

PILOT JOHNSON EXPLAINS.

A LURING SIREN.

Its Muffled Sound Was Deceptive.

THE TIDE WAS STRONG.

It Swung the Great Steamer on the Rocks.

WORKING AWAY ON THE WRECK.

Little Hope of Saving the Vessel, Though Captain Whitelaw Thinks Differently.

Little less than a miracle can save the steamer City of New York. A continuance of fair weather would possibly permit of Captain Whitelaw patching the vessel up and pumping her sufficiently clear to get her on the drydock. But misfortune never comes singly and nautical men predict a blow and a heavy sea before the veteran wrecker's plans can be consummated.

The New York is practically in the same position that she was at 1 o'clock yesterday morning. So securely has the impaling rock fastened itself in the steamer's side that she has scarcely changed for a fathom or for worse the fractional part of a fathom.

A heavier list to port is noticeable, and at high tide yesterday three feet of water washed over her main deck on the starboard side amidships. Forward and aft the water was not so deep.

Captain Whitelaw still has hopes of raising the steamer in favorable breezes blow, but he has no hesitation in saying that all will be lost if a south or southwest gale should suddenly spring up.

Craft of all manner, description, size and number, were crowded to Point Bonita from an early hour yesterday morning until late in the evening.

Schools of boatmen drifted near the stranded ocean wanderer, waiting for hungry sharks for some morsel of cargo that might be thrown or dropped overboard. The dense fog of the night before had not been completely dissipated by the rays of the sun, which shone so warmly on the city all day. Like a dogged, sultry mist-cloud in the teeth of the sunshine which brightened the bay and persistently refused to be blown away, the fog hung dampened the full glory of the sun's rays.

The surf still roared upon the rocks above and below the lighthouse and foghorn station ashore.

Like some great levitation of the deep, stranded and powerless and surrounded by far less powerful but more animate marine life, the wrecked steamer lay upon her port side as ever a greater angle than she did at an early hour of the morning. Her bow seemed slightly raised and her stern more deeply sunken in the waves. Three tugs were alongside and a half a hundred men worked like beavers about her decks.

Apparatus of all description beset the wrecking machinery in and out of the hold.

Captain Whitelaw was there, energetic, confident and affable as he always is. Thoroughly convinced that he would save the boat if the elements permitted, he worked cheerfully, giving instructions to his men and preparing them for a preliminary examination of the vessel's punctured plates. An all absorbed and interested collaborator stood near by. It was Captain Frank H. Johnson, who seemed to be wrapped up in plans for getting his ship and crew to the city docks and putting her once more in commission.

The towboat men say that Captain

ashore, and the work of stripping her will probably be next considered.

The majority of tugboat captains and seafaring men generally seem to be of the opinion that the New York can never be floated again, and that the best plan to pursue would be to wreck her immediately before she goes to pieces. Captain Whitelaw thinks differently, or at least he thought differently yesterday morning. Although he would not say definitely whether he thought he could save the ship, he seemed for him quite a reputation for sufficiently to patch her up temporarily.

"Everything depends upon the weather," said the captain. "If that continues as it is now then we have good reason to hope for success."

Captain Whitelaw's success in raising the British ship Clan Mackenzie, which was sunk by the steamer Oregon in the Columbia River about three years ago, had earned for him quite a reputation for raising badly damaged vessels.

"I will do the very best I can to get her

"No; I came on the Active. I have been stopping with Captain Goodall, and have not tried to avoid seeing any one for a special reason other than that I think it better for me to do my talking before the inspectors."

"The wreck of the New York was one of those fatalities that so often visit men and things, and one can hardly tell how they happen or account for the causes that lead up to their occurrence."

"Then you think the tide carried you in and you lost your position in the fog?"

"Yes, we drifted in," replied the pilot, and then he bade the reporter "good-night."

Boatmen along the front reaped a rich reward by standing by the wreck and dredging for sacks of flour which had been thrown overboard. A fleet of Italian fishing-boats returned to the city early in the day well loaded down with spoils.

Flour when wet simply soaks to the depth of about an inch in the sack, leaving the bulk of the contents untaunted.

Several hundred cans of lard were fished up and brought to a local market. Bacon, apples and canned goods were offered at greatly reduced rates.

Many of the boatmen gave intelligent accounts of how the current runs off Point

It was on that supposition that the railroad companies reaped a large harvest. They refused no single fare, and the officials in answer to inquiries made the reassuring statement that the fog would "lift" presently. So the people went out in flocks, availing themselves of the additional cars put on by the Ferris and Cliff House section of the consolidated lines. Many took their lunches along, still more were armed with binoculars and field-glasses of every description, while here and there was to be noticed the recording kiosk.

But that fog would not lift. Loth to give up the people hung around the cliffs, walking from Land's End station along the bluff to the new Sutrø baths, in momentary expectation of a glimpse of the hapless vessel. But it was no use, and as the day wore on even the most hopeful, one by one, resigned themselves to the inevitable and resolved to try again on another clear occasion.

Quite a delegation went out on the early boat to Sausalito and walked over the hills to Point Bonita.

Several private excursions were organized and tugs chartered.

Several steamers have been chartered to take passengers out to the wreck to-day.



THE CITY OF NEW YORK FROM POINT BONITA FOG STATION.

off," he added, "and there is a running chance of accomplishing this."

At 8:30 o'clock last evening, however, the tug Rescue and the wrecking steamer Whitehall boats about the bay for many years.

"The disaster was no doubt due to an eddy which Pilot Johnson made no calculation of," said Peterson.

"When the tide is going out there exists a very strong eddy over toward the north shore."

"Johnson must have made the Lime Point buoy all right and hauled the steamer off to the southward. An eddy makes from Lime Point to the Whale's Head and from the Whale's Head down to Point Bonita. The steamer's bow must have been caught by this current, which is every bit as strong as the ebb tide. It set her ashore."

"If the ship had been going at full speed the eddy would not have affected her."

The latest news from the wreck last night was that Captain Whitelaw still thought there was a good chance of saving the steamer should the weather remain calm. The work of removing the cargo will be resumed to-day.

Every one who was able to take an hour or two yesterday from his routine duties seized the opportunity to visit points of vantage whence the stranded steamer off Point Bonita might be overlooked.

Some hid them across the bay with the purpose of securing conveyances or walking to the scene of the disaster. But the great majority could only spare time to run out to the Cliff House, and, with ordinary luck, expected to be able to grasp a great deal of the situation en route on long range.

But the Cliff House visitors, unless they emulated the early bird or the still earlier worm, were destined to disappointment.

John Hyslop, stationed at the Point

Bonita, and none are more familiar with its set than Henry Peterson, the well-known oarsman, who has sailed Whitehall boats about the bay for many years.

"The disaster was no doubt due to an eddy which Pilot Johnson made no calculation of," said Peterson.

"When the tide is going out there exists a very strong eddy over toward the north shore."

"Johnson must have made the Lime Point buoy all right and hauled the steamer off to the southward. An eddy makes from Lime Point to the Whale's Head and from the Whale's Head down to Point Bonita. The steamer's bow must have been caught by this current, which is every bit as strong as the ebb tide. It set her ashore."

"If the ship had been going at full speed the eddy would not have affected her."

The latest news from the wreck last night was that Captain Whitelaw still thought there was a good chance of saving the steamer should the weather remain calm. The work of removing the cargo will be resumed to-day.

Every one who was able to take an hour or two yesterday from his routine duties seized the opportunity to visit points of vantage whence the stranded steamer off Point Bonita might be overlooked.

Some hid them across the bay with the purpose of securing conveyances or walking to the scene of the disaster. But the great majority could only spare time to run out to the Cliff House, and, with ordinary luck, expected to be able to grasp a great deal of the situation en route on long range.

But the Cliff House visitors, unless they emulated the early bird or the still earlier worm, were destined to disappointment.

John Hyslop, stationed at the Point

THE ROMULUS CASE.

The Oiler, Johnson, Being Examined for Smuggling.

Ever since the 8th ult. a charge of smuggling has been pending against Charles Johnson, the oiler of the steam collier Romulus, but at last his preliminary examination has been commenced before United States Commissioner Heacock.

Hendrickson was the first witness to be questioned. Hendrickson was the boatman who was handling the oars when Customs Inspectors Sprague and Casey shot at the smugglers at the Oakland mole early on the morning of September 8. Patterson, the man who jumped overboard at the time, has never been seen since so far as can be learned. Inspector Casey states that he fired twice at Patterson. Whether he hit him or not must remain a mystery until the man turns up.

Hendrickson's story is that a day or two before the attempt to smuggle the six sacks of opium—in all 500 five-tael tins, worth about \$4500—from the Romulus, Patterson called him to the Pacific Mail dock and asked him what it would cost to take a boat over to the Romulus to get some "clothes and things." Hendrickson told him \$250.

"All right," said Patterson, "but," he added, "it must be dark—in the night time."

Patterson represented that he had had news that gave Hendrickson was the steamer and he was afraid he would be arrested, therefore they could go over only at night.

The negotiations settled Patterson went away, and that gave Hendrickson was the steamer and he was afraid he would be arrested, therefore they could go over only at night.

Hendrickson, Johnson and Patterson were over on the 7th at 8:30 o'clock to reconnoiter, and returned to the Clay-street wharf. Johnson then left them and Hendrickson went to the Pacific Mail dock, accompanied by Patterson, and appropriated some clothing to the Romulus.

When they reached the Romulus Johnson was there on deck. Patterson was then in the prow of the boat. At the port gate of the ship there were two sacks hanging down over the vessel's side. These were taken care of, and two more followed, then two more. Hendrickson heard Johnson call out from the deck of the Romulus to Patterson: "What's the matter there?"

Patterson answered, "I can't reach the sacks." They then rowed away from the ship, and the customs officers called out to them to stop, and fired several shots, Patterson going overboard and swimming toward the boat. If the Romulus officers captured Hendrickson with the opium.

Inspector Casey testified to having emptied his weapon at the men. Further testimony will be heard to-day.

PERSONAL NOTES.

Colonel G. W. Macfarlane of Honolulu is at the California.

George B. Roop, manager of the Gilroy Hot Springs, is at the Baldwin.

Admiral H. W. J. Ward of the British navy is registered at the Palace.

H. M. Yerrington, president of the Virginia and Truckee Railroad, is at the Palace.

Digestion the Great Secret of Life.

A good digestion secured by taking Simmons' Liver Regulator.

"It is the only medicine that relieved me after suffering five years with dyspepsia, heartburn, sick headache and constipation."

"GEO. S. AYRES, Delaplane Sta., Va."

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 authorizing to have the same published.]

BROWN—In this city, October 26, 1893, to the wife of W. C. Brown, a daughter.

WATSON—In this city, October 26, 1893, to the wife of C. F. Watson, a son.

JOHNSON—In this city, October 9, 1893, to the wife of G. W. Johnson, a daughter.

STEINMETZ—In this city, October 22, 1893, to the wife of Theo. J. Steinmetz, a daughter.

GRISWOLD—In this city, October 26, 1893, to the wife of E. Griswold, a son.

MILLARD—In Irvington, Alameda County, October 16, 1893, to the wife of J. H. Millard, a son.

SELIG—In Brooklyn, N. Y., to the wife of A. E. Selig (nee Levy), a son.

CARTER—October 26, 1893, to the wife of J. E. Carter, a son.

MARRIED.

BREITENSTEIN—JOHNSON—In this city, October 22, 1893, by the Rev. Dr. D. H. Dille, Henry Breitenstein of San Francisco and Ella Johnson of Vallejo.

JACOBSON—MORONEY—In this city, October 22, 1893, by the Rev. Dr. Dille, Frederick Jacobson and Sarah A. Moroney, both of San Francisco.

COSTELLA—REMP—In this city, October 16, 1893, by the Rev. Dr. Dille, Frank V. Costella of Oakland and Violet Remp of San Francisco.

MOORE—WHITWORTH—In Oakland, October 17, 1893, by the Rev. Dr. Dille, Robert Moore of San Francisco and Mary Whitworth of Cleveland, Ohio.

MCCOOL—TOTTMAN—In Oakland, October 24, 1893, by the Rev. A. L. Fitzpatrick, H. A. Alford McCool and Ida Tottman.

BLAKELY—SCHAEFFER—In Los Angeles, October 17, 1893, Alfred H. Blakely of Alameda and May C. Schaeffer of Los Angeles.

WELSPIEL—DEIL—In this city, October 21, 1893, William J. Welspiel and Krzenza Deil.

DIED.

Adam, John M., 70 years, Frank Kruger, Louis Kruger, Adelaide F. Kruger, John Kruger, Mary Kruger, Bowman, J. E., Corcoran, John, Ciere, Sarah, Cuneo, Andrew, Dyer, Ann, Gorman, Charles W., Heilm, William.

Houlihan, M., 60 years, Andrew Kruger, Kelly, Michael J., Lester, Mary E., McNeil, Henry B., Malloy, Abner T., Oliver, Mary A., Phillips, John, Richardson, F., Searles, Mary E., Wood, Jacob.

CORCORAN—In this city, October 26, 1893, John Corcoran, a native of Mill street, County Cork, Ireland, aged 75 years.

Friends and acquaintances are respectfully invited to attend the funeral THIS DAY (Saturday), at 3 o'clock p. m., from the parlors of the San Francisco Undertaking Company, 308 Larkin street, corner of McAllister, thence to the church at 11th and Market streets.

Fell streets, where a solemn requiem mass will be celebrated for the repose of his soul, commencing at 10 o'clock a. m.

Interment Mount Calvary Cemetery.

KRUGER—In this city, October 26, 1893, Louis Kruger, beloved father of Mrs. T. Kerrell, Louis and Agnes Kruger, a native of Minden, Germany, aged 69 years 9 months and 24 days. A member of Harmony Lodge No. 13, I. O. O. F., and Waltham Encampment No. 7, I. O. O. F.

Friends and acquaintances are respectfully invited to attend the funeral TO-MORROW (Sunday), at 2 o'clock p. m., from Odd Fellows Hall, corner Seventh and Market streets, Interment I. O. O. F. Cemetery. Remains at parlors of H. Suhr & Co., 1209 Mission street, near Eighth.

BROOKE—In this city, October 26, 1893, Frank Brooke, beloved husband of Catherine Brooke, and father of Martha, Lillian and John H. Brooke, a native of Ireland, aged 68 years.

Friends and acquaintances are respectfully invited to attend the funeral TO-MORROW (Sunday), at 10:15 o'clock a. m., from his late residence, 2332 Clay street, thence to St. Dominic's Church, where a solemn requiem mass will be celebrated for the repose of his soul. Interment Holy Cross Cemetery.

STEARNS—In this city, October 27, 1893, Mary E. beloved wife of Dr. V. J. Stearns, a native of Searsport, Me.

Friends and acquaintances are respectfully invited to attend the funeral TO-MORROW (Sunday), at 2 o'clock p. m., from the parlors of the San Francisco Undertaking Company, 308 Larkin street, corner of McAllister, thence to the church at 11th and Market streets.

Interment I. O. O. F. Cemetery.

BARTON—In this city, October 27, 1893, Adelaide Fremont, only and beloved child of Richard H. and Frances Barton, and granddaughter of Mrs. M. Montague, aged 2 years 9 months and 14 days.

The funeral will take place TO-MORROW (Sunday), at 2 o'clock p. m., from the residence of her parents, 1113 Clay street.

HEIN—In this city, October 27, 1893, William Hein, formerly foreman of Alaska Mining Company, brother of Anton Hein, and son of the late Matthew and Johanna Hein, a native of Finland, aged 40 years 9 months and 21 days.

Friends and acquaintances are respectfully invited to attend the funeral TO-MORROW (Sunday), at 2 o'clock p. m., from the residence of his brother, 1212 1/2 Harrison street, Interment Laurel Hill Cemetery.

McNEIL—In this city, October 27, 1893, Henry B. McNeil, beloved husband of Pomposa E. McNeil, a native of Ireland, aged 52 years 10 months and 5 days.

Friends are respectfully invited to attend the funeral services TO-MORROW (Sunday), at 2 o'clock p. m., from his late residence, 4 Burcham place, off Leavenworth street, between Golden Gate and Taylor streets, Interment Holy Cross Cemetery.

BLOOME—In Los Angeles, October 25, 1893, John, beloved husband of Etienne Bloome, and brother of Adele, Harry, Lizzie, Sophie and Hermine Bloome, and brother of Mrs. Drake of Oakland, native of Hanover, Germany, aged 77 years 10 months and 5 days.

Friends and acquaintances are respectfully invited to attend the funeral TO-MORROW (Sunday), at 2:30 o'clock p. m., at St. Paulus Church, Mission street, near Fifth and Intermont, I. O. O. F. Cemetery.

DRY GOODS.

SPOT CASH SALE WE HAVE BUT TWO ARGUMENTS TO OFFER.

Here's What Brings the Crowd You Always Meet at Hale's.

GRAY WOOL BLANKETS, 11-4 size, the large family kind, worth \$3.00 a pair, Spot Cash Price \$1.95

BED COMFORTERS, 20 bales of white cotton filled, fancy saten covers, Turkey red linings; actual value \$1.75 each. Spot Cash Price \$1.23

WHITE BEDSPREADS, 73x82 inches size, fine Marcellis patterns, good, serviceable quality, great value at \$1.00 each. Spot Cash Price 75c

WHITE BEDSPREADS, 12-4 Honeycomb, in Marcellis patterns, good value at \$2.50 each. Spot Cash Price \$1.75

GLASS LINEN, 20 inches wide, blue and white and red and white checks, an excellent quality, always sold at 12 1/2 c a yard. Spot Cash Price 7c

BLEACHED TURKISH TOWELS, 24x48 inches, large, fine, heavy quality, good assortment. Spot Cash Price 25c

AN EXTRA SPECIAL. SHEETINGS—The celebrated Boston Sheetings we have put on sale at a rapidly diminishing quantity. Come after them to-day if you want some of the extremely low SPOT CASH PRICES.

BROWN CANTON FLANNEL, four cases of Nashua AAA, regularly sold at 10c to 12 1/2 c a yard. Spot Cash Price 7 1/2 c

SIDE BAND GINGHAMS, for aprons, blue and white and red and white checks, good value at 12 1/2 c a yard. Spot Cash Price 8 1/2 c

Hale Bros. (INCORPORATED) 937, 939, 941 MARKET STREET, San Francisco.

Hale Bros. (INCORPORATED) 937, 939, 941 MARKET STREET, San Francisco.

HAND MADE. 300 SEAMLESS FEET DON'T PINCH OR SQUEAK

PRINTING PRESS FOR SALE! A TAYLOR 3-REVOLUTION DOUBLE CYLINDER PRESS IN GOOD ORDER.

SIZE OF BED, 57x40 INCHES.

Just the thing for a country newspaper. Will be sold cheap for cash. For further particulars apply to Bulletin Office, or address K. P. O. box 2528. my27 ft

United States Branch Statement Of the Condition and Affairs of the

London and Lancashire Fire INSURANCE COMPANY

OF LIVERPOOL, ENGLAND, ON THE 31ST day of December, A. D. 1892, and for the year ending on that day, as made the Insurance Commissioner of the State of California, pursuant to the provisions of sections 610 and 611 of the Civil Code, condensed as per blank furnished by the commissioner.

ASSETS. Real estate owned by company..... \$ 298,130 00

Cash market value of all stocks and bonds owned by company..... 1,890,430 00

Cash in company's office..... 30,596 38

Cash in banks..... 82,574 49

Premiums in due course of collection for fire and marine risks..... 323,903 99

Fire and marine risks..... 3,611 80

Rents due and accrued..... 1,712 09

Due from other companies for reinsurance on losses already paid..... 8,828 99

Total assets..... \$2,639,587 84

LIABILITIES. Losses adjusted and unpaid..... \$ 56,875 35

Losses in process of adjustment or in suspense..... 154,084 30

Losses reserved, including expenses..... 34,503 40

M. H. Richardson, acting one year or less \$1,513,974 95, reinsurance 50 per cent..... 756,987 46

Gross premium on fire risks running more than one year \$1,512,345 00, reinsurance pro rata..... 850,194 99

Other demands against the company..... 82,864 07

Total liabilities..... \$1,934,609 57

INCOME. Net cash actually received for fire premiums..... \$214,268 64

Received for interest and dividends on bonds, stocks, loans and from all other sources..... 74,744 27

Received for rents..... 4,898 95

Total income..... \$223,911 86

EXPENDITURES. Net amount paid for fire losses, including \$238,985 20 losses of previous years..... \$1,365,501 23

Paid for salaries, fees and commissions..... 896,428 00

Paid for or allowed for commission or brokerage..... 142,432 75

Charges for officers, clerks, etc..... 38,555 93

Charges for State, national and local taxes..... 127,033 28

All other payments and expenditures..... 120,070 24 79

Total expenditures..... \$2,203,249 79

NET INCOME. Losses incurred during the year..... \$1,374,584 22

AND PREMIUMS. FIRE RISKS. PREMIUMS. Net amount of risks written during the year..... \$277,568 605

Net amount of risks written during the year..... 258,087,179

Net amount in force December 31, 1892..... 350,098,494

3,126,320 95

Subscribed and sworn to before me, this 28th day of January, 1893.

CLARENCE R. ENSLEY, Notary Public, J. BEAVAN, Manager and Attorney.

PACIFIC DEPARTMENT. WM. MACDONALD, Manager.

D. E. MILES, Asst. Manager, 315 Montgomery Street, S. F. oct 28 '93

PRIVATE HOSPITAL. Hereafter patients desirous of superior Hospital accommodations under my personal attendance can make arrangements by applying at my office, 903 Sutter street, hours 1 to 4 and 7 to 8.

DR. ARTHUR MARTEN, Diseases of Nervous System, Lungs and Stomach. oct 28 '93



VIEW OF POINT BONITA AND THE WRECK OF THE CITY OF NEW YORK.

Johnson actually shed tears when he learned that the days of his favorite steamer were numbered.

"Can you explain how the New York went on the rocks?" was asked of her commander.