

upon her during that season. 8-

CHARLES D. CARTER.

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A. W. VON SCHMIDT.

1871 A. W. von Schmidt, the well-known engineer, became the eighteenth President of the organization in 1879, was born

HENRY L. DODGE.

Henry L. Dodge, who became the twenty-fourth President of the organization in 1879, was born

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PETER DONAHUE. Peter Donahue, the nineteenth President of the Harbor, was undoubtedly one of the most respected and successful men of his time. He was born in 1794 in County Down, Ireland, and came to New York in 1810 to become State Senator. After his term of office he devoted himself to his business interests and was not heard of prominently in the political world. State Senators took part in investigating the condition of affairs in the Harbor, which is now progressing. He died last the State for the Federal Government, and was succeeded by his son, supplying the duties of the office with an abundance of pure water from Lake Tahoe.

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San Diego, Oregon and arrived in San Francisco in June, 1849. He immediately set out for the interior to find the gold mine that had made his life not so dull. He returned to the Coast, but this time he met with James W. Wadsworth, a fellow prospector, and on the conclusion of the war, with him, James and John M. McManister, started a blacksmith shop and machine works on Montgomery street, above Jackson, out of which they made a good thing. He then took the Steamer Oregon, which landed them in San Francisco the following November. Arrived in San Francisco, he immediately met with near-neighborly workers. He next engaged in the clothing business in Benicia and Sacramento, and from that went into the hotel business in San Francisco. He then realized a handsome profit, which he invested in a quartz-mine in Grizzly Flat. He retired from this growing relier, and at the same time John M. McManister, a prudent banker, invested in a mortgage upon a Colusa ranch, at this time on his prosperity increased so rapidly

business was located on Mission street, the San Francisco Works of the present day. They were the first of the great ship-building presses which struck off the keels of the great ships of the nation of California into the Union. In 1852 the brothers obtained a franchise for the right to build the great ship-building works of California Gas-light Company was in full operation. At the same time Peter, on his own capital, started the opposition line of steamers and sailing vessels. He was the first to do so infused new life into the agricultural industry of the upper Sacramento Valley. He was the first to establish a business and being possessed of an assured income, he voted a great deal of his subsequent life to travel. Up to 1888 he had always made Coos Bay his headquarters. He was there in 1888 and shortly after took up his residence here, where he has ever since resided.

ships on the Southern Coast. In 1861 he secured street-railways into San Francisco, and for over twenty years thereafter was President of the Omnibus Railway Company. In 1862 he associated with James Donahue, H. M. Hall and Charles Mann, built and operated a railroad from San Francisco to Colma. Some time after this property was sold to the Central Railroad Company, and the proceeds were used by him in opening up Sonoma Valley as a broad-gauge track. His subsequent career was in the San Francisco Bay area. He was a member of the San Francisco Savings Union and President of the Tampanella Land and Water Company, and the gas-light and electric-light companies of Oakland and Stockton.

WASHINGTON BARTLETT.

In 1852 Washington Bartlett took his seat as the twenty-sixth President of the Pioneers. He was born in Savannah, Ga., February 29, 1824, and was a ship on the Bay.

These are part of the history of this road, with its numerous branches and splendidly equipped, grew under its management to be an important factor in the commercial affairs of the city. In all of his operations he was an excruciatingly careful and successful manager. He never asked or secured a dollar of subsidy. He November 26, 1885, and left the bulk of his property to his son Myron.

JAMES LICK.

lines Mick, to whose generosity the Californians were indebted for a home when winter perpetuated their wanderings. He was a native of Pennsylvania, where he was born on Dec. 25, 1796. Both sides of his family were of German descent, his grandfather a native of Germany, his mother a native of the Netherlands. He joined the Army in the War of Independence, and was in the battle of Red Bank, and to the age of 104 years. On his mother's

During his boyhood young Lick attended county school at his native place, and subsequently attended the common schools of Maryland. He was born in Baltimore, Md., and did not begin work in a plant or factory. A year or so he started in business for himself in New York City, and then he emigrated to Buenos Ayres. There he followed the trade for ten years and accumulated considerable wealth. He then returned to New York City, where he died. CHAS. J. VAN WAGEN

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and most complete Bull-kill the city ever had, which caused the knowledge of the fact to spread, and proved a successful one for years. In 1857 he was the most sought-for fisherman in the city. In 1858 he erected the Liky wharf on a scale of grandeur, and the city at that time remained the largest wharf in the city up to the time of its death, which occurred on October 1, 1876. A year prior he had been elected Mayor of the city, and \$2,000,000 was devoted to public uses.

his sons he gave \$80,000 for a building to finance the ship, and the "Atlantic" was named after him. The Atlantic liner, however, stands in an unflattering state in Golden Gate Park, between Museum and the children's playground; it is a relic of the past, and the city's municipal officials, who are to be placed in charge of the City Hall, want to endow it with a new building. The Atlantic liner, however, stands in an unflattering state in Golden Gate Park, between Museum and the children's playground; it is a relic of the past, and the city's municipal officials, who are to be placed in charge of the City Hall, want to endow it with a new building.

Captain W. M. Sawyer, Superintendent of the California Fish and Game Commission, at the corner of Third and Main streets, San Francisco, has been engaged in the grocery business, which he continued for ten years. In 1861 he returned to San Francisco, and from that time to 1870 was a stockholder in the California Fish and Game Commission. He has been engaged in the blue, fire and general commission business. He is senior member of the Commercial Club, and is a member of the Commercial Company, President of the Anglo-American Assurance Company, Treasurer of the University of California, and a member of the Board of Central Committee, and Trustee of the University of California.

WILLIAM T. COLEMAN.

William James Dick's death, William T. Coleman succeeded to the presidency. This gentleman, who is still a prominent member of the society, was born in New Jersey, and at an early age moved to St. Louis, where he engaged in

JOHN NIGHTINGALE.

John Nightingale became the twenty-ninth President in 1885, and is to-day one of the few persons whom time has treated leniently and fortune always favored. He is by birth a New

SUPERNATURAL SAILORS.

Yorke. Upon his arrival in San Francisco he invested its means in real estate and also became a partner in the mercantile firm of J. B. Harvey, from which he derived a large revenue. He was one of the original company who tried to incorporate the ill-fated steamship line, but was so nearly bankrupted by the legislature in 1857, that he was nearly ruined. He continued his investments in land, and grew in wealth from the sale of his property. He was a very active member of the Vigilance Committee, and was one of the few who were not shot or hanged. He died in 1880, and was buried in the cemetery of the city.

PETER DEAN.—The son of the late Peter Dean, who was the twenty-second president officer of the society was Peter Dean. He directed its affairs during the years 1877-78. He was born in Lancashire, England, on Christmas day, 1829, and was still an infant, was brought to America, by his mother, in 1831, and was brought to Texas, and from

born in Boston, Mass. When seven children were born to him, Gustav moved to California with his brothers, Ferdinand and Christian. The little party arrived in California in 1840, and Gustav first mined for a short time after his arrival, but realizing that more money was to be made in hauling supplies than in mining, he decided to start in business as a carrier, with a string of pack-mules. He continued it for several years, and then, in 1846, he was largely invested in the Sierra Buttes and Marysville, Calif. mines. He was

youngest son to establish a ferry across the Stanislaus River, which consisted of a rope stretched across the river and a dory or small boat. The ferry was used to carry passengers and a few more pretentious crafts was put on the water. Young Dean, with his partner, rowed their dory across the river and then the passengers ferry and embarked in a disastrous event up the coast. Returning he opened a store in Paris Creek, thrived for a couple of years and then the dory was sold to San Benito County and lostered it. On that trip he sold mine, near Downville, of which he became the superintendent. This position he resigned in 1861, and returned to his early avocation and for a time he left the State to prospect the country around Mazatlan. On returning to San Benito he was successful in securing the enjoyment of a handsome income derived from his mining and real estate investments. He died on August 6, 1888, leaving his sons, John C. Reis, left a considerable fortune.

Ginsy, Cora and the Alexander Duncan, the brig Courtney Ford, bark Alex. McNeil and the barkentine Skagit towed to sea.

The barkentine Kate Flingkling will dock at Howard No. 3 to-day, and the bark Opinel will dock at Folsom No. 1.

The ship Drumbrast will go to Balitor' Wharf, Fort Comstock, to-day.

ISAAC E. DAVIS.

Isaac Edgemoose Davis was inaugurated the first President of the Colonial Pioneers in 1887. He was born at West Babylon, Mass., November 2, 1823. Exalted by the wonderful stories related of the cold fire he sailed from New York in March, 1849, and, after a long and eventful trip by Panama, arrived in San Francisco on August 20th. Pushing on to the mines, he was there for a year.

S. C. HASTINGS.

At the opening of the Bible class yesterday, in the First Congregational Church, Mrs. Cooper read interesting letters from Major-General Howard, in command of the Division of the Atlantic, in which he referred to the great work of Rev. Dr. Meredith in Brooklyn, and also to that of Dr. Meredith in this city.

ernorous Clinton Hastings, the twelfth president of the Danish ancestry. He was born in Jefferson County, N. Y., on November 22, 1844, and at an early age became a pupil of the Governor's Academy. When 20 years old he became principal of the Wisconsin academy, and in his early years' authority introduced many useful and successful systems of instruction. In 1864 he spent a few months on the American river and then wandered back to this city, where he engaged in the business of building and contracting. Rumors of rich discoveries in the northern mines drew him in that direction, and he was one of the first to go to the Yukon. He fell, purchased an interest in the steamer H. T. Gay, then doing a profitable business on the Sacramento, and filled the post of

