

THEIR WAGES CUT.

Railroad Men Are in Very Hard Lines.

ENGINEERS AND FIREMEN.

Those Employed in the Yards Scaled Down.

TALK OF A POSSIBLE STRIKE.

Overtures Said to Have Been Made in That Direction to Former Employes.

The Southern Pacific officials state that there is to be an adjustment of wages in some cases among the employes of that company. The employes assert that there is to be a general cut, and the rumors which arise from what is known and what is apprehended are sufficient to revive in a manner the talk which led up to the troubles culminating in July last.

Over in West Oakland the effect of all this talk is most apparent, because it is there that most of the men who were let out after the late strike are to be found, and they eagerly discuss each rumor that comes to the surface and offer suggestions as to the probable outcome of the matter if a cut is enforced, especially among the firemen and engineers.

All the information obtainable as yet would indicate that thus far there is no substantial ground for belief that any of the engineers or firemen will be affected outside of those who run the switch-engines and those who are employed on the mountain divisions, where the pay is very high, averaging from \$250 to \$300 per month. The statement that the latter class will suffer comes from an engineer in the employ of the company, who claims to have tangible proof that what he says is correct.

With regard to the switch engineers and firemen the situation is said to be about as follows: There has been a marked disparity in the wages paid this class of employes over the system. As an illustration, in the Oakland yards it has been the custom to pay the engineers from \$75 to \$85 per month, while in San Francisco the rate paid is \$100. It is now proposed, so it is said, to make the scale of wages paid the engineers \$3 per day, to apply generally over the entire system. It will be seen from this that if such an order goes into effect it will reduce the wages of those who have been receiving \$100 about 20 per cent. In the case of those who have been paid \$75 per month it would result, of course, in a small increase, but as one of the engineers said yesterday, the proportion of men who receive the smaller sum is insignificant compared with those who have hitherto been paid over the \$3 per day, nearly all centers on the system paying the higher amount.

In San Francisco and some of the other yards the firemen have been drawing a rate of \$2 1/2 per day, while in most of the yards on the system they are paid, it is said, but \$1 25 per day, and it is proposed to equalize these wages also, the equalization taking the form of a reduction of the highly paid men to the basis of their less favored fellows.

The freight-handlers also have been made to feel the uncomfortable effects of equalization. Some of them have been earning from \$75 to \$90 per month and in a few instances as high as \$100. These wages will be reduced in all cases, but it was not learned to what extent.

There is some talk of trouble in West Oakland, confined, however, principally to the men who were identified with the late strike. If the engineers are contemplating the movement which are attributed to them by rumor, they discreetly keep silent about the matter when reporters are among them.

The element which talks about trouble here it that there is going to be a general reduction approximating 20 per cent all along the line, but that it will only apply to employes who are making over a stipulated sum, and not to section men and others who are chiefly paid small wages.

"The engineers are in the very position now that we were in when the strike was on," said one of the movers in that trouble, yesterday. "They would be willing to strike in a minute if they thought that their jobs would be safe, but there is the difficulty. Their attitude toward our boys last summer was such that they cannot expect much sympathy from us if they do get into trouble; and unless they can get out boys to unite with them they might as well throw up their hands at the start as to attempt to strike and gain anything by it."

"I heard to-day that the engineers had addressed a letter to the American Railway Union here, asking if the boys would stand in with the engineers if they went out, but I don't know whether there is any truth in the report or not. But this much I do know, and that is that they are sounding the boys to see what the feeling is. They now say that if they strike and the boys will stand by them they will stay out until the old men are reinstated; but that if the boys refuse to take a friendly attitude there is no use in their attempting anything."

Another late striker of a more conservative temperament did not place any faith in the rumors of a strike.

"You may put it down as a foregone conclusion," said he, "that if a reduction is made the engineers will take their medicine with as much grace as possible. I believe this because the engineers know that Oakland and any town of any consequence along the line of the Southern Pacific is full of men who are competent to run an engine. I believe I could go into Oakland alone to-day if there was a general strike among the engineers and get enough men to do the work who are now idle. The engineers now employed by the company know that the late strikers are still very bitter toward them, and that many of them would eagerly embrace an opportunity to 'get even' by taking a position with the company if a strike occurred. Don't you worry about a strike. It will

not be visible to the naked eye under present conditions."

CAPTAIN REED DENIES.

Says He Did Not Report a Smooth Bar to the Beebe.

Captain Reed, the pilot, denies that he ever told the captain of the wrecked schooner W. L. Beebe that the bar was not rough on the day that the Beebe stranded on the Cliff House. He says that he reported that the bar was breaking. The question of the pilot's report may cut an important figure in the inquiry.

The steamer Willamette was bove for seventeen hours on her trip from Portland to this city. She encountered the storms of the 8th and 9th that did so much damage to shipping.

William Armstrong, clerk for the schooner J. D. Tallant, now discharging at Lombard-street wharf, rescued Mike Hogan, a longshoreman, from drowning yesterday morning. Hogan had been working on the schooner H. Bendal, stepped ashore to get a drink, and when returned he did so with an unsteady tread. Result, he fell overboard and was fished out of danger by Armstrong.

THE MAYOR'S VETO

Can Stop the Granting of a Franchise.

The Supreme Court Upholds the Lower Court in Knocking Out the Lake Shore Road.

The Supreme Court has affirmed the judgment of the court below in the case of John W. Eisenhuth et al. vs. Superintendent of Streets Ackerson, and has thereby set the seal of legality upon the Mayor's veto upon an ordinance of the Board of Supervisors granting a railroad franchise.

The case is one dating from December 19, 1892, when an ordinance was passed granting a franchise to John W. Eisenhuth, William H. C. Fowler and Louis F. Duane. The franchise gave the grantees right to construct and maintain a street railroad to be exercised over eighteen different streets in San Francisco. It was in effect the old Lake Shore Railroad scheme which was to run down the ocean line, taking in Spring Valley Lake, San Pedro, Halfmoon Bay and so on.

The ordinance in question was passed by ten yeas against one, but was promptly vetoed by the Mayor. The ordinance was then proposed to pass the order over the head of the Mayor and his veto, but the resolution was lost and eventually the veto was sustained.

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"ONE CHRISTMAS EVE."

An Original Drama by a Native Son of Vermont.

An entertainment will be given this evening by the Native Sons of Vermont, at which one of the chief attractions will be an original drama, entitled "One Christmas Eve."

The drama is written by Harry E. de Lasaux, one of the Sons of Vermont. It is spoken of highly by those who have been admitted to the rehearsals. The performers will be Miss Ruth White, Miss Mae McCormick, Miss Nettie Hynes, Miss Lillian Raton and Harry E. de Lasaux. During the course of the drama an original song will be rendered by Miss Ruth White.

F. D. Stadtmuller's Estate.

Anna S. Stadtmuller, Charles Bach and Hermann J. Sadler, as executors of the estate of the late F. D. Stadtmuller, have filed the final account of their administration.

The account shows the total receipts to have amounted to \$39,773.24, against expenses of \$15,125.16, leaving cash on hand \$24,648.08. The claims presented against the estate amount to \$1705.25. Besides the cash on hand there is considerable personal property in stocks, bonds, promissory notes. The estate itself is of considerable value.

Court-Martial of Blumenberg.

At the Captain Blumenberg court-martial last evening a great amount of time was taken up with the technical objections made by Attorney Bartlett in behalf of Blumenberg. One witness, C. H. Duffy, testified that he helped to make out the alleged falsified payrolls. He said Captain Blumenberg was present at the time and had charge of the work. He knew of no names of men being added to the payrolls who had not served during the strike. The court-martial then adjourned.

The Evolution of Conduct.

At the Second Unitarian Church, corner of Capp and Twentieth streets, this evening the fifth lecture of the course on Social Evolution, by professors of Stanford University, will be given, the subject being, "The Evolution of Conduct," by the lecturer Professor William H. Hudson.

His Hand Mangled.

B. Jurrens, a miller employed in the Yolo mills on Main street, had his right hand mangled in a cogwheel yesterday afternoon. He had it treated at the Receiving Hospital, but the doctors think it will have to be amputated.

WILL HE SING IT?

"I'm Going to Write a Letter to Papa."

IT WILL DECIDE HIS FATE.

Dunne, a New Solomon, Come to Judgment.

HE HAS CHARGE OF THE PARROT.

Curious Method Determined Upon to Settle the Disputed Ownership. The Bird in Court.

The Donnelly-Martin parrot has been handed over to Justice of the Peace Dunne, who is to pet it for six days along with his own parrot, and if in that time he sings even a snatch from "Peek-a-boo" or "Annie Rooney" or "I'm Going to Write a Letter to Papa" or "The Little Brown Jug," then Mrs. Martin will never see the bird again. If the bird is silent with regard to these little melodies during these six days then Mrs. Donnelly may only know her Polly as a memory and Mrs. Martin will hang the bird out before the Martin saloon in triumph.

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All my sweet pet, won't you kiss me? Kiss me now."

But the bird would not kiss her. He moved back and forth a little on his perch, and the precatations of affection grew warmer, and he refused to recognize the old lady by look or word, and at last she rose up with a heart that had broken in the interval.

"I could not swear to the bird," she said, looking down upon him disconsolate. Frank Murasay, the Donnelly lawyer, suggested that no Polly with the good breeding that their bird had enjoyed could be expected to kiss a lady in this public manner. If they could be permitted some privacy he had no doubt that the old love, which a separation of three months could not wholly destroy, would be re-established and made apparent in the conventional tokens.

No objection was offered and a room across the hall was given over to them, and the bird and Mrs. McCarthy and the attorneys went into it and shut the door. Shortly they returned, Mr. Martin leading the way, holding high the big cage, and the smile upon his face making it plain that the bird had withstood every advance. Mrs. McCarthy followed slowly in, utterly crushed. Hers had remained the same, but Polly's heart had not been true.

It was suggested that the cat be introduced for the Martins declared that their bird had been brought up with the cat and Mrs. Martin had taught them to be playful, and they could be depended upon to perform anywhere, while the Donnellys admitted that while their bird could sing, and sing well, he did not play with cats. But they objected to this move, for they did not know what new tricks it had learned under other people's teaching since their bird was stolen from them three moons ago.

Mrs. Martin, feeling the triumph that lay in the refusal of her bird to recognize Mrs. McCarthy of the enemy, volunteered to show how differently the bird would meet her advances, and walking to the table where he was, leaned over and said sweetly, "Kiss me, Polly," placing her lips to the cage.

Polly reached up his big bill and kissed her again and again, as best a poll can, and was seemingly greatly pleased at the chance.

This seemed to settle it. Mrs. Martin looked at Mrs. Donnelly with new triumph in her eyes, and disconsolate Mrs. McCarthy was amazed. Mrs. Donnelly, however, was confident. She stepped up and pushing Mrs. Martin away, lifted her veil, and with her lips close to the cage, exclaimed, tearfully: "Oh, my pet, they have taken you from me. Kiss me—kiss me, pet."

And Polly, who had not moved back from his place, lifted his big bill and no one could have said that there was one whit less warmth in the kisses he bestowed upon Mrs. Donnelly.

This was the balance re-established to a nicety, and with it the doubt. The Donnelly contingent was delighted, and Mrs. Donnelly, in her burst of pleasure, repeated several times, "Ah, they have stolen you, my beautiful," until Mrs. Martin excitedly interfered, snatched away the cage and said, "I will not allow you to say that; this bird is mine, and no one stole it from you."

Mrs. McCarthy's blood, fretted by the bird's repudiation of her before all these people, would have welcomed some move that might enable her to reassess herself. Old woman that she was, and with her long black veil falling half way to her feet, she took on a jaunty air, and, stepping to Mrs. Martin's side, said, "The court will decide for the bird, and if we had you down in Minna street perhaps you wouldn't be so impertinent."

With a recrimination of people on one side saying that this was Mrs. Donnelly's bird, and another recrimination saying that it was Mrs. Martin's bird, and the bird himself keeping the secret with a disinterestedness that left the court in a cloud of doubt, came a suggestion that Justice Dunne take Polly home with him and keep him for six days, and if in the interval he gave sign of knowing the things that Mrs. Donnelly's bird was said to know and which Mrs. Martin's bird confessedly did not know, then let that decide it.

The Donnellys reluctantly consented to this arrangement as the best that could be done, but declaring that even if the bird did not sing in that time, "I'm going to write a letter to papa," the proof would not be conclusive, for a bird did not always sing to strangers the things that were taught him at home, and had he not publicly repudiated Mrs. McCarthy, when they all knew that he loved her? But there was no other way. Solomon himself could have devised no better method.

Notwithstanding this, however, the company attempted to lay the tracks a few weeks ago and a number of those engaged in it were promptly arrested. If Mr. Reis' resolution will do all that is claimed for it it would be a consummation devoutly to be wished.

TAPPED HIM ONCE.

Frank McManus Arrested for Assaulting Thomas F. Sinnott. Frank McManus, the Third-street saloon-keeper and politician, was arrested last night for assaulting Thomas F. Sinnott. The latter is a Government employe, who incurred McManus' wrath by giving some information concerning the "Gosson's" death to the lawyer who defended Sweeney.

Sinnott met McManus in the Third-street saloon, and they quarreled about the party which the former is alleged to have played at the trial. "He insulted me," said McManus when arrested, "and I just tapped him once."

William Couburn, a boy 12 years of age, was arrested by Detective Ed Gibson and Policeman Engel last night at his parents' residence, 816 Greenwich street, and booked at the City Prison on the charge of grand larceny. On Tuesday, it is charged, he stole a lady's gold watch and chain belonging to the wife of Lieutenant J. E. Bell, who is a guest at 816 Greenwich street. He also stole \$5, is charged, from the rooming house, and the watch and chain have been recovered. The boy acknowledged committing the thefts.

Suit on a Bail Bond.

The city and county of San Francisco brought suit in the Justices' court yesterday against John Kelleher and S. P. Barry to recover \$300 on a bail bond given by them in behalf of George Metzger, charged with carrying a concealed weapon, and again with having a loaded picture in his possession. Metzger, when called for trial, did not appear and cannot be found, and the suit therefore is against his bondsmen.

Druggists Punished. Harry L. Ladd and Daniel Broderick, charged by Frank J. Kane, secretary of the Society for Prevention of Vice, with selling morphine without a physician's prescription, pleaded guilty to the charge in Department 3 of the Police Court yesterday, and were fined \$20 each by Judge Joachimsen. Henry Sculaut and Frank H. Forbes will be tried next Tuesday.

One Sewer Too Many. Property-owners on Page street, between Octavia and Laguna, filed a protest with the Supervisors yesterday against the

WILL REDEEM IT.

Plan to Make Bush Street a Boulevard.

SUPERVISOR REIS' SCHEME

To Settle the Long War Over the Thoroughfare.

NO OPPOSITION IS EXPECTED.

A Drive to Supplement Golden Gate Avenue—Cars and Traffic Teams Are to Be Barred.

Supervisor Reis has prepared and will present at the next meeting of the Supervisors a resolution that will probably end the long contest between the city and the Market-street Railway Company about Bush street.

The resolution will dedicate Bush street to the uses of a public drive forever. It will forbid its occupancy by any railway tracks or the granting of a franchise to any street railway company for such purpose.

It will go farther and forbid its use by the drivers of carts, wagons, drays, or any other heavy or commercial wagons except such as are employed in carrying goods to and from the occupants of buildings on the street.

In a word, it is designed to make of Bush street a popular driveway east and west where the owners of good horseless may be free of the terrors of the cable and electric car and unhampered by the lumbering wagon of commerce except as they encounter them on the cross streets.

"I have prepared the resolution at the instance of a considerable number of residents and property-owners on Bush street," said Mr. Reis yesterday afternoon. "I think if adopted it will work out solution of the Bush-street controversy. I have every reason to believe that the street-railway company has no real use for Bush street, and their fight over it is simply to keep it out of the hands of any possible competitor. Assured, as the adoption of this resolution would assure them, that they need have no further fear on that score, I think they would consent to tear up their tracks or withdraw the proceedings in court that prevent the city from doing so. I have no assurances from them of that fact, but such is my belief."

"The fact is there is an urgent need for more open highways in the city for traffic and drives. From the seawall to Golden Gate avenue there is scarcely one other. The railroad company has covered them all that might be adapted. Pine street is too steep for the purpose of a drive. On Bush street there is but one block where the grade is heavy—from Grant avenue to Stockton street.

"With regard to property-owners on Bush street, I am sure they would all hail the adoption of this resolution with pleasure, as it could not but add to the value of their holdings. The people at large would certainly favor it, and so I have no reason to think it will not be adopted. On the other hand, the property-owners could go ahead and dress up the street, plant trees and the like in the confidence that it would remain forever a boulevard which will attract the fashionable turnouts of the city."

Bush street, as is known, has been a fruitful cause of heart-burnings to the city authorities, the citizens and the property-holders upon it for years. It has been occupied by streetcar tracks that have nearly rusted away because they were not used. The street-railway company never gave the people along the line any service, a bollabolla horsecar being run over the road once or twice during each day merely as a matter of form, by way of keeping within sight of the letter of their franchise.

Finally Mayor Eliott one day about a year ago put a force of men to work tearing up the tracks to stop the farce, holding that the company never had fulfilled the conditions which secured to them a franchise. A restraining order was secured from the courts and an agreement entered into by which the company should not attempt to put back the track that had been torn up until the court finally decided the merits of the case—whether or not the franchise stood.

Notwithstanding this, however, the company attempted to lay the tracks a few weeks ago and a number of those engaged in it were promptly arrested. If Mr. Reis' resolution will do all that is claimed for it it would be a consummation devoutly to be wished.

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One Sewer Too Many. Property-owners on Page street, between Octavia and Laguna, filed a protest with the Supervisors yesterday against the

laying of a 16-inch iron-stone-pipe sewer in the street, and petition the board to set aside the order requiring the work to be done. The board decided that the stone-pipe sewer now in the street is in good condition and is as serviceable as any new one that might be constructed, and that therefore the proposed new sewer would simply impose a needless hardship.

MCCOPPIN'S PLAN.

The Department Considering Improvements Proposed.

Postmaster McCoppin proposes to increase the number of deliveries in the business portion of the city from five to six, to employ forty additional carriers and to establish offices for the sale of stamps throughout the city.

These proposed improvements are evidently already under consideration at Washington, as the Postmaster received a letter from the chief of the department yesterday calling for a map of the routes covered by the carriers and a statement of the number of miles traveled by each of them in a day. He will send the information requested in a few days and will add to it the reasons why money should be appropriated for improving the service in this city.

CRUSHED BY THE WHEELS.

Thomas Dean, a Teamster, Run Over and Killed.

The mangled body of Teamster Thomas Dean was dragged from beneath the wheels of a truck at 6 o'clock yesterday morning. He had fallen from the seat, and one of the wheels of the heavily laden vehicle had passed over his breast.

The accident occurred at Ninth and Channel streets, where the road is in an almost impassable condition. His horses stumbled into a deep rut and thus jarred him from his position.

Dean lived on Ash avenue, near Octavia street. He was a native of Milwaukee, 36 years of age, and leaves a wife and several children.

PETE'S DARK CHUM

He Made Society Sad on the Mariposa.

But He Had to Succumb to the Influence of a Ship's Bucket. The departure of "Pete" of the "All Nationalities" on the steamer Mariposa for Honolulu was an occasion for Barbary Coast to celebrate with due eclat. Pete was pitched out of the deck with his newly married wife and wept, actually shedding bitter tears, for on the dock was congregated "the gang," in numbers round 100. They had come from the "Hill," from the seawall, from the alleys and the highways and the byways and all other places unknown to the police. There was Broken-back Charlie, the strong man, and little Sam, the colored gentleman, who only recently performed a surgical operation on the visage of Hickory Bill, who was alleged to have a cheek that defied the sharpest blade.

Pete and his wife came down in a hack. An accoutrement man came with them, Musis was pitched out of the deck with his newly married wife and wept, actually shedding bitter tears, for on the dock was congregated "the gang," in numbers round 100. They had come from the "Hill," from the seawall, from the alleys and the highways and the byways and all other places unknown to the police. There was Broken-back Charlie, the strong man, and little Sam, the colored gentleman, who only recently performed a surgical operation on the visage of Hickory Bill, who was alleged to have a cheek that defied the sharpest blade.

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