

SAN FRANCISCO, CAL., SATURDAY, DECEMBER 18, 1886.

13,624

VOL. XLI.

tiful Ballets !

AMUSEMENTS.

CALIFORNIA THEATHE ---- KIRALFYS.

SUPPORTED B

POPULAR PRICES !

TIVOLI OPERA HOUSE.

THIS WEEK ONLY,

TENDERED TO MISS HELENE DINGEON,

When will be produced

ES RACES RACES

WATERLOO! WATERLOO!

IS THE

GRANDEST

RACES

WATERLOO

WATEBLOO

Next Monday

THE HEINS HOMICIDE.

Preliminary Examination of James Mc-Cord and James Keisey.

The preliminary examination of James Mo-Cord and James Kelsey on the charge of marder, preferred by the Coroner's jury on the inquest on the death of Bernard Heins, was commenced in Police Judge Lawler's Court resterday. H. W. Hatton and Walter Galiagher appeared for the prosecution, and W. H. L. Barnes, Joseph Naphtaly and Joseph Coffay for the defence. Emil Ney, the labor agitator, who claims to be a Emil Ney, the labor agitator, who claims to be a descendant of the First Napoleon's famous Mar-shal, and the heir to an imaginary fortune of un-told millions, was the first witnessed called. He testified that he was a shipcarpenter by trade, but had performed no mannal labor for five or six months, having devoted the interim to "thought" for the benefit of his fellowmen. Being quee-tioned further as to his occupation and means of livelihood, he stated that he was a labor agitator and had gone to the scene of the trouble on the those further as to his occupation and means of livelihood, he stated that he was a labor agitator and had gone to the scene of the trouble on the day of the shooting with "the committee." He testified that some rocks were thrown, and that McCord had cried out "Shoot them." That, seemingly in response to this order Keleey had fired a shot in the air, and the crowd then turned to run away, when Keleey fired a shot at them, which caused one of their number to fall. When McCord gave the orders to shoot he was immediately followed into a saloon by a portion of the crowd, and as he ran the witness saw a smoking pistol in his hand. City Physician Blach, the next witness, testified as to the course taken by the bullet which caused Heins' death. Wm. Ethert and E. J. Vernell, for the prosecution, testified subtantially the same as the prosecution, testified substantially the sar Ney. The examination will be continued

Morning. At 4:30 o'clock Judge Lawler decided to admit Keisey to bail, pending examination, in the sum of \$40,000. Bonds to that amount were furnished by Maurice Schmitt of 1501 Gough street, and Charles A. Schmitt of 802 Ellis street, and Kelsey was released from custody.

The Mayor's Vetoes.

The Mayor's Vetoes.
Mayor Bartlett has sent in to the Clerk of the Board of Supervisors his vetoes of orders 1889 and 1890, the former granting to the Omnibus Bailread and Cable Company a franchise to run cars along twenty-fourth street, Potrero avenne, Yolo street, Nebraska street, to and upon San Bruno avenne; also from Potrero avenne and Twenty-fourth street to the Oakland Ferry; and the latter granting to A.W. Rose, Jr., the franchise to run cars from Potrero avenne and Twenty-fifth street along Potrero avenne and Twenty-fifth street along Potrero avenne and Twenty-fifth street, to ad across Market street to Fell, along Franklin, Oak and Stanyan streets to Waller street; also from Pots and Market along Post, Leavenworth ad McAllister streets, Park avenne, Larkin, Grove and Polk streets to and across Fell street; also from Ellis and Leavenworth, along Ellis and Broderick, to Oak street. Broderick, to Oak street.

A Life Insurance Sult.

A Life Insurance Suit. Mrs. Margaret Hearty, administratrix of the estate of Michael Hearty, area the Catholic Ma-tual Beneficiary Association, to recover \$2,000, the amount of a policy held by her late husband in that Association at the time of his death. Plaintiff alleges that for some time previous to his death her husband was addicted to the exces-sive use of stimulants, and his assignment of the policy to some person to her unknown a short policy to some person to her unknown a short time before his death should be declared invalid.

A Painter's Fatal Fall.

A Painter's Fatal Fail. John Hardy, a painter residing at the Park Ho-tel, feil from a building on which he was at work, at the corner of Bash and Jones streets, yester-day, falling a distance of forty feet and striking on his head. He was taken to the City Receiving Hospital, where it was ascertained that the fail had caused concussion of the brain. His injuries are considered fatal. His skull was trepanned by Dr. Dennis at about 10 o'clock last night, as the only hope of saving his life.

Will for Probate. Public Administrator Philip A. Roach has ap-plied to the Probate Court to have the will of Mary O'Brien probated. The instrument covers a third interest in the estate of John Wallace, de-ceased, which is valued at \$2,600, and is in the hands of the Public Administrator.

Wants Her Shares.

Kate Armstrong has entered suit in the Superior Coart against William Edwards to recover posses-sion of one hundred shares in the Ballion Silver Mining Company, valued at \$350, which plaintiff alleges were missppropriated to his own use t defendant, in breach of trust reposed in hi the plaintiff. by the



dition. The whaler was owned by J. & W. R. Wing, of Next Monday, Dec. 20.-Victorien Sardon's 3-Act Comedy, DIVORCONS. New Bedford and San Francisco, and has been plowing the water for over thirty years. She was 115 feet long, 27 feet beam and 161/2 feet deep, and was valued at \$14,000.

KRELING BROS Proprietors and Managers About 2:30 o'clock on Thursday afternoon the bark was ready for sea and was towed outside the Heads by the tag Sea Witch, which cast her off Grand Reproduction, by Bequest, of Offenbach' Charming Opera, about 8:45 P. M. When the tng left the bark there THE ROBBERS. THE ROBBERS. THE ROBBERS. THE ROBBERS. was no wind, but the current was very strong and there was a remarkably heavy swell. The bark was headed for the har, but as she approached it the heavy sea forced her back. The breeze was so Monday Evening.....December 20th Grand Complimentary Benefit light that it was impossible to make a crossing, and the vessel was at the mercy of the waves, which tossed her about and weshed over her. The swell kept increasing continually, and at an early hour in the evening the ORPHEUS. ORPHEUS. ORPHEUS. Upon a Grand Spectacular Scale. officers of the vessel began to realize that they were in danger. The captain did not dare to reothers of the vessel began to realize that they were in danger. The captain did not dare to re-turn, as he was afraid of the south drift, which was setting into the beach very strong, and he made a desperate effort to cross the bar again, the result of which was that the vessel received a terrible shaking-np. The captain then concluded that it would be worse than foolist to attempt to get out, and he decided to throw out an anchor. In the meantime the vessel had been dritting slowly, but surely, shoreward, and the swell was increasing every moment. The first anchor did not have any perceptible effect, and a second one was cast with-out any greater success. At this time the fog was so dense that it was impossible to distinguish an object at a distance of more than twelve yards, and the captain being unfamiliar with the coast, was very uneasy. Considerable difficulty was er-perienced in casting the second anchor, and when it became apparent that the suchor had not the re-quired effect, the captain and officers of the vessel, thinking they were out a considerable distance, concluded that they certainly could not run ashore until the fog lifted, when they could ascertain where they were. The waves tossed the vessel to and fro, and she was completely at their mercy for about four hours, during all of which time she was slowly dragging her anchors towards Our Same Popular Prices..... 25c. and 50c. **BAY DISTRICT ASSOCIATION!** RACES heats. Match, \$500, mile and repeat-Shamrock and Twin-Admission to Grounds and Grand Stand, \$1. W. H. HINCHMAN, Secretary. WATERLOO : WATERLOO S THE WATERLOO EST WATERLOO PAINTING ! WATERLOO THE WATERLOO WATERLOO WATERLOO WATERLOO mercy for about four hours, during all of which time she was slowly dragging her anchors towards the shore. About this time a terrific shock was felt, and it was found that the doomed vessel had struck on the sandy bottom. In this position she was more at the mercy of the sea than ever. With each succeeding swell she rose and fell, pounding on the sands with a force which was fairly crush-ing in her keel. She lay in this condition for but a few minutes when a terrific eace struck her and ing in her keel. She lay in this condition for but a few minutes, when a terrific sea struck her, and under its overpowering force she careened over on her side. While she lay in this position a suc-ceeding wave struck her, ripping open her entire side, washing some of the crew overboard, drown-ing others who were down below, and lifting out side, washing some of the crew overboard, drown-ing others who were down below, and lifting out her cargo and scattering it over the surface of the water. In this condition the swell swept over the vessel, and the men who survived were obliged to hold on for their lives. It was an atter impossi-bility for the Captain to determine the location of the vessel, and he and his officers waited in silent hope for daylight to dispel the gloom surrounding them. About half-past one o'clock a very heavy swell struck the vessel with such force as to carry the vessel a great distance toward the shore, and the captain then concluded that the time had ar-rived for the men to abandon the vessel, and he ordered the boats to be cut away. First Mate Doty succeeded, after much difficulty, in cutting away the boat on the starboard bow, and after ten of the men had got into her, he turned to the cap-tain and o'd him to get aboard. This the captain refused to do, and Doty then refused to get in. tain and told him to get aboard. This the captain refused to do, and Doty then refused to get in. The ten men cleared from the bark and went to their doom in a very short time, as the boat was lifted up by a great wave, almost as soon as it touched the water, and dashed sgainst the side of the vessel, smashing the frail boat to pieces and drowning the unfortunate occupants before the eyes of their cområdes on the bark. The henvy sea continued to brask steadily over the first boat was very discouraging, the heavy bumping of the bark convinced the captain that the first boat was very discouraging, the heavy bumping of the bark convinced the captain that in a very short time she would go to pieces. He therefore ordered that another boat be cleared. The waist boat, containing the captain, second mate and six men, dropped on the starboard side and was immediately swamped by being dashed against the side of the vessel in the same manner as the first boat launched. The occupants were thrown into the water and they immediately started to swim for the shore, which, owing to the fog, could not be discerned. By this time the vessel had begun to break up very rapidly, and the capcould not be discerned. By this time the vessel had begun to break up very rapidly, and the cap-tain succeeded in grasping a piece of drift wood about three feet long, which he placed under his right arm. The others also gained a hold and floated until they were created by the overtarned boat which floated on top of them. As soon as the boat went over them the men discovered that they could touch ground, and they waited until the boat left them, when they made their way to the shore. Neither the captain nor the men who were saved could fully realize how they reached the shore, but upon his arrival on the beach Captain Warren, although much exhausted, went up to the Life Saving Station and notified the keeper of the wreck. The Saving Station and any and a working order upon wreck. The apparatus was soon in working order upon the beach, but, owing to the dense fog, it took about half an hour to fix the location of the ves-sel for the firing of the rope. The crew of the Life-Saving Station consisted of four men, and it is charged by persons on the beach at the time that while they were engaged in trying to locate the wrecked bark many of the crew of the vessel, who might have been saved, were floating around in the surf in sight of the shore. The crew of the Life-

Saving Station did not attempt to put out their boat, as they did not think it possible for a boat to live in such a surf. The Life Saving crewidid very little good, and did not succeed in saving any

very little good, and did not succeed in saving any live.
 A carriage driver named John Heenan, who was driving along the beach with four passengers at the time of the disaster, succeeded in saving three of the ship-wrecked eailors, who were in the surf. Those who were saved were kindly cared for by the proprietor of the Seal Hock House and the crew of the Life-Saving Station.
 Including the Captain and mates there were forty-three persons on board the Atlantic, of whow eleven were saved. Following is the list of the crew as rated on the books of the Cantom House: Captain Thomas P. Warren; Z. H. Doty, first mate; James H. Eing, Second mate; Anton Perry, Antonio Margarido, Charles Stenber, Peter Nelson, Joseph Antono, John J. Nye, Antone Gonzales, Charles Indies, William Thomas, Joseph Antone, Thomas Ryan, John Gardner, L. Kubn, Charles Berdan, Patrick Lavelle, W. Maasieid, Charles Berdan, Patrick Lavelle, W. Maasieid, Charles Berdan, Patrick Joseph Stedly, William R. Colbert, L. H. Wallin, Mannel de la Rose, Charles H. Chesterton, Louis Tahiti. Toce saved were Capt. Thomas Warren, J. C. Carroll, James H. Ring, Andrew W. Look, Louis Tahiti, Edmund Kubn, Antonio Margarido, John James Henry, Joseph Antono, John et H. Wallin, Mannel de la Rose, Charles Ring, Andrew W. Look, Louis Tahiti, Edmund Kubn, Antonio Margarido, John James H. BISTORY OF THE BARK.

HISTORY OF THE BARK.

The Atlantic was built in New Bedford in 1851, and was 110 feet long, 26 feet beam, 16½ feet depth of hold, and 291 tons register. She was owned by J. & W. R. Wing, of that town. It is not known here whether the vessel was insured or not, but if she was it is in Boston companies. She has been in the Pacific Coast whaling trade for several sessons and erviced from the Aratic in has been in the Facine Coast whating trade for several seasons, and arrived from the Arctic in October last, after a fairly successful season, oatch-ing five whales. She was thoroughly refitted, re-canked and repaired while in port, and was in the best of order when she sailed, on Thursday last, well found, for a year's cruise in the mid-Facific and Arctic Oceans.

THE CAPTAIN'S STORY.

He Gives a Brief History of the Wreck of the "Atlantic."

Captain Warren was found by a represent of the ALTA at an early hour yesterday at the Life-saving Service Station in a very depressed mood. He was wet and shivering and was very nervous over his narrow escape from a watery grave. He evinced great sorrow for the unfortunate men who had perished and even shed tears as he referred to them. He made the following statements of the manner in which the vessel was wrecked. "The tng Sea Witch took us out and let us go at 4 o'clock yesterday afternoon. After the tng left us, we encontered a heavy swell on the bar, and then the wind left us and there was nothing to give ns a headway. The swell increased in force and dashed against the vessel, toesing it about like a cork in the water. The outgoing tide did not carry us out far enough and the vessel began drift-ing. We dropped anchor, but the swell was so great the anchor would not hold. It was dragged through the sand, and the vessel swang around any way that the saw would carry it. One swell would come up and twist if one way, then a conter one would take it and jerk it in an opposite direction. making the timbers of the deck creak dismally. The sea commenced sweeping over the vesel's deck. An order was given to swing out another anchor, and the second one was dropped. Just then a swell struck the vessel square on the side, nearly toppling her over, taaring one whole side from stem to stern and washing over about infteen men. The men then took to the rigging and held on for their lives. As the heavy sees continued to sweep over the vessel, I ordered the men to clear away the boats and save themselves. Mate Doty succeeded in lannching one boat con-taining ten men and asked me to go with him, but I refused, as I wanted to see my men leave the bark before I deserted her. I told him to go ahead and he passed the the order, but did not get in. The boat, as soon as the struck the water, went astern and shot nuder the conter of the ship. The collision tarned the small boat over and the men were thrown into the foaming billows before my eyes. I could not see any chance to save the life of the remainder of my crew by remaining on the vessel, so I ordered that another boat be cut away. As soon as the boat was ready to be lannched, I with my mate and six men got into her and started for shore. The boat had, not got more than fifty feet from the ship when she turned over and we were all thrown into the water. When I came up I canght hold of a pie tug Sea Witch took us out and let us go at 4 o'clock yesterday afternoon. After the tng left

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THE SPERM. WHALE CRUISES.

The Object of the Southern Voyage-Insurance Matters. It is not the practice of the owners of whaling essels to insure them while on the sperm-whale cruises, but when the vessels leave Honolulu, bound for the north, they are insured, the rate be ing usually about sixteen per centum, though rein-suring it is figured down to about twelve per centum. When the vessels leave this port at this time of the year bound for a short sperm-whale ornise the eargo is composed almost entirely of ballast and stores. The chief object of sending the whalers off so soon after the return from the Arotic is for the purpose of keeping the crews together, not so much the com-mon sailors as the mates, boat-steerer, carpenters, coopers and the like. If the vessel outches a few whales in the South Seas, sufficient, say, to pay expenses, the owners are well satisfied, and, indeed, are perfectly content to keep the orew together, even if no whales are caught. Many of the officers of these whaling vessels have families in New England, and the railroad agents tell of several instances where an officer just from a prolonged cruise buys a ticket to take him East, although he will have but forty-eight hours to visit his family, and most at the expiration of that brief call hurry back to this coast to join his vessel. ing usually about sixteen per centum, though rein-

A Body Washed Ashore

About 8 o'clock yesterday morning a body was

About 8 o'clock yesterday morning a b.dy was out ashore from the wreck by the waves and ta-kin to the Life Saving Station. The men in the Station at first thought that there was signs of life, and, for about half an horr, tried every means in their power to restore conciousness, but inally abudoned the effort when they became convinced that the man was really dead. Toroner O'Donnell was be dead arrived at the beach about half-past 9 o'clock, accompanied by Deputy Groom and Messenger Burgoyne. The doctor seemed rather disspoointed that he only had one corpse to take to the Morgne, and after de-line of the characteristic speeches to the seembled crowd, in which he denonned the seembled crowd, in which he does of Joseph Sidel, known among the sailors as French Joe.

What an Owner Says

W. B. Wing, one of the owners of the Atlantic. visited the scene of the wreck yesterday and directed removal of the debris that had been cast schore by the wreck. He stated that although the vessel was thirty years old, he considered her very safe and seaworthy. The owners had lately spent considerable money in fitting the vessel out for its voyage in the Arctic, and the total loss would amount to about \$25,000. The insurance on the THE STRIKERS.

More Messenger Boys Leave Their Situations.

TWO COMPANIES TIED UP.

The Street Railroads-Communications Between the Carmen and Directors-A Procession Marked by a Series of Cowardly Assaults.

There was no change in the condition of affairs sn the Satter and Geary-street strikes yesterday, and the only unusual incidents were several as-saults upon conductors and throwing stones at passing cars. The officers of the two company carried on the roads as though nothing had happened, the cars running regularly and on time. The Sutter-street line had forty-one cars running, twenty-four on the main line, twelve horse-cars on twenty-tonr on the main has, where and five dam-the Polk and Pacific-street branches and five dam-mies on the Larkin-street cable branch. Nine cars were run on the Geury-street line. The police details were kept up, over eighty officers being on duty all day on the roads. The strikers were out in considerable numbers, but were in small groups, and were busy distributing circulars asking people not to patronize the roads.

On Thursday evening the Directors of the Sutter-street Company received a communication from the strikers, in which the language of the defrom the strikers, in which the language of the de-mand of Saturday last was modified. Yesterday the Board held a meeting and drew np a reply, in which they stated they still maintained their po-sition. This communication, addressed to L. C. Wynegar, is still in the Secretary's office, the ad-dress of that gentleman not being known. The strikers had their usual parade yesterday, and in the evening held a secret meeting in their hall, at which, beyond considering the state of affairs, nothing of importance was done. The men still profess themselves in only determined not to recede from their stand.

The Boy Strikers. The strike of the District Messengers has assumed larger proportions, the boys of the San Francisco District Telegraph Company joining the other strikers yesterday morning. The night force of the American District Company also joined the strikers yesterday. The two companies did but little business, but managed to get through some of their work with the aid of

get through some of their work with the aid of their office employes, who were sent out on horses and in buggies. Superintendent Gill, of the San Francisco Com-pany, expressed surprise at his boys leaving, and said he would fight the affair out, but would do nothing for several days, as he did not wish any of the new messengers hurt, which they certainly

nothing for several days, as he did not wish any of the new messengers hurt, which they certainly would be if sent out now. Superintendent Phillips, of the American Com-pany, while wishing every boy under him would make seventy-five cents a day, could not agree to make a uniform rate of wages, as some of the boys would not earn it. Frank Jaynes, President of the Company, informed a delegation of the strikers that he wanted boys who could earn seventy-five or eighty cents a day, but they must obtain that rate by piece-work, as he would not pay aniform wages.

rate by piece-work, as he would not pay aniform wages. The boys organized a permanent organization at Huddy's Hall yesterday morning, after mid-night, the meeting being made up of strikers from the two distressed companies, and committees were appointed to wait upon the Superintendants to present a demand for the abolition of the five-cent delivery rule. At 11 A. M. yesterday, at a meeting held in Union Square, the committee re-ported that no compromise could be obtained. The youngsters were not disheartened, and made up a procession headed by a drum, and marchad through the streets, cheering at the slightest prov-oration. Circulars asking the public not to pa-tronize the District Companies while the strike lasted were distributed along the line of march.

Incidents of the Day.

There was a good deal of raffianly work done along the Sutter-street road and branch lines yes

A lady named Mrs. Cranston, residing on California street, near Van Ness avenue, while on a Larkin-street dummy, was struck on the hand by a piece of glass bottle and her hand was badly cut.

While the strikers' procession was on Polk

Survivors of the Wreck Who are Washed Ashore in Front of the Station Have to Wake Up the Keeper to Inform Him

WATERLOO		WATERL
WATERLOO	MOST PERFECT	WATERLO
WATERLOO		WATERLO
WATERLOO	ILLUSION !	WATERLO
WATERLOO		WATERLO
WATERLOO	THE GREATEST	WATERLO
WATERLOO		WATERLO
WATERLOO	ATTRACTION !	WATERLO
R	DO NOT MISS IT.	E

GOOT YOU DISCHARGED.

She is Allowed to Go Because of a Defec tive Commitment.

Goot Yon, the Chinese woman recently arrested in Sacramento on a Commissioner's warrant and charged with holding women in involuntary servitode for an immoral purpose, and who sued out a writ of habeas corpus, was yesterday discharged by the United States Circuit Court. The argument on the application was heard one day last week by Judges Sawyer, Hoffman and Sabin, in bank, and Jacges Bawyer, Horman and Ssoin, in bank, and yesterday they filed their decision. It was held that neither the complaint, warrant or commit-ment stated an offence under the section of the United States statutes upon which the woman was arrested, and that there was a failure to state that the parties held in involuntary servitude had been sold or bought within the meaning of that statute. The Court in conclusion said that the discharge of the price areas and and the parties and the state areas and the parties held in the state areas and the statute. of the prisoner will not prevent another arrest and examination on a proper complaint.

The Assessorshio Contest.

The recount for the Assessorable was resumed yesterday morning before Jadge Wilson, in De-partment 5 of the Superior Court. The morning esession was taken up with the examination of election inspectors for the identification of re-

After the noon recess the Court allowed the donble ballot from the First Precinct of the Twenty-ninth District, which was taken under advisement at the beginning of the recount, to be credited to Nealon. In the Sixth Precinct of the Thirty-Nealon. In the Sixth Precinct or the Intry-fourth District Siebe gained one vote which had been credited as scattering in the official returns. This result was unchanged when the Court ad-journed, the Second Precinct of the Thirty-fifth District being the last one connted. This leaves Nealon's plurality so far 173.

Under Rented Property.

Joseph G. Eastland, as trustee for Katie Kepler and Willie Kepler and their issue, has filed a and while hepter and their issue, has hied a petition in the Superior Court, asking permission, as executor of the will of the late J. C. Biede-man, to lease certain lands devised to those repre-sented by him, the heirs under said will, which lands are now alleged to be under-rented.

The Conflict

Between disease and health is often brief and fstal. It is better to be provided with chesp and simple remedies for such common disorders as coughs remember by add common unscreaters as coughs, coids, etc., than to run the risk of contracting a fatal disease through neglect. DR. WM. HALL'S BAL-SAM is a sure and safe remedy for all diseases of the lungs and chest. If taken in season it is certain to cure, and may save you from that terrible disease, Consumption. It has been known and used for many years, and it is no exaggeration to say that it is the best remedy in the word for coughs, etc.

What a Display.

Nothing like it ever exhibited in this city before. Chadbourne's, 741 to 745 Market street.

ce of driftwood about three feet long, which I a piece of driftwood about three feet long, which I placed under my right arm. I then drifted around for some time when the capsized boat overtook me and crushed me down, when I discovered for the first time that I could touch bottom. After some time the boat drifted away, and how I got on shore God only knows. I did not make any sig-nal of distress as I considered the fog was too thick for it to be seen from the abore."

nal of distress as I considered the fog was too thick for it to be seen from the shore." Captain Warrett, who commanded the wrecked bark, slthough a shipmaster for years, has had but little experience on this coast, and was not ac-quainted with the bar, which was also the case of the second mate, Doty, who came from New Bed-ford to go on this voyage. Captain Warren had taken command for what is called a " between-season." voyage, and was to have given place at Honoluln in March next to Captain McGregor of Oskland. The Captain is highly esteemed by other shipmasters, and is spoken of by them as a capable, brave and intelligent officer.

AN OFFICIAL STATEMENT.

What Life-Saving Superintendent Blake

ney Says. Major T. J. Blakeney, Superintendent of the Twelfth Life-saving District, who has under his charge the life-saving stations of the whole Pacific Coast, made to an ALTA reporter last night the following statement :

"The Cliff House beach is patrolled every night from sanset to sunrise, one patrolman going to the south three and one half miles from the station, and one from the north, one and one half miles, to Point Lobos. The watch changes at 12 miles, to Point Lobos. The watch changes at 12 o'clock, midnight, and at 2 o'clock this morning, the hour of the stranding of the whaling bark At-lantic, those men were at the extreme limits of their respective beats. The first known of the wreck at the life-saving station was a little after 2 o'clock in the morning, when the Captain of the unfortunate vessel notified the keeper. The four men of the crew then at the station were at once called, and the beach cart containing the life-saving gear was halled under the direction of the captain of the wreeked vessel to the scene of the disaster. A dense fog prevailed at the time and the beach vas found strewn with wreckage. It was impossible to locate the position of the wreck on account of the fog, although the keeper thinks that he could hear cries of distress in the surf. About thirty minutes' time was spent in unsuccessful attempts to locate the exact position of the wrecked craft when the fog slightly lifted and her dim outlines were discovered. The Lyle gun was at once trailed, and a shot carrying the shotline fired on board. The keeper, Claus F. Kroger, says that some one on board hauled on the shotline, but that the line became fouled in the wreckage with which the surf was at this time literally filled, causing the line to part. It then being apparent to the keeper that the wreck had literally broken to pieces, he immediately detailed his men to patrol the beach north and south of the wreck, and to keep a sharp lookout for any one coming ashore. About this time the after part of the vessel, o'clock, midnight, and at 2 o'clock this morning,

in working order upon to the dense fog, it took to the location of the ves-pe. The crew of the Life-of four men, and it is beach at the time that in trying to locate the e crew of the vessel, who ree floating around in the The crew of the Life-of the station, drowned. The keeper and some of

vessel was only \$5,000.

A Shipowner's Opinion.

Captain L. W. Williams, who has sailed and owned whaling vessels for twenty years, denied emphatically the statement that the Atlantic was unseaworthy. He said the bark's timbers were unseaworthy. He said the bark's timbers were sound, and she had been repaired and refitted without regard to expense by William R. Wing, one of the firm which owned her. Captain Will-iams gave his opinion why the bark broke up so quickly. She was, he said, deeply laden for a vessel of her size, drawing about 17 feet, and when she struck was in probably 25 or 26 feet of water, in a place where the surf was nuusually heavy. Her anchors after she stopped dragging held her head down, the decks being washed to the mainmast, and there the vessel pounded to pieces on the beach. pieces on the beach.

A Hackman's Story.

John Heenan, a hackman, whose stand is on the corner of Ellis and Powell streets, stated to an ALTA reporter that he was driving a party along the Ocean Beach about 2 o'clock yesterday morn-ing, when he heard cries for help, which seemed to proceed from the surf. His passengers directed him to drive in the direction of the sound, and he drove to the water, when he saw that the beach drove to the water, when he saw that the beach was strewn with barrels, timber and provisions of all descriptions. One large barrel was washed schore against his hack, and broke a epoke in one of the wheels. He jumped down from his seat and discovered several persons struggling in the waves a short distance out, and hastened to their assist-ance. He succeeded in dragging three of the drowning men to the beach, where they were cared for by his passengers, who gave up their coats and cloaks for the benefit of the unfortunate mariners. After having rescued the men, he took them up to the Seal Rock House, where they were put to bed. Mr. Heenan stated that the crew of the Life Sav-ing Station could have saved several lives if they had tried to do so, instead of wasting time in try-ing to locate the stranded vessel.

On the Beach

Thousands of people visited the ocean beach yesterday to view the wreck of the whaling bark Atlantic. The beach for half a mile was strewn with timbers, spars, ropes, rigging, boxes of pro-visions, bones, shattered lifeboats and many large casks. The bark was literally smashed to pieces by the fary of the waves and there was hardly enough left of the vessel to stand upon. The after part of the ship was broken off a few feet from the stern and thrown around broadside to the beach. The midships portion of the bark consisted of a mess of shattered timbers and portions of the deck and rigging were scattered around in all direc-tions.

pany were crowded from early morning, and hun-dreds of vehicles of every description were to be seen on the beach. A great many of the visitors gathered pieces of the wreck to preserve as relics of the ill-fated bark. The owners of the vessel had a force of men on the beach at an early hour, engaged in saving the provisions and valuable portions of the wreckage

street, near Californis, a large stone was thrown from the ranks of the parade into a horse-car, and a lady was hit in the face, a deep gash being cut on the pipt sheet.

a lady was not in the face, a deep gash being cut on the right check. William Flynn, driver of car No. 10, was hit in the breast with a brick on Polk street. On the same street, at the corner of Pacific avenue, a lady named Mrs. Halsey was struck by a rock thrown at the car in which she was riding, and bit in the hack of the head. She was average hit in the back of the head. She was seve hart.

Large spikes were thrown from the building at the corner of Jones and Satter streets. No on

was hurt, however. Yesterday afternoon, as the procession of the Yesterday afternoon, as the procession of the street-car strikers was passing along Larkin street, opposite the New City Hall, car 25 of the Larkin-street line came up, and some of the strik-ers began throwing bricks and rocks at it. Several of the windows were smashed, and the gripman, J. T. Middlehoff, had his head laid open. He nevertheless bravely stuck to his post, and along with Joe Howard, the conductor, ran his dummy and car out of reach of the crowd, tying a hand-kerchief round his head and holding on by his grip-handles.

Parade To-morrow

The Federated Trades, at their weekly gather-ing last evening, resolved to hold a meeting to-morrow at 1 o'clock P. M., at the corner of Fifth and Mission streets—the United States Mint—to sumpatize with the street-car strikers. After the meeting is over a procession will be formed, which will march out Geary street to Central avenne, thence to Sutter street, and down that thorongh-fare to Kearny. The Federation promises a peace-able parade.

The Guindon Homicide

In Judge Wilson's Court yesterday, Judge Hunt presiding, the work of impaneling a jury to try George D. Gardiner for the marder of Eugene F. Guindon was resumed, but at the hour of adjourn-ment last evening but three jurors had been ac-cepted, namely, W. Bendt, J. M. Higgins and H. Pilster.

Crime in This City.

In response to a request of the Erecutive Board of the California Society for the Suppres-sion of Vice, Rev. S. P. Sprecher will to-morrow evening, at Calvary Presbyterian Church, corner of Geary and Powell streets, repeat in substance the discourse which he recently delivered on "The Development of Vice and Crime in Oar City."

A Church Incorporation

The Hamilton Square Baptist Church Directors filed articles of incorporation yesterday. The Board of Directors are J. R. Bennett, H. L. Grear, S. Lane, Abner Walker and JP H. Stevens.

Vienna Beer Parlor, Restaurant and Oyster Room, Newly Renovated.

Room, Newly Renovated. Will be thrown open to the public to day (Saturday), December 18th, by the well-known caterers, Adolph Beth and Ferd. Fricker. Their ladies' parlors have been elegantly furnished and provided with the most modern conveniences and tastefally decorated, in order to make them the most delightful resort for gentlemen and their families at all times, and espec-ially evenings. Entrance to these parlors, 14 Mason street, opposite the Panoram building. The restau-rant will be under the management of Mr. Adolph Beth, formerly proprietor of the Post-Keller. Our friends and the public are respectfully invited to give us a call.

Divorces Granted.

Mrs. Carrie Howell was yesterday granted a di-vorce by Judge Rearden from John Howell for failure to provide. For a similar reason, the bonds multing Mary A. Campbell to James G. Campbell were judicially severed.

For San Quentin

John Bessley Keagan was lodged in the Central Police Station last night by Under Sheriff Kings-ton, of Napa. Mr. Reagan is en route to San Quentin to serve a two-years' sentence for an as-sanlt with a deadly weapon.

A Minor's Guardian

Jacob Wagner has filed an application to be ap-pointed gnardian of the persons and estates of William H., Alexander G., Charles J. and Mary C. Brockhoff, minors.

Arion Halle.

This well-known saloon and restaurant, northeast corner Sutter and Kearny streets, the rendezvous of the musical and theatrical profession, has changed the musical and theatrical profession, has changed hands, Mr. Henry Grim having retired. The suc-cessors, Henry Eduardson and John Ohlert, the well-known and genfal barkeepers, will try to merit the patronage of their friends and the public by catering to their wants and improve this well-known resort if possible. A formal opening will take place to-day (Saturday), December 18th, with a first-class lunch, etc. Their friends and the public are respectfully invited to give them a csll.

Holiday Presents

At M. Meussdorffer's elegant hat house, NE. corner Montgomery and Bush streets and 404 Kearay street. One of M. Meussdorffer's fine hats is the most ac-ceptable present. e present.

If you have a friend who plays chess or backgam-mon, so to the salesrooms of the California Furni-ture Company, Nos. 200 to 226 Bush street, and pur-chase as a gift for him that beautiful chess table in Alseka cedar. It is one of the prettiest and newest places of furniture now seen.

CERMEA

Greatest Breakfast Viand, all the rest Excelling,

Every dainty morsel carries Strength and Health; .

- Rosy checks and tranquil rest in the thee ever dwelling
- More than fame and riches, greatest of all wealth;

Fver than at breakfast on Germea feast,

and with vigorous health unbroken be forever blest.

FOR SALE BY ALL GROCERS.

JNO. T. CUTTING & CO. SOLE AGENTS.

LUNG SHING & CO., IMPORTERS AND DEALERS IN CHINESE AND JAPANESE FANCY GOODS ind all kinds of CUEIOS and SILK GOODS. Sixth street, between Howard and Folsom. Call a ce us. No trouble to show goods.

The cars of the Park and Ocean Railroad Con