonderful fielding and by rapping out three safe hits, two of which were made in the eighth inning. The score:

Oakland—	AB.	R.	H.	P.A.	Los Angeles—	AB.	R.	H.	P.A.
O'H'ra, cf	3	0	1	5	0	Hoy, cf	5	1	1	3	0
Mskmn, s	3	0	1	1	0	Wh'l'r, 2b	5	1	1	2	2
Schrtz, 2b	2	0	1	2	4	Smith, 3b	5	1	2	0	4
Murd'k, rf	4	0	0	2	1	Dillon, 1b	4	1	2	14	0
Kruger, lf	4	0	1	3	0	Cravth, rf	5	0	0	2	0
Baxter, 3b	3	0	0	2	0	Ross, lf	4	0	0	1	0
Messly, 1b	4	0	1	10	0	Rymnd, s	4	1	2	1	1
Gorton, c	2	0	0	2	1	Spies, c	4	1	2	4	1
McKay, p	3	0	0	0	3	Corbett, p	4	1	3	0	7
*Lohman	1	0	0	0	0						
Totals	29	0	5	27	9	Totals	40	7	13	27	15

*Lohman batted for McKay in ninth.

RUNS AND HITS BY INNINGS.

Los Angeles	0	0	0	0	0	0	0	7	0	—7
Base hits	0	1	1	0	2	1	0	7	1	—13
Oakland	0	0	0	0	0	0	0	0	0	—0
Base hits	2	1	1	0	0	1	0	0	0	—5

SUMMARY.

Stolen bases—Corbett (2), Raymond, Dillon, Kruger. Errors—O'Hara, Schwartz, Kruger, McKay, Raymond. Three-base hit—Smith. Two-base hit—Hoy. Sacrifice hit—Moskiman. First base on errors—Oakland, 1; Los Angeles, 1. First base on called balls—Off McKay, 1; off Corbett, 6. Left on bases—Oakland, 9; Los Angeles, 7. Struck out—By McKay, 1; by Corbett, 3. Double play—Raymond to Dillon. Wild pitch—McKay. Time of game—One hour and fifty minutes. Umpire—McDonald.

MAJOR MORROW BEGINS RIGID INVESTIGATION

Alcatraz Island Officers, Guards and Prisoners Are Questioned in Regard to Escape.

The investigation of the escape of Federal Prisoners White, Moore, Stokes and Darling from Alcatraz a week ago was commenced by Judge Advocate H. W. Morrow yesterday. He left headquarters early in the morning and spent the entire day at the prison. Officers, enlisted men and prisoners were questioned regarding their knowledge of the affair.

It was learned that the rumor that the four prisoners had won their way to freedom by means of forged orders of release had begun to circulate shortly after the escape. No one knew definitely whether the letterheads had been made on the island. Major Morrow is inclined to think that most of the work was done at the prison. It is suspected that Moore, the printer, may have made the necessary type in the office.

No news can be heard in regard to the whereabouts of the escapes or the identity of their supposed confederate in this city. Major Morrow will continue the investigation and embody the information he may discover in a report to General MacArthur.

It is generally supposed that Stokes' money paid the fare of the four plotters to some point in the East and the authorities in that section of the country have been warned to be on the lookout.

Kaighin's Will Is Filed.

The will of the late Charles J. Kaighin, chief engineer of the Market-street Railway Company, was filed for probate yesterday. His widow, Martha Kaighin, is sole legatee, though the will contains a clause providing that whoever proves that the deceased is their father shall receive $5. The estate is worth $57,000.

Hanlon's Father Gets Damages.

Daniel Hanlon, father of Eddie Hanlon, the pugilist, was awarded $2500 damages against F. C. Mills, a master stevedore, by a jury in Judge Graham's court yesterday. He sued for $10,000 for injuries received by falling down a hatch on the steamer Ventura while he was in the employ of Mills.

Dies Under an Anesthetic.

R. C. Casey, a widower 47 years of age and resident of Calistoga, died under an anesthetic in the Lane Hospital last Tuesday afternoon. The matter was reported to the Coroner yesterday afternoon.

COOK BOOK OFFER TO CLOSE OCTOBER 30.

The Call's Cook Book premium offer will close on October 30, 1903, and all readers of this paper who desire a copy of this household treasure should not fail to place their order immediately.

This splendid premium will be offered to Call subscribers at the exceptionally low rate of fifty cents per copy. Out of town orders twenty cents additional to cover prepayment of transportation charges.

OPIUM FOUND ON BOATSWAIN

Christopher Field Conceals Ten Pounds on Person.

Is Captured by Inspector Ross, Who Notes Unusual Girth.

Twenty pounds of smuggled opium was found yesterday in possession of Christopher Field, boatswain of the steamship City of Puebla, which had just arrived from Victoria. As the steamer swung into the dock Field jumped off the stern upon the dock with the hawser and proceeded to fasten it to the top of a pile. While he was so occupied Customs Inspector J. A. Ross hailed him and remarked that Field had gone rather stout around the waist since he had been here last. Field replied that he had. The inspector then tapped him playfully on the chest and produced a metallic sound.

"They must have been feeding you on tin cans," remarked the inspector. Field's blouse was then taken off and in the lining of a blue jumper that he wore underneath ten pounds of the choicest brand of opium was found in five-tael cans. Field was at once placed under arrest on a charge of smuggling. His room on board the steamer was searched by Customs Inspector Henry Gallagher and another ten pounds' weight of the drug was found concealed behind a drawer in a locker.

Field said that the opium had been given to him by a Chinese in Seattle with instructions to deliver it to another Chinese who would be in waiting at the dock in this city. For this service Field received $10. The drug seized is valued at $300. The duty would amount to $120.

RAILWAY TRAVEL.

Santa Fe

CALIFORNIA LIMITED TO CHICAGO

Leaves Mondays and Thursdays at 9:30 a. m., through in 3 days, with diner and all trappings.

Other Santa Fe Trains:

7:30 a. m. } for Stockton, Fresno, Bakersfield,
9:30 a. m. } Merced, Hanford and Visalia.
8:00 p. m. }

4.00 p. m. for Stockton.

8:00 p. m. for Kansas City, Grand Canyon and Chicago.

TICKET OFFICE: 641 Market St., and Ferry Depot. S. F. Also 1112 Broadway, Oakland, Cal.

CALIFORNIA NORTHWESTERN RY. CO.
LESSEE
SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.
Tiburon Ferry, Foot of Market Street.

SAN FRANCISCO TO SAN RAFAEL.

WEEK DAYS—7:30, 9:00, 11:00 a. m.; 12:35, 3:30, 5:10, 6:30 p. m. Thursdays—Extra trip at 11:30 p. m.

Saturdays—Extra trip at 1:50 and 11:30 p. m.

SUNDAYS—8:00, 9:30, 11:00 a. m.; 1:30, 3:30, 5:00, 6:20, 11:30 p. m.

SAN RAFAEL TO SAN FRANCISCO.

WEEK DAYS—6:05, 7:35, 7:50, 9:20, 11:15 a. m.; 12:50, 3:40, 5:00, 5:20 p. m.

Saturdays—Extra trip at 2:05 and 6:35 p. m.

SUNDAYS—8:00, 9:40, 11:15 a. m.; 1:40, 3:40, 4:55, 5:05, 6:25 p. m.

Leave San Francisco.	In Effect Sept. 27, 1903.	Arrive San Francisco.
Week Days. / Sundays.	Destination.	Sundays. / Week Days.
7:30 a / 8:00 a, 9:30 a, 3:30 p, 5:10 p / 3:30 p, 5:00 p	Ignacio.	9:10 a / 10:40 a, 6:05 p, 7:35 p / 8:40 a, 10:20 a, 6:20 p
7:30 a, 3:30 p / 8:00 a, 9:30 a, 3:30 p, 5:10 p / 5:00 p	Novato, Petaluma and Santa Rosa.	9:10 a, 10:40 a, 6:05 p, 7:35 p / 8:40 a, 10:20 a, 6:20 p
7:30 a, 3:30 p / 8:00 a, 3:30 p	Fulton.	10:40 a, 7:35 p / 10:20 a, 6:20 p
7:30 a, 3:30 p / 8:00 a, 3:30 p	Windsor, Healdsburg, Lytton, Geyserville, Cloverdale.	10:40 a, 7:35 p / 10:20 a, 6:20 p
7:30 a, 3:30 a / 8:00 a, 3:30 p	Hopland and Ukiah.	10:40 a, 7:35 p / 10:20 a, 6:20 p
7:30 a	8:00 a	Willits.	7:35 p	6:20 p
7:30 a, 3:30 p	8:00 a, 3:30 p	Guerneville.	10:40 a, 7:35 p / 10:20 a, 6:20 p
7:30 a, 5:10 p	8:00 a, 5:00 p	Sonoma, Glen Ellen.	9:10 a, 6:05 p / 8:40 a, 6:20 p
7