SHIP'S OFFICER KNEW NEITHER RULES NOR LAWS

Third Mate of Ill Fated Santa Rosa Testifies to Own Incompetence

"Go as You Please" Methods of Navigation Are Disclosed by Witness

Admitted incompetence on the part of Third Officer Thomas of the steamer Santa Rosa and a wide discrepancy between his testimony and that of Captain Faria regarding the time that the master was on deck before the vessel struck the beach near Point Arguello last July, marked the reopening of the trial of the master and third mate yesterday before United States Inspectors Bolles and Bulger. Faria said he was not on deck more than two minutes before the steamer went ashore. Thomas testified that it was fully 10 minutes after he had called the captain that the vessel ran aground.

Upon this difference in time and the apparent indifference of Thomas to whatever fate may have in store for him as the result of the inquiry were the only new features noted during the session. The inquiry will be continued at 10 o'clock tomorrow morning.

WRECK DUE TO "INFLUENCES"

Captain William Westcott, master of the Pilots' association known as Harbor 15, wedged his way into the hearing yesterday as the successor to Captain Taylor, the "sea lawyer," who appeared for Thomas at the former hearing. Westcott endeavored to show that the Santa Rosa was on her usual course but had been carried shoreward by some influence unknown to mariners.

Whether this alleged influence was of the kind always indicated by a flight of Mother Carey's "chickens" at sea, or by the dropping of an albatross on deck was not brought out.

In addition to Faria and Thomas the witnesses examined yesterday were Captain I. N. Hibberd, superintendent of the Pacific Coast Steamship company; G. H. Highbee, vice president and general manager, and G. W. Towle, attorney for the company.

Highbee said he had not sent any wireless messages to Captain Faria on the day of the wreck, but that a number had been telephoned by J. H. Cooper, his assistant. Cooper gave Highbee's name to the operator at Point Arguello and in turn it had been flashed to the ship. It was customary, he said, for those authorized to use his name in sending official communications during his absence. Cooper was not present at the hearing.

VESSEL INSURED FOR $220,000

That the Santa Rosa was insured in a London company for $220,000 developed in the testimony of Highbee. This fact surprised the inspectors, as they had understood that the steamer was uninsured. Highbee placed the value of the cargo at about $70,000, all of which was a total loss. Whether the cargo was also insured he did not say.

Herbert Hewson, brother of the second mate who lost his life trying to take a line from the stranded ship to the Helen P. Drew, another vessel, was present at the hearing and attempted several times to question the witnesses. It is said a heavy suit for damages may be filed against the steamship company by the relatives of Hewson, on the ground that he was drowned through negligence of the company's employes.

The wireless messages which passed between Faria and the company on the day of the wreck were the subject of a searching examination on the part of Inspector Bulger. At his suggestion copies of all messages picked up by the government station at Mare island will be sent for and compared with the copies furnished by the steamship company.

OFFICER ADMITS INCOMPETENCE

In responding to questions by Bulger, Third Mate Thomas admitted yesterday that he knew comparatively little of the rules and regulations of the steamship company and that he was not familiar with the regulations of the government respecting the conduct of vessels at sea.

"I know there was something like 32 rules of the company regarding the calling of the captain when passing lights and in the handling of freight, but I don't know them all, and as for the government regulations, I paid little attention to them," Thomas told Bulger.

"Didn't you always call the captain when you sighted a light ashore?" asked Bulger.

"I went according to custom," answered Thomas. "I called the captain most of the time when we passed a point, but sometimes I did not."

"Then you conducted the ship on a kind of a go as you please plan," said Bulger.

"Yes," said Thomas.

Thomas testified that Captain Faria was on deck for 10 minutes before the steamer struck, and that they discussed the two lights which were visible.

AIRMAN TOO BUSY WITH SCIENCE TO SUIT WIFE

William Holmes, Aviator, Divorced on Ground of Cruelty

William Holmes' attention to aeronautics at the expense of his wife Minta proved ground enough yesterday in Judge Van Nostrand's court to warrant the issuance of a decre of divorce to Mrs. Holmes.

Not only did Holmes give almost all of his time, money and thought to the science of aviation, but he also managed to visit extreme cruelty upon his better half in the short time he gave to her. On one occasion Holmes told his wife he "wished that she was in hades, burning up."

Other divorces were granted yesterday as follows:

Joseph H. Pennington from Margaret A., desertion, by Judge Hunt; Clara Hanzo from Charles, desertion, by Judge Troutt, and Maude Galvin from William A., cruelty, by Judge Sturtevant.

The following divorce actions were commenced yesterday:

Marguerite Z. Herve vs. Edmond, desertion; Idel Lee vs. Charles H., desertion; Leopold Spath vs. Bridget, cruelty; Eva B. Grothler vs. Harry, cruelty.

APPLICATION MADE FOR NATIONAL BANK AT DUCOR

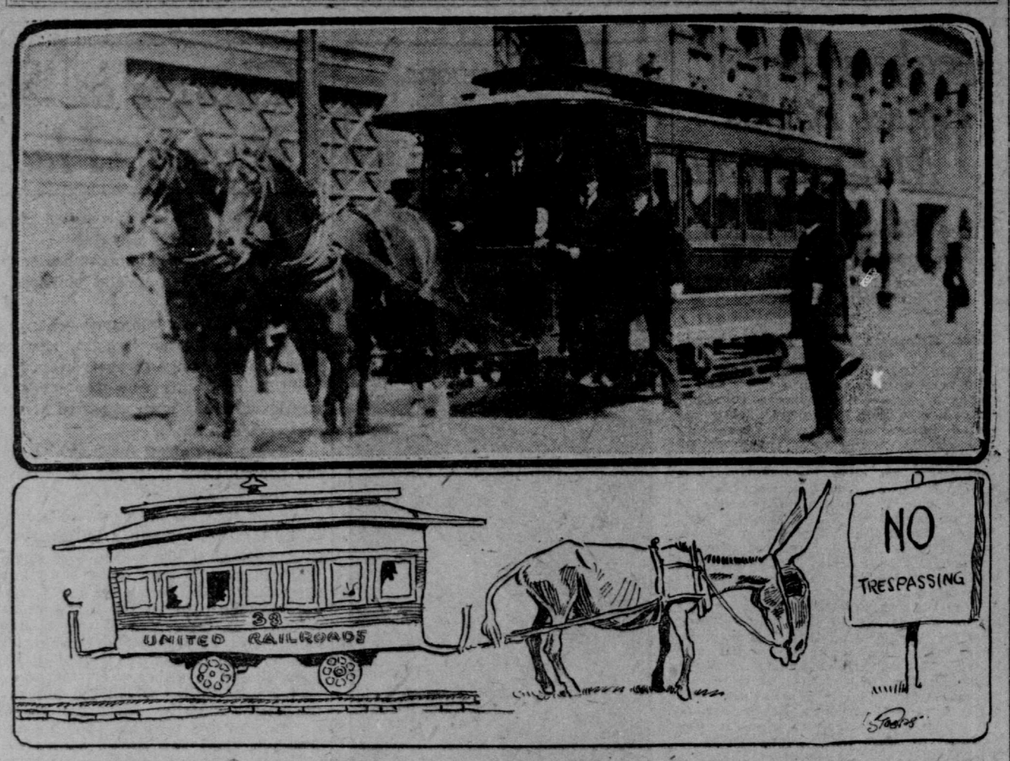
[Special Dispatch to The Call]

WASHINGTON, Sept. 21.—The comptroller of the currency has received an application from J. E. Dennis, W. H. Braley, E. Zimmerman, C. G. Tibbens and H. C. Carr to organize the First National Bank of Ducor, Ducor, Cal., with a capital stock of $25,000.

Cured His Cold

An overcoat and no "Coughing Up." $1 a week on credit at the "California," 59 Stockton st., upstairs.

Judge Seawell Renders Sweeping Decision Against Street Railway



The antiquated horsecars, which the United Railroads has been running in Market street in order to circumvert the law and prevent the use of the city's main thoroughfare by the proposed Geary street line.

Upholds the City on Every Point Raised in the Contention and Reproves Corporation for Its Policy of Obstruction

Continued From Page 1

entire controversy. Incidentally, the United Railroads is told in very plain language that it is alone to blame for the predicament in which it finds itself, as it brought on the trouble by attempting to divide the old Sutter street railway franchise for the single purpose of preventing a municipally owned road from reaching the ferry.

"The decision is one of the most important that has ever been given in San Francisco," commented City Attorney Percy V. Long, "as it is the first time a street railway company has ever been held to strict accountability for the duty it owes the public and the rights which it may exercise under its franchises. It also makes practically certain the power of the city to extend the municipally owned Geary street road to the ferry, and I as satisfied that the decision will be upheld by the higher courts.

"Through the efforts of this office the last legislature passed a law which permits a municipally owned road to operate for any distance on the same street with a privately owned road, so there seems to be nothing further in the way of the Geary street extension down Market street. The logical conclusion to be drawn from the opinion is that the United Railroads will also have to give a continuous service of its Sutter street cars to the ferry in order to protect itself from the forfeiture of its Sutter street franchise, and even then there will remain a question as to the validity of that."

Judge Seawell's ruling was to the effect that the old franchise of the Sutter Street Railway company, providing for cable lines in Sutter street and a horsecar extension down Market, was indivisible and called for a through service from Sutter street and Central avenue to the ferry. He held that one portion of such a franchise could not be sold and another portion excepted from the transfer and held as the property of a different company. The sale was made in this manner in order that the Sutter Street Railway company might maintain a dummy existence and prevent the competition of a municipally owned line in Market street under the law providing that not more than two companies may occupy the same street.

FAULTY FROM INCEPTION

The court also ruled that the Sutter street railway franchise was faulty from the very beginning in that it ignored the five block rule. He declared that the blocks on the south side of Market street, and not the irregular blocks on the north, must be taken as the standard of measurement. In part his decision read as follows:

"The civil code provides that 'in no case must two lines of street railway, operated under different managements, occupy and use the same street or tracks for a distance of more than five blocks consecutively.'

"It is not disputed that the defendant's southern tracks occupy Market street for a distance of more than five blocks. As the northern tracks are as long as the southern, I see no good reason why the former should not also be considered as occupying the street for a distance of more than five blocks. The blocks on the north side of Market street, owing to the peculiar direction of the streets, are very irregular in size and shape. Those on the south side are regular, rectangular blocks bounded by streets at right angles to Market street, and should, in my opinion, be accepted as the proper standard of measurement of the distance occupied by both tracks.

"There can be no reasonable doubt that, by order 1525, the board of supervisors intended to grant a franchise for a continuous street railroad from Central avenue by way of Sutter and Market street to the city front. As to that line of road, the franchise was single and indivisible, and its acceptance imposed upon the Sutter Street Railroad company the obligation of maintaining and operating its road during the life of the franchise over the entire route and in a manner which would properly accommodate the public.

"I do noa wish, however, to be understood as intimating that the attempted division of the franchise to operate the road from Central avenue to the city front is of itself a ground for declaring a forfeiture. If, after the sale to the United Railroads, the entire road continued to be operated in the same manner as before, the public had no cause of complaint.

WHEN THE CHANGE OCCURRED

"In fact the transfer was followed by no change in the operation of the road until after April 18, 1906. Prior to that time the United Railroads ran its cars from Central avenue to the city front. The road in Sutter street was operated by cable. When a car going east reached Sansome street it was detached from the dummy and drawn by horses to the city front. In June, 1906, the United Railroads changed the motive power of its cars from the underground cable to the overhead trolley. The defendant was not granted the right to use electrical power and has continued to use only horse cars.

"There is thus presented a situation which was not anticipated by the parties when the defendant excepted from the sale to the United Railroads its road in Market street from Sutter street to the city front. When it made that exception it took the risk that by reason of changed conditions it would not be practicable to operate the entire line from Central avenue as one road.

"The reason for making the exception is not openly avowed, but not difficult to surmise. It was certainly not made for the better accommodation of the public or that the defendant might better discharge the obligations imposed by acceptance of the franchise. The result of the changed mode of operation has been that the road in Sutter street and that in Market street are no longer operated as one continuous line, but as separate roads.

"The cars of the United Railroads in Sutter street stop at a point 45 feet west of Sansome street. A passenger going to the ferry receives a transfer which entitles him to continue his journey either on defendant's road or on other electric lines of the United Railroads in Market street.

INADEQUATE SERVICE

"A few passengers who have sufficient leisure and patience take one of the two horsecars of defendant, but the great majority prefer the electric lines, although to reach them they have to walk a distance of 129 feet, a portion of which crosses a track of the United Railroads and is in one of the most crowded thoroughfares in San Francisco.

"Although many more cars now run in Sutter street than before April, 1906, the defendant has only two horsecars in Market street and these are old and uncomfortable. From four to eight electric cars arrive at and leave Sansome street before a horsecar leaves that point for the ferry. All of these cars, however, do not come from Central avenue. Some of them come into Sutter street at Fillmore street from points north of Sutter street. Before the fire cars arrived at and left Sansome street under 2½ to 3 minutes headway. It is but fair to assume that the cars from Central avenue continue to arrive and leave under the same headway. Defendant's cars wait at Sansome street from 7 to 10½ minutes before starting.

"Before April, 1906, from 180,000 to 216,000 passengers were carried on the horsecars during the month. At present only from 15,000 to 18,000 are carried. Before the fire one-third of the total number of passengers were carried at night. Since that time defendant's cars have not run at all at night.

"The fact, if it be a fact, that the United Railroads is furnishing a continuous service from Central avenue to the city front as good or even better than before the sale, is of no avail to the defendant. That service is furnished in Market street over inner tracks. The more efficient that service is, the less reason there is for the continued maintenance of the outer tracks. The people in this case are not seeking to forfeit the franchise exercised by the United Railroads in Sutter street, but only the right of defendant to continue to maintain the outer tracks and to run its cars thereon.

DUE TO ITS OWN ACT

"One of the excuses offered by defendant for its inadequate service is that the board of supervisors has refused to grant to it the right to use electric power in Market street. There is no obligation on the part of the board to grant that privilege. If granted it would be for the benefit of the United Railroads, which would run its cars over the outer tracks to and from the city front.

"Since defendant's sale to the United Railroads it has no right to run its cars except between Sutter street and the city front. The predicament in which the defendant finds itself is the result of its own deliberate act in excepting that portion of its road in Market street from the sale to the United Railroads. If that exception had not been made the United Railroads might today be operating the entire road by electricity from Central avenue to the city front. When we consider the purpose of the exception, the criticism of the board for refusing to grant the privilege asked for does not appear to be just.

NOT UNREASONABLE

"It appears by the evidence, however, that the board has offered to grant a temporary permit to defendant to use electric power if defendant would consent to allow the cars of a municipally owned railroad to use the outer tracks. It is claimed by defendant that such a condition was unreasonable. There are now six electric lines of the United Railroads running in Market street to the ferry from points west of Powell street.

"I do not understand how the addition of one other street railroad from Geary street to the ferry would be of the slightest pecuniary injury to the defendant. The ability of defendant to exclude another street railroad from lower Market street may be of some value to the United Railroads, but none to defendant unless the mere right to obstruct a public street is considered as legitimate property.

UNLAWFULLY USING STREET

"The defendant is now operating, with two horse cars, a street railway in Market street from Sutter street to the city front, a distance, according to its own contention, of not more than five blocks. It has never received a franchise to maintain or operate such a railway, and it is not credible that any such franchise would ever have been granted if applied for.

"The defendant has ceased to operate a street railroad from Central avenue to the city front and, in my opinion, is unlawfully exercising the franchise of maintaining the outer tracks in Market street and operating a railway thereon. The acts complained of were of a continuing nature and are not, therefore, in my opinion, protected by any statute of limitations.

"Judgment will be entered in accordance with these views."

OBSTRUCTION IN BOARD

That portion of the opinion which requires that a through service to the ferry is necessary to protect the franchise is relied upon to force the United Railroads to re-establish its Sutter street line over the inner tracks down Market street. This very result might have been accomplished nearly two years ago had it not ben for the opposition of the majority members of the present board of supervisors.

In February, 1910, Supervisor Bancroft introduced an ordinance instructing the United Railroads to put in the necessary switches and overhead construction at once at Market and Sansome streets and to operate its Sutter street cars on the inner tracks down Market street. The ordinance was defeated by a vote of 12 to 6, all the McCarthy members of the board voting against it. Those who favored its passage were Supervisors Bancroft, Cutten, Harris, Hayden, Hocks and Murdock. Those who opposed it were Supervisors Deasy, Healy, Herget, Kelly, Knowles, Loughery, McLaughlin, Minehan, Nelson, O'Dowd, Pugh and Walsh.

WILL INTRODUCE ORDINANCE

Bancroft announced yesterday that he would reintroduce the ordinance at the meeting of the board next Monday, and would also take the initiative in whatever steps may be necessary to cause the removal of the horse cars from Market street immediately.

In summing up the effect of the decision yesterday, Assistant City Attorney Jesse H. Steinhart, who conducted the case for the city, said:

"The effect of the decision is to deprive the Sutter Street Railway company of the right to maintain the outer tracks and continue service of any sort thereon. It means, in other words, that there will be only one set of tracks in Market street operated by private corporations. Under the charter there is no question that two railways may operate in any street for 10 blocks. The general law gives this right to any railway only for five blocks, except that a municipally owned road may run any number of blocks. Therefore it seems clear, under both the charter and the general law, that a municipally owned road may run direct to the ferry."

FIRESTONE PLANT WORKING OVERTIME

C. C. Eichelberger Back From Factory Conference—Notes for Motorists

By LEON J. PINKSON

C. C. Eichelberger, San Francisco branch manager of the Firestone Tire and Rubber company, returned yesterday from a three weeks' visit to the factory at Akron, O., where he attended the annual conference of Firestone representatives, which was held on September 7, 8 and 9. Eichelberger comes back enthusiastic over the high position that California has gained in the eyes of the automobile industry throughout the east, and states that the manufacturers of cars, equipment and accessories all realize that the coast is the best field for their lines in the country.

Discussing the Firestone conference and conditions at the factory, Eichelberger stated:

"For over 20 years I have been identified with large manufacturing interests in the east, having devoted 14 years of my time to the service of the largest manufacturing concern of its kind in the world, and during those 14 years I attended each year its annual conference, but never did I experience such a novel, unique and enthusiastic conference as was held at the Firestone Tire and Rubber company's new plant, covering 14 acres.

"The annual banquet was held on the night of September 8 in the Firestone cafe, under the factory roof. There were 300 guests present, consisting of the executive organization, selling and operative, branch managers, salesmen and agents from all over the United States. The cafe is conducted by capable help in the employ of the Firestone company. The young ladies waiting at the table at the banquet consisted of 30 employes chosen from the stenographic department. An orchestra of five pieces was composed of members of the Firestone family.

"The new factory has a little over three times the capacity of the old factory, our former home for years, and to give you an idea of the demand for the Firestone product the last spring and summer, I will state that both the old and new plants have been in operation continuously, and that during the last three months the pneumatic tire building divisions have been in operation 24 hours a day, working both day and night shifts.

"The new plant is a steel structure, absolutely fireproof, and has been equipped with the latest, best and most modern machinery and equipment. Every facility has been provided for the comfort, health and happiness of the employes, including reading and lounging rooms for the ladies and gentlemen, a music room for the ladies and a modern equipped hospital, in charge of a physician and trained nurse."

* * *

Flanders Cars End Pathfinding Tour—The Studebaker Brothers company of California has just received the following account of the work of the little Flanders cars in finding the path for the coming Glidden tour: "The most remarkable Glidden pathfinding trip on record was finished at Jacksonville today, when the Flanders '20,' carrying American Automobile Association Pilot Westgard, drove into this city, ending its trip from New York begun only 12 days ago. More than 1,500 miles had been covered, the car had kept the schedule of the Glidden itself day by day, and the going had included all sorts of highway from macadam to mud mountains, deep sand and treacherous fords. The car was welcomed tonight to Jacksonville by a large delegation of marveling motorists. The last day's run was over 140 miles of the worst going of the trip. The deep sand of the northern Florida wilderness alternated with long stretches, where the car splashed through swamps and water a foot and more deep. Right behind the pathfinder finished the Flanders '20' that has carried the baggage of the pathfinding party on the long run. The cars finished with records of a unique nature, having worked so perfectly on the trip that neither had required a moment's attention save the provision of regular supplies. The two cars will be shipped back to New York tomorrow, where they will await the Glidden tour, in which both will take part."

* * *

Murray on Way East—M. E. Murray, general western manager of the Republic Rubber company, who makes his headquarters in San Francisco, left yesterday to attend the annual factory meeting and sales conference at Youngstown, O., which will be held the first week in October. He will visit Portland, Seattle, St. Paul, Chicago, Kansas City, Denver, Salt Lake City and Los Angeles branches and will return in about 30 days. The San Francisco branch will carry very large stocks of both automobile tires and mechanical rubber goods, as the local climatic conditions are ideal for carrying various lines of rubber goods, and the increasing demand on the entire coast for goods of Republic quality warrants this expansion.

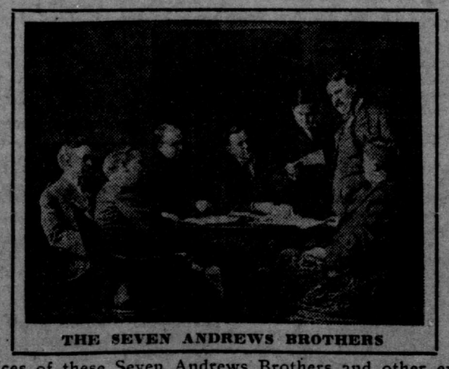
* * *

Prizes for Michelin Users—J. W. Cumming, manager of the San Francisco Michelin factory branch, has offered a prize of $200 to the driver winning first place in the Santa Monica road race scheduled to take place on Saturday, October 14, provided his car is equipped with Michelin tires. To the driver using Michelin tires who captures second place an award of $100 is also offered.

* * *

Colored Hudson Cars Arrive—S. G. Chapman, distributer of the Hudson cars, has received the first shipment of models with colored bodies. The cars are finished in orient red, maroon and napier green and make a most striking appearance. The first 1912 Hudson "33" roadster model was also included in the new arrivals.

WE CAN SELL YOUR LAND
PROMPTLY AND SATISFACTORILY



THE SEVEN ANDREWS BROTHERS

The services of these Seven Andrews Brothers and other expert real estate salesmen can be secured for the winter months by some enterprising western owner of land allotments in growing live California cities.

DON'T BOTHER US UNLESS YOU ARE A LIVE ONE

The Andrews Land Company wishes to develop and sell in California in the winter months. This company, with headquarters at Erie, Pennsylvania, is the largest and most successful realty corporation in the East. We want lands for subdividing. If it is salable we can sell it. We sold 14 subdivisions this year. References: Any Erie bank, Dun's or Bradstreet's.

THE ANDREWS LAND COMPANY, 817-819 State Street, Erie, Pa.

TOTS TO TODDLE AND WARBLE TOO

Society Will Turn Out to Watch Children Sing and Dance in Baby Opera

There has been an insistent demand for boxes and seats for the "Baby Opera" to be given tomorrow afternoon and evening at the Valencia theater. Those who will entertain box parties are Mrs. George Cameron, Mrs. Ira Pierce, Mrs. Joseph L. King, Mrs. Florence Porter Pfingst and Mrs. Eugene Bresse. The audience will be an enthusiastic assemblage and the opera promises to be one of the attractive affairs of the season given in the name of charity. The proceeds will be devoted to the fund for the San Francisco maternity.

There will be more than 200 children in the cast and some of the features of the day will be as follows: A Cupids' garden, in which scores of tiny tots will appear, each armed with the proverbial bow and arrow; the Dandy Dagoes, who will be half a dozen sturdy little boys; a visit to doll land, where there will be French, Chinese, Dutch and Japanese dolls; solos by dolls; a sailor's hornpipe, southern dance, sword dance and a peep into jungle land. The Spanish gipsy court will be represented with characteristic dances. The opera is under the direction of Katherine Couric, who is training the children for their roles.

The society women who are patronesses of the affair are:

Mrs. John Metcalfe	Mrs. Maillard Stoney
Mrs. J. A. Cooper	Mrs. Charles Slack
Mrs. Joseph L. King	Mrs. Albert Houston
Mrs. W. D. Fennimore	Miss Miriam K. Wallis
Mrs. William Matson	Mrs. Eugene Bresse
Mrs. Horace Pillsbury	Mrs. Harry N. Gray

SON NAMED GUARDIAN OF AGED PIONEER

Court Finds Charge Against F. Kraus Jr. Unfounded

Frederick Kraus, a pioneer, aged 84, who has property that yields him $1,200, yesterday consented by affidavit filed in Judge Graham's court to the appointment of his son, Frederick Kraus Jr., as his guardian. Several days ago he charged, also in an affidavit, the same son with holding him incommunicado in an institution at 3421 Valencia street.

It appeared from the paper filed yesterday that the aged man has been living with his son Frederick ever since his ejection from the home of his daughter, Mrs. Georgia Wheeland, and that he had been induced to sign the affidavit accusing his son by another daughter, Mrs. Ida Steers.

Judge Graham sent Court Clerk McNulty to the Valencia street house Wednesday to learn the real facts and, acting on McNulty's report to the court yesterday, placed the care of the aged man in the son's hands. McNulty found that the old man was not confined to the institution, but was allowed his full freedom.

BIRTHS, MARRIAGES, DEATHS

Birth, marriage and death notices sent by mail will not be inserted. They must be handed in at either of the publication offices and be indorsed with the name and residence of persons authorized to have the same published. Notices restricted simply to the announcement of the event are published once in this column free of charge.

Marriage Licenses

SAN FRANCISCO

The following marriage licenses were issued Thursday, September 21:

DOOLEY — WALCH — Martin F. Dooley, 30, Berkeley, and Margaret T. Walch, 29, 81 Montezuma street.
GREGORY—AUSTIN—Harold M. Gregory, 24, 2279 Market street, and Olivia Austin, 23, Berkeley.
HAMILTON—THOMPSON—Stacy Hamilton, 25, Portland, Ore., and Cordelia A. Thompson, 24, Glen Ellen.
HOLST—HIGHTOWER—Benjamin C. Holst, 32, Vancouver, B. C., and Helen Hightower, 22, 1839 Oak street.
REID—ENGLISH—John F. Reid, 30, 639 Excelsior avenue, and Elizabeth F. English, 19, 311 Moscow street.
RICK—GREEN-GULARTE—E. William Rick, 32, 2000 Golden Gate avenue, and Mathilda Green-Gularte, 28, 117A Duboce avenue.
ROBOTHAM—CALDER—William C. Robotham, 32, 1139 Market street, and Julia Calder, 20, San Francisco.
SHANK—DENNY—Jacob E. Shank, 28, and Harriet Denny, 31, both of Stockton.
STEWART—CAIN—Osmer Stewart, 24, Denver, Colo., and Juanita Cain, 23, Chicago, Ill.
ZOLLEZZI—CAPELLO—Salvator Zollezzi, 26, and Nicallata Capello, 22, both of 148 Vandewater street.

OAKLAND

The following marriage licenses were issued Thursday, September 21:

CORNELIUS—MONROE—Willie Cornelius, 22, and Pearl Monroe, 17, both of Oakland.
D'ONOFRIO—ELLIOTT—Daniel D'Onofrio, 25, and Edith L. Elliott, 18, both of San Francisco.
GEORGE—SERPA—Frank George, 26, and Mary Serpa, 25, both of Rodeo.
GRIMMER—NELLIS—Elmo M. Grimmer, 29, and Ethel F. Nellis, 18, both of Irvington.
MAYNARD—JOHNSON—Arthur C. Maynard, 30, Emeryville, and Mabel A. Johnson, 28, San Jose.
WALLIMANN—JNDERBITZIN—Augustin Wallimann, 27, and Josephine Jnderbitzin, 30, both of Sonoma.
YOUNG—SIMON—Arthur S. Young, 36, and Anna F. Simon, 38, both of San Francisco.

BIRTHS

CLARK—In this city, September 8, 1911, to the wife of James Clark (formerly Jennie Downey), twins—son and daughter.
FREDERIKSEN—In this city, September 16, 1911, to the wife of Peter Frederiksen, a son.
GOLDBERG—In this city, September 20, 1911, to the wife of Garrett M. Goldberg (formerly Hazel D. Green), a daughter.

DEATHS

Bargagliotti, Albina	35	McGarr, Rev. Mother	
Blackwell, Michael	60	Camillus	67
Cahill, Kittie	28	Meyers, Francis J.	83
Clear, Thomas F.	30	O'Neill, Annie	32
Croshaw, Ellen	60	Pulvermiller, Adolph	60
Dennis, Samuel	—	Rock, Marie	62
Du Bois, Helen G.	30	Sacchi, Achilles	39
Godding, Charles A.	46	Thompson, Annie	63
Hanlon, William	61	Trapp ..... (Infant)	
Hoene, Joseph	61	Trelease, Jane	86
Kennedy, Louise M.	31	Vitale, Luigi	37
Kerr, Fredrick	51	Wade, Harry G.	75
McDaniel, Annie	61		

BARGAGLIOTTI—In this city, September 21, 1911, at her residence, 51 Boardman place between Sixth and Seventh and Bryant and Brannan streets, Albina, dearly beloved wife of Dominic Bargagliotti, and devoted daughter of Joseph and Clesetina Demartini, and loving sister of Frank J., Romeo and Eugene Demartini and Mrs. Eva Garassino, a native of San Francisco, Cal., aged 35 years 3 months and 13 days.

BLACKWELL—In this city, September 19, 1911, at St. Mary's hospital, Michael D. Blackwell, beloved brother of Mrs. Anna Connolly, and uncle of George A., Peter J., Maria J., Ida M. and Anna L. Connolly, a native of County Clare, Ireland, aged 69 years.

The funeral will take place today (Friday), at 8:30 o'clock a. m., from the residence of his sister, Mrs. Anna Connolly, 156 Sixth avenue, thence to Star of the Sea church, where a requiem mass will be offered for the repose of his soul, commencing at 9 o'clock a. m. Interment private.

CAHILL—In El Verano, Sonoma county, Cal., September 20, 1911, Kittie, dearly beloved wife of J. A. Cahill, and loving daughter of Isabella and the late Charles Bente, and sister of Mrs. Ellmore Minor, Mrs. Roland Pabst and Mrs. George Asmussen and Mae Bente, a native of Concord, Contra Costa county, Cal., aged 28 years.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), at 8:15 a. m., from the residence of her sister, Mrs. George Asmussen, 989 Dolores street, thence to Mission Dolores church, where a requiem high mass will be celebrated for the repose of her soul, commencing at 9 a. m. Interment Holy Cross cemetery.

CLEAR—In Oakland, September 21, 1911, Thomas Francis Clear, beloved son of the late Thomas F. and Mary A. Clear, and beloved brother of Mrs. L. W. Liermann, a native of Oakland, Cal., aged 30 years 4 months and 17 days.

CROSHAW—In Alameda, September 21, 1911, Ellen Croshaw, beloved wife of John Croshaw, and loving sister of Samuel Davis, a native of Philadelphia, aged 60 years 11 months and 11 days.

DENNIS—In this city, September 21, 1911, Samuel, beloved husband of Mary Dennis, and father of Elizabeth, Hanna M., James J., Robert W. and William S. Dennis, a native of Ireland.

DU BOIS—In this city, September 20, 1911, Helen Gay du Bois, a native of California, aged 30 years.

Remains at the chapel of N. Gray & Co., 2198 Geary street corner of Devisadero.

GODDING—In this city, September 20, 1911, Charles A., dearly beloved husband of Augusta Godding, and loving father of Helen and Sarah Godding, and son of Mrs. T. H. Godding, and brother of Mrs. Abbie Benton of Pasadena, Cal., a native of Madison, Wis., aged 46 years.

Friends and acquaintances are respectfully invited to attend the funeral today (Friday), September 22, at 10 o'clock a. m., from the parlors of Theodor Dierks & Co., 900 Devisadero street corner of McAllister. Interment Cypress Lawn cemetery, by 11:30 a. m. train from Third and Townsend streets.

HANLON—In this city, September 21, 1911, William Hanlon (late of Sacramento), beloved brother of John Hanlon, a native of the Little Island, County Cork, Ireland, aged 61 years 8 months and 24 days.

Remains at the funeral parlors of Samuel McFadden & Co., 1070 Haight street near Baker, until 10:30 a. m., today (Friday). Interment Sacramento tomorrow (Saturday), September 23, 1911.

HOENE—In this city, September 21, 1911, Joseph, beloved husband of Rebecca Hoene, and father of Mrs. Sophie Witt, a native of Lohne, Oldenburg, Germany, aged 61 years 1 month and 26 days.

Funeral notice hereafter. Remains at the chapel of Halsted & Co., 1122 Sutter street.

KENNEDY—In this city, September 21, 1911, Louise M. Kennedy, beloved wife of Paul C. Kennedy, and daughter of Mrs. Sophie Breitenbach and the late Frances Altvater, and sister of William F., Edward L., Carrie E. and Earnestine S. Altvater, a native of San Francisco, aged 31 years 5 months and 21 days. A member of Mission Chapter No. 155, O. E. S.

Friends are respectfully invited to attend the funeral services Sunday, September 24, 1911, at 3 o'clock p. m., at Mission Masonic temple, 2668 Mission street between Twenty-second and Twenty-third, under the auspices of Mission Chapter No. 155, O. E. S. Interment Cypress Lawn cemetery, by electric funeral car from Twenty-eighth and Valencia streets. Remains at the home of her mother, 3784 Twentieth street between Guerrero and Dolores.

KERR—In this city, September 20, 1911, Fredrick Kerr, dearly beloved brother of Mrs. Sarah Price, a native of New York, aged 51 years.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), at 10:45 a. m., from the parlors of H. F. Suhr & Co., 2919 Mission street between Twenty-fifth and Twenty-sixth. Interment Mount Olivet cemetery, by 11:30 a. m. train from Twenty-fifth and Valencia streets.

McDANIEL—In this city, September 21, 1911, Annie, beloved wife of James K. McDaniel, and mother of George T. McDaniel, and sister of Mrs. Mary Welch, a native of County Kildare, Ireland, aged 61 years.

The funeral will take place tomorrow (Saturday), at 9 o'clock a. m., from her late residence, 1626 Turk street, thence to Holy Cross church, where a requiem high mass will be celebrated for the repose of her soul, commencing at 9:30 a. m. Interment Holy Cross cemetery, by train leaving Third and Townsend streets, at 11:30 a. m.

McGARR—In Rio Vista, Cal., September 20, 1911, Rev. Mother Camillus McGarr (founder St. Gertrude's Academy, Rio Vista, and St. Mary's Convent at Sausalito, a native of New York, aged 67 years 3 months and 11 days.

Funeral from St. Joseph's church, Rio Vista, at 10 o'clock a. m., today (Friday), September 22, 1911.

MEYERS—In this city, September 20, 1911, Francis J., beloved husband of Victorine Meyers, and father of Francis A., Alfred J., Walter J., Eugene W. and Cecilia Meyers and Mrs. J. H. Coleman and Mrs. William Dolan and the late Clara Meyers, and brother of Christina Miller, a native of Alsace, aged 83 years. (Marysville, Cal., and Utica, N. Y., papers please copy.)

The funeral will take place tomorrow (Saturday), September 23, 1911, at 8:30 o'clock a. m., from his late residence, 1118 Guerrero street, thence to St. James church, where a requiem high mass will be celebrated for the repose of his soul, commencing at 9 o'clock a. m. Interment Holy Cross cemetery. Kindly omit flowers.

O'NEILL—In this city, September 20, 1911, Annie O'Neill, dearly beloved wife of Henry O'Neill, and loving mother of Gertrude, Joseph, Nora, Henry and Francis O'Neill and the late Mary C. and Earleton T. O'Neill, and sister of Thomas and Michael Healy and Mrs. G. Younger, Mrs. P. Kelly and Mrs. H. von Kliist and the late Mrs. R. Furlong and Mrs. J. O'Connor, a native of Sligo, Ireland, aged 32 years 4 months and 15 days.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), September 23, 1911, at 8:30 a. m., from the parlors of Gantner Brothers, 3460 Sixteenth street between Church and Sanchez, thence to St. John's church, St. Mary's avenue near Mission street, where a requiem high mass will be celebrated for the repose of her soul, commencing at 9:30 a. m. Interment Holy Cross cemetery, by carriages.

PULVERMILLER—In this city, September 21, 1911, at his residence, 2367 Howard street, Adolph, dearly beloved husband of Edna Pulvermiller, and loving father of Mrs. Louise Rowland and Mrs. Iren Wageman and Charles, Richard, Daniel and Bessie Pulvermiller, and grandfather of Edna Belle Rowland, a native of Germany, aged 60 years.

ROCK—In Alameda, September 20, 1911, Marie Rock, beloved wife of Captain Charles Rock, and mother of Mrs. J. E. Fischer and Peter and Charles Rock, and sister of Mrs. Anna Brandt and George Gerhardt, a native of Germany, aged 62 years 5 months and 7 days. A member of San Francisco Frauen Verein.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), September 23, 1911, at 1:30 p. m., from the German Lutheran church, Lafayette street, Alameda. Interment Mountain View cemetery, Oakland.

SAN FRANCISCO FRAUEN VEREIN—To the officers and members of the San Francisco Frauen Verein: You are hereby requested to assemble at the foot of Market street, tomorrow (Saturday), September 23, 1911, to take the 11:45 a. m. boat (narrow gauge), to attend the funeral of our late member, Marie Rock. By order ADELHEID DIEHL, President.
JOHANNAN MOSER, Secretary.

SACCHI—In this city, September 20, 1911, Achilles Sacchi, beloved brother of E. Sacchi, a native of Switzerland, aged 39 years. A member of Cement Workers' Union, Local No. 1. (Sacramento papers please copy.)

Notice of funeral hereafter. Remains at the funeral parlors of Green, Ryan & Donohoe, northeast corner of Sixteenth and Guerrero streets.

THOMPSON—In this city, September 20, 1911, Annie, beloved wife of Robert Thompson, and affectionate mother of Henry Thompson, a native of Sweden, aged 63 years 1 month and 22 days.

Friends are respectfully invited to attend the funeral services today (Friday), September 22, at 10 o'clock a. m., at the chapel of the Truman Undertaking Company, 1919 Mission street between Fifteenth and Sixteenth. Interment Cypress Lawn cemetery, by carriage.

TRAPP—In Vallejo, September 21, 1911, Lucile Amanda Trapp, dearly beloved baby of George and Mary Trapp, and granddaughter of Hanora and the late Peter Duffy and George and the late Amanda Trapp, a native of San Francisco, aged 3 months and 26 days.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), September 23, 1911, at 1 p. m., from her late home, 1127 Treat avenue, San Francisco. Interment Holy Cross cemetery, by carriage.

TRELEASE—In Oakland, September 21, 1911, Jane Trelease, beloved mother of William H. and Ollie O. Trelease, a native of England, aged 86 years.

VITALE—In this city, September 20, 1911, Luigi Vitale, beloved son of Sabatino Vitale and the late Peppina Vitale, and father of Sabatino Vitale Jr., Rosina and Arthur Vitale, and brother of Mrs. Virginia Pagano and Mrs. H. D. Fennone and Fred Vitale and Mrs. Paul Gizzi, a native of Italy, aged 37 years 5 months and 25 days.

Friends and acquaintances are respectfully invited to attend the funeral services tomorrow (Saturday), September 23, 1911, at 10 o'clock a. m., at his late residence, 125 Vermes street, thence to Sts. Peter and Paul church, Grant avenue and Filbert street, where a requiem high mass will be celebrated for the repose of his soul, commencing at 10:30 a. m. Interment Italian cemetery, by carriage.

WADE—In San Jose, Cal., September 21, 1911, Harry G. Wade, beloved father of George H. Wade and Mrs. Annie M. Lowe and Mrs. Margaret Higgins, a native of England, aged 75 years 9 months and 3 days.

Friends and acquaintances are respectfully invited to attend the funeral tomorrow (Saturday), September 23, at 9:30 a. m., from his late residence, 851 South Third street, thence to St. Joseph's church, where a requiem high mass will be celebrated for the repose of his soul, commencing at 10 a. m. Interment at Santa Clara cem