WILL SUPPORT THE NEW ROAD.

BUSINESS MEN PLEDGE TRAFFIC TO THE PEOPLE'S LINE.

THE SUGGESTION OF "THE CALL" MEETS WITH A MOST HEARTY RESPONSE.

THE DIRECTORS ARE NOW AT STOCKTON.

THEY WILL TO-DAY INSPECT THE ADVANTAGES THAT CITY HAS TO OFFER.

Isaac Upham, one of the members of the board of directors of the valley road, said yesterday that the idea of the CALL in endeavoring to obtain an expression from shippers as to their intention regarding the disposition of their business is a good one.

"Anything which tends to work up public sentiment and give the people an indication of the benefit which will follow the construction of the road is certainly a move in the right direction," said he. "This is a matter of education, and while many of the people may understand the importance of the road the plan of keeping the subject constantly in view will have the effect of waking everybody up and bringing all the laggards into camp.

"It is becoming generally understood that this is the people's road and that they are to own and control it, and the more people interested in it the stronger it will make the organization. The road will not be run in the interest of individuals, but will serve the requirements of the city and the country through which it will pass.

"That is an original idea of obtaining promises of traffic from people in the city and interior. While such promises would have no legal strength, yet the moral obligation would be strong and, I believe, lasting. We should be able to obtain assurances from large corporations and companies in this way. The editor of the CALL, in his speech before the board the other day, said he could secure promises of this nature from many of the large shippers in Santa Clara County, and it will be only the fear of possible serious consequences from the antagonism of the Southern Pacific which will be likely to handicap such a move, as shippers will, in many instances, feel that they might jeopardize their business interests by making public promises of this character.

"If 1000 shippers could be secured in the valley who would pledge their support to the road that would in itself be a great accomplishment. The interest in the road is not dying out, for from every quarter of the State we are daily receiving assurances of support and good will from the people. We have succeeded in placing the road on a substantial basis, and it is now in a position likely to attract the attention of those who have capital to invest."

The board of directors of the valley road left the city last evening on the previously announced trip to Stockton. In the party were: President Spreckels, Vice-Presidents Whittier and Watt, and Directors Stetson, Holbrook, Payson and Magee. Four of the board were prevented from going by press of private business, among them being Isaac Upham.

Regarding the trip, that gentleman said yesterday that he thought a majority of the board could do what was necessary with more dispatch than if the whole body went along.

"Mr. Watt has lived there," said he, "and is thoroughly familiar with the whole city. Captain Payson has, I am sure, done engineering work there, and is, therefore, also acquainted with the ground to be gone over. Under the direction of these gentlemen the board ought to be able to intelligently look over the city's advantages. It is the intention to view every phase of the situation there and learn exactly what Stockton has to offer. We want to know all about the different conditions in all the various communities before we can decide where the line will go, and the only way to obtain this information is to look over the ground in person.

"We have absolutely made no promises of any kind, and all this talk about the line of route having been decided upon is the veriest bosh. When we get all the data before us we will take the question up and decide it upon its merits."

The lease of China Basin has not yet been signed, but some action in this direction is expected Saturday, when the Governor will be in the city.

In speaking of the lease yesterday, Secretary Keegen of the Board of Harbor Commissioners said that no formal application had yet been made to the board for such a lease, and that, individually, he did not see how that body could take action until such application had been made.

Charles Holbrook, one of the members of the committee having in charge the duty of selecting the names of trustees, to be presented at the general meeting, said yesterday that nothing had been done in the matter.

The contract for the first 10,000 tons of steel rails for the road was signed yesterday by John F. Merrill, whose bid was the lowest.

FORM OF THE PLEDGE.

A Brief Document That Will Be a Power for Good.

Following hereunder is the form suggested for the consideration of people who live in the San Joaquin and Santa Clara valleys. Those who are really in favor of helping to forward the interest of the proposed people's competing road, are invited to sign blank contracts that will be sent to them. A roll of honor is to be formed, in which the names of those who sign the pledge will be published. If for any reason signers would prefer to have their pledge kept private until a later date, their wishes in this regard will be respected. The proposed contract is as follows:

PLEDGE

To the San Joaquin Valley Railway Company.

CHARLES M. SHORTRIDGE, Editor and Proprietor of San Francisco "Call": For the purpose of giving not only moral but substantial aid to the San Francisco and San Joaquin Valley Railway, I hereby agree, rates and facilities being equal, to patronize the passenger service and forward over the said road all freight I may have for transportation.

Name.....

Address.....

When pledges are signed they may be sent to the office of the CALL, San Francisco.

FOR THE NEW LINE.

Merchants Who Have Decided Opinions on Freight Shipments.

The San Francisco and San Joaquin Valley Railroad, when built and equipped and ready to carry freight and passengers, will not be left to languish for the want of patronage. The merchants of San Francisco who are extensive shippers of goods both ways, up and down the valley, have been sounded on the subject of their preference when the new road shall be in operation. Many of them were interviewed yesterday, and they were found to be unanimous in favor of patronizing the competing road to the utmost possible extent.

Many of the heaviest shippers, however, declined to be quoted, saying in explanation of their position that they do not at present wish to antagonize the Southern Pacific Company—at least not before the competing road shall be ready for business.

Much of the freight patronage of the valley road will have to be determined by the merchants in the cities and towns along the line who buy their goods in this city. The wholesale merchants, as expressed by many of them in yesterday's interviews, must of necessity ship orders as directed by the purchasers. But the general opinion is that the purchasers will be only too glad to have their goods shipped by the competing road in preference to the Southern Pacific, rates being equal.

One of the largest mercantile firms doing business in the San Joaquin Valley was definitely and emphatically heard from yesterday afternoon. Adolph Kutner, senior member of the Kutner-Goldstein Company of Fresno and other towns, was in this city yesterday, engaged in making heavy purchases. This firm is incorporated, and conducts general merchandise stores in Fresno, Selma, Fowler, Hanford and Lemoore. Grain, nuts and dried fruits of various kinds are shipped in vast quantities by this firm from all the points where their stores are located. In the course of an interview Mr. Kutner said:

We want the San Joaquin Valley Railroad built at once, because our people have been robbed too long by the Southern Pacific company. Our firm will positively give preference to the competing road in every possible way that we can. You can say that, and say it loud. For years past we have paid an average of $150,000 a year freight charges to the Southern Pacific Company. Of course we ship goods both ways. The goods we sell in our part of country are shipped mostly from San Francisco. The produce that we handle is shipped here. The freight charges that we and our customers have been forced to pay to the Southern Pacific Company are something shameful.

Four years ago we shipped 30,000 tons of wheat in one season from Fresno to San Francisco. The freight charges were $4 a ton. You see, that made quite a neat sum in itself—$120,000 just for wheat. Since that time the rates on wheat have been slightly reduced, but not enough to hurt the Southern Pacific Company, I can assure you. You can write our firm down as future patrons of the San Joaquin Valley Railroad. And there are many other merchants in our section of the country who feel just as I do about this matter.

L. Dinkelspiel of the firm of L. Dinkelspiel & Sons, 37 and 39 Battery street, said:

Of course I would give preference in the shipment of freight to the valley road. By so doing I shall only be looking out for my own interests. As to our customers down in the valley towns, their preferences in the matter of shipments must be respected, otherwise they would think we were trying to dictate to them.

Levi Strauss, who is one of the most active promoters of the new road, said:

Of course I shall give preference to the valley road. It is a line in which I am personally interested. I shall do all in my power to throw business in its way.

H. Levi of the firm of H. Levi & Co., 117 and 119 Market street, said:

Of course I shall give preference in shipping goods to the valley road so far as I can. But our customers' wishes in the matter must be respected. I think, however, that they will stand firm by the competing road, all things being equal.

S. L. Jones of the firm of S. L. Jones & Co., commission merchants, 205, 207 and 209 California street, said:

Will we give preference to the San Joaquin Valley Railroad? Well, I should say so, every day in the week. The valley road is the thing we want.

S. Koshland, 220 California street, said:

I am an old-timer here as a merchant and I know how the merchants, the farmers and the consumers have been squeezed by the Southern Pacific Company. Yes, most decidedly I will give preference to the competing road. That railroad will be a great thing for San Francisco. I expect to see the great wheat shipments that are now sent to Port Costa transferred to this city. Big warehouses will doubtless be built here and hundreds of men in this city will be given employment.

Ferguson, Moor & Co., grain shippers, 310 California street, expressed themselves through Mr. Ferguson as follows:

The question as to whether or not we will give preference to the competing road answers itself. Of course we will give it preference when we can. There can be no hesitation over a choice in the matter. However, it seems to me a little early to go on record.

Isaac Upham of Payot, Upham & Co. said:

My position in this matter is so well understood by the public that it is almost needless for me to make an expression. I will say, however, as a business man and in the interest of such, that any competition which the new road may enter into with the Southern Pacific will be supported by my house. We ship many thousands of dollars worth of goods down into the San Joaquin Valley every year, and should rates be even, which they surely must be, the new road will have our trade. It must be remembered that the question of shipment of goods does not rest alone with us. Our customers can demand the route and how they shall be shipped; but in view of this, I requested my salesmen in the valley to ascertain the feeling on this same proposition, and the merchants say that the new road will get their trade.

J. H. Neustadter of the firm of Neustadter Brothers, jobbers and importers of clothing and men's furnishing goods at Pine and Sansome streets, said:

I will support the new road—our new road—on every occasion. You can even say that should rates be higher I will lend every effort in my power to advance its interest. I do a large business down in the valley and have many friends. I can answer for nearly every one of them on this subject.

At the wholesale dry-goods house of Murphy, Grant & Co. at Sansome and Bush streets it was learned from the secretary, J. A. Ford, that the house was in full accord with every scheme which would advance the interests of the new project.

It is almost useless for me to talk on the subject, and give my opinion when our position is so well known. We will support the valley road under all circumstances.

At Stiner, Straus & Hyman's, 108 Sansome street, Mr. Hyman said:

I think the policy of the CALL in getting this consensus of opinion is excellent, and as a large shipper to the valley district, I will pledge all my support. I will say that the subject is a little premature, but at the same time I like it, and it is at an early day that great things are begun.

T. Weil, of A. and T. Weil & Co., wholesale cutlery dealers at Bush and Battery streets, said:

I am glad to talk on this subject because I am interested. All trade or traffic that I can throw into the way of the new road I shall do. Indeed I don't think I would care even if rates were higher for awhile. I would stand it: but, of course, such an idea is unworthy of consideration, for the reason that with the present board of directors a just competition can be expected. I am with them to the end. I will say a little more on this subject, which is, that my traveler, Mr. Baer, has just returned from his trip down in San Joaquin, and he tells me that the merchants are unanimous in their determination to support the new road in every particular.

Herman Kullman of the firm of Kullman, Salz & Co., 106 Battery street, said:

Of course, I will give my preference to the new road. My freight shipments are heavy to the valley districts, as leather and findings are bulky, and my experience with the Southern Pacific Company in the last twenty years has made me a stanch friend to this benison.

William Cluff, tobacco manufacturer, at 18 Front street, said:

My preference for the new work will be shown just as soon as the first wheel turns. Every leaf of tobacco that goes from my place will be shipped by that route if I have anything to say about it.

George T. Hawley, wholesale hardware dealer, at Market and Beale streets, said:

I will support the new road on every proposition, freight or passenger traffic. I ship a great deal of merchandize down in the valley, and I will hail the day with delight when I can switch off from the one-road monopoly.

The following shares have been subscribed for at the Examiner office up to last night:

Previously reported, 16; McDavitt Share Club, 2; Watson Share Club, 1; Folsom Myrick, 4; Frederick L. Castle, 1; Laura Bentz Markey, Dr. John A. Miller, 5; Elizabeth A. Moriarty, 2; total, 32.

TO REPLACE THE OLD HALL.

A SPECIAL LEVY WILL PROBABLY BE MADE FOR A NEW PUBLIC BUILDING.

IT WILL BE FOR THE CRIMINAL DEPARTMENTS—SUPERVISOR TAYLOR'S VIEWS.

Now that the Governor has signed the bill which gives the Supervisors power to acquire the remainder of the block on which the old City Hall stands and to put up a building at a cost of $300,000 the Supervisors are not inclined to lose any time in doing something to carry out the project.

In speaking of the matter yesterday Supervisor Taylor, who is chairman of the Finance Committee, said:

"Of course nothing can be done in the matter until the next tax levy is made. Then we can prepare for it. I am in favor of pushing the matter through, and I think the other members of the board feel the same way. As regards the raising of the money I would decidedly favor a special levy, and in order that it would not be too hard on the taxpayers half of the money could be raised one year and the other half during the next year.

"Such a building would be quite a while in construction, and this manner of raising the money would not interfere with the progress of the work. All this, though, will be discussed by the Finance Committee in good time. As to the style of building I would favor one about seven stories high, properly fitted up, so it could be used instead of the old County Jail building on Broadway. Then the criminal department could be located there, and by the use of elevators prisoners could be taken from their cells with hardly any trouble and without making a public spectacle of them as at present by driving them through the streets. On the top floor of the building I would have a large assembly hall for the use of the police, where they could meet for drilling purposes or in case of riot or trouble of any kind. Such a room is very much needed by the Police Department."

"Would you favor the condemnation of the other land in the block on the Washington-street side?" was asked.

"No; I would not. I don't believe in condemning land and paying probably exorbitant prices for it. The lot is of sufficient size as it is for the purpose. But these are matters for future consideration. The Finance Committee will take no action until the tax levy is considered. Possibly suggestions and plans may be called for in the meantime."

Dishonest Cigar-Dealers.

Deputy Revenue Agent Gilchrist made another arrest in connection with the cigar frauds yesterday. M. L. Stark, who keeps the stand on the corner of California and Kearny streets, was the guilty person. He is charged with emptying four boxes which bore the revenue stamp and selling them to E. R. Clute, who refilled them. Stark was released on bonds. A few hours later Clute was rearrested on a second charge of refilling stamped boxes, and was released on $2000 bail.

TISSUE paper for lamp shades, in rolls from 5c to 30c each. Two qualities and every color now in stock. Sanborn, Vail & Co., 741 Market street. *

THE NEW LOUVRE has opened, 8-14 O'Farrell street.

COUNTERFEITERS CLEVERLY CAUGHT.

FOSS, GREENWALD AND THREE OTHERS TRAPPED BY GOVERNMENT OFFICERS.

CIPRICO WAS AMONG THEM

CLINCHING EVIDENCE FOUND AND SEIZED—THEIR PLAN OF OPERATION.

After many delays the Internal Revenue Department has finally succeeded in landing one of the biggest gang of counterfeiters that have operated in California since the days of the Boyd-Ciprico gang. That combination sold the red certificates issued to Chinese by the Custom-house in China and reaped a fortune. Boyd ran away to Australia, came back and turned State's evidence against Ciprico and afterward shot himself. Ciprico was acquitted, Kip never came to trial and Whaley fled the country. Another of the gang died before his case was called.

There were five conspirators in the Boyd-Ciprico gang, and there are five in the one caught last night. Like its predecessor, it also dealt in fraudulent Chinese certificates. The names of the men arrested are, H. L. Foss, freight clerk on the Oceanic Steamship Company's dock; James H. Sullivan, formerly a deputy County Clerk; Max Katzauer, a new arrival from Oregon; Fernando D. Ciprico, the man who was tried and acquitted for complicity in the Boyd-Ciprico ring, and M. Greenwald, brother of Louis Greenwald, the man now serving time in San Quentin for being mixed up in the operations of the Emerald smuggling ring. They are all charged with conspiracy in attempting to land Chinese in the United States by means of forged certificates.

An attempt was made to catch the gang last Wednesday, but it failed. If the revenue officers did not secure the men, however, they got considerable evidence that went to show a deep-laid plot. Over 8000 blank certificates and all the stamps used in the Internal Revenue office were found. The latter were "Steamer," "California," "O. M. Welburn," "Person other than laborer," "First" and "Sailing vessel." These were used to fill in the blanks and thus make them a fac-simile of the certificate used by the Internal Revenue Department. Forgeries of the signatures of Collector O. M. Welburn and Thomas P. Cusick of this port and Collector of Internal Revenue Henry Blackmann of Portland were also found, showing that the plans of the conspirators were deep laid.

A man named "Henry" was one of Todd's partners, and he is now in the Northwest, supposedly selling some of the manufactured certificates.

Because the first attempt was a failure it did not follow that the Government was going to give up the search. Last night Revenue Agents Thomas and Gilchrist, Secret Service Agent of the Treasury N. R. Harris and his two deputies, Dudley and Roland N. Harris, and United States Marshal M. Harris started out on a still hunt. They first of all went to Wells, Fargo & Co.'s building on New Montgomery street. Thomas and Harris went upstairs to room 52 on the fourth floor, while Gilchrist remained on the corner of Mission and New Montgomery. His duty was to watch the window of room 52, and it proved to be a wise precaution.

When a combined attack was made on the door the window was hastily put up and a bundle containing seventy-five bogus certificates, similar to the one here reproduced, thrown out. Gilchrist made a run and caught the package in its flight. While this was going on there were lively times in front of the door. Thomas and the three Harrises threw themselves against it time and again, but it resisted all their efforts. Finally they took turns at kicking at one of the panels, and when it finally gave way they crept in one at a time. Not one of the attacking force held back, but each one was eager to be the first to enter the breach.

When all were in Foss was standing beside the waste-paper basket tearing letters into small pieces. One of these was pieced together and found to be of an incriminating character. Ciprico fought like a tiger. When Harris put his hands on him he swung around and, taking the secret service agent by surprise, almost knocked him down. A braver man than Nick Harris never tackled a criminal, and he was back at Ciprico in a second. Revenue Agent Thomas and Deputy Dudley Harris joined issues, and it was not long before Ciprico was bound and helpless. Sullivan made no fight and submitted to being handcuffed like an old-timer.

In telling about the exciting scene last night Thomas said: "When we had secured Ciprico we searched the persons of the trio and found letters that are very incriminating and which will be used in evidence. On Sullivan we found a bogus certificate which it would take an expert to tell wherein it differs from the genuine article. On a table in room 52 we found rubber stamps, pens and ink and the entire paraphenalia for manufacturing the bogus documents.

"We took Ciprico to room 57, in which he has a desk, and he pointed one out belonging to somebody else. I opened it with a skeleton key, but nothing was found in it. We tried all the other desks, and finally located the one we were looking for. In it were papers addressed to Ciprico and seventy-five marked Chinese pictures that I had given to a man in Chinatown to have pasted on fraudulent certificates. The Chinese gave them to a man named P. Stiger, who delivered them to Ciprico and Foss yesterday. Stiger made arrangements with them to have the pictures pasted on the certificates, and the latter made out and ready for him at 6 o'clock last night. Ten other certificates were found in an envelope marked 'private,' and then Ciprico turned faint and we had to let him sit down.

"While this was going on Foss called Mr. Harris and myself apart, saying he wanted a private conversation. He told us that early in the day he had sent word to the Internal Revenue office, asking that a deputy be sent to see him at the Oceanic dock, as he had information that would lead to the detection of some gigantic frauds. He then offered to turn State's evidence and give everything away, but when I came to question him I found he was not honest in the offer. Foss is the man who had the printing of the certificates done, and when we asked the name of the printer he refused point blank to tell. That is the only information of value he could give us, so we do not want his evidence.

From Wells, Fargo & Co.'s we went to the Castle saloon on the corner of O'Farrell and Stockton streets. Otterson's on Post street used to be the headquarters of the Boyd-Ceprico gang, and the "Castle" was the rallying place of this. We expected to find a big lot of certificates stored there, but instead we got M. Greenwald.

"Max Katzauer was in a back room with a woman, and learning that we were in the saloon he made his escape. He went to his room at 231 O'Farrell street, but Deputy Marshal Harris was there and arrested him as soon as he put in an appearance.

"In his room we found part of a seal which they used on the forged certificates, and in Greenwald's room in the same building we found a number of the forged documents themselves. When the men found they were cornered they made no kick, but came along quietly.

"Greenwald begged hard to be allowed to go back to say good-by to a lady friend, but we were taking no chances, so we took him along. We have a sure case against all of them and Ciprico will not crawl out of this scrape like he did out of the other one.

"The certificates were made in Victoria, B. C., and sent to San Francisco. The conspirators tried a number of people who asserted they could copy Collector Welburn's and Deputy Cusick's signatures, but they were all failures.

"Finally they sent samples of the signature back to Victoria, and with them seventy-five certificates. These latter were wrapped up in newspapers and were addressed in the handwriting of Katzauer to a man named Grant.

"During the snow blockade the railway mail clerks had very little to do and one of them accidentally discovered what was in the newspaper packages. That put us onto the scheme, and we have been working on it ever since.

"We employed a Chinese named Lee Moy to help us, and it was he that went to Ciprico and Foss to negotiate for the purchase of seventy-five certificates. If the imitations were good, then Lee promised to buy 500 more. The price to be paid was $75 for each merchant's certificate and $60 for each laborer's.

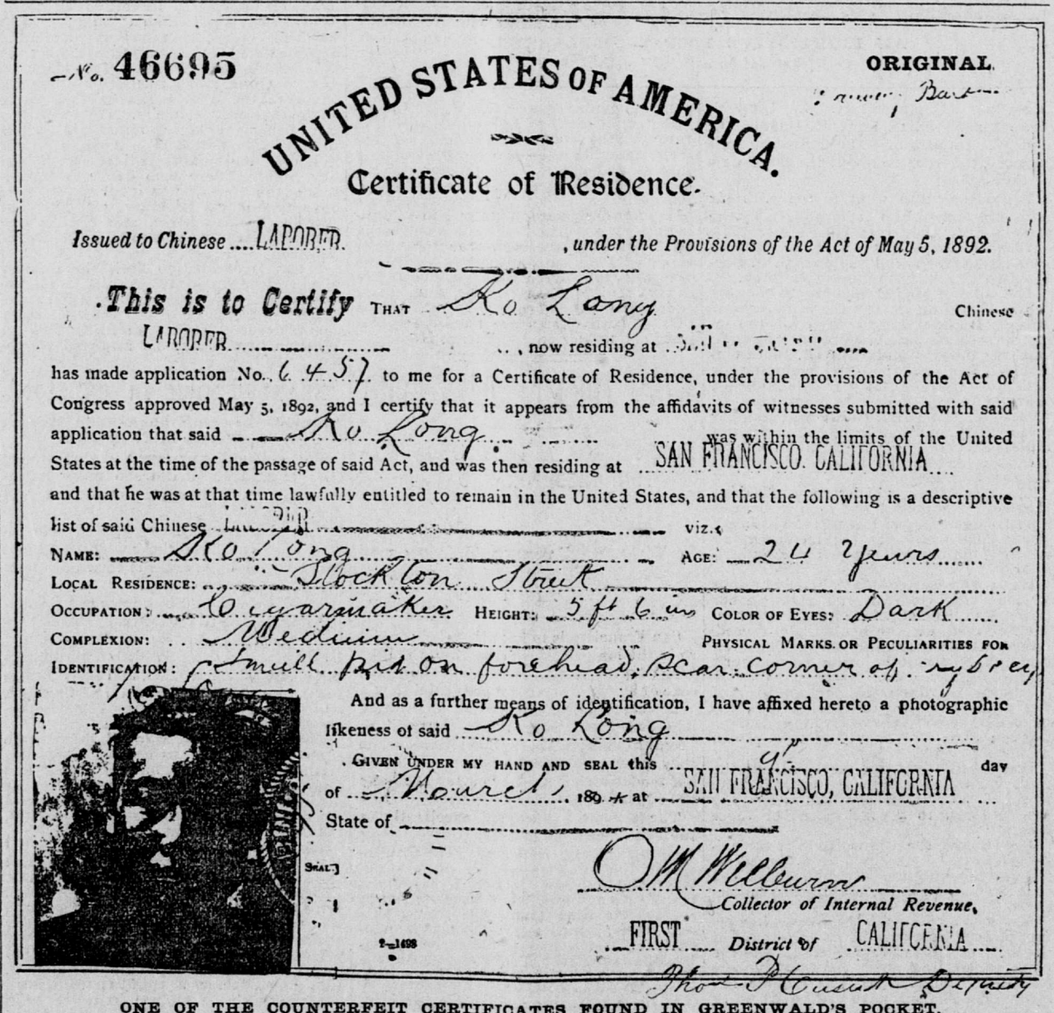
"The gang had just completed their plans by securing the services of Sullivan, who is an expert penman. This, I think, was among their first transactions—certainly the first on any large scale. It will be some time, I think, before anybody else attempts to go into the business."

Ciprico, Foss and Katzauer appear to be the principal in the gang. When he was implicated in the frauds of seven or eight years ago he was an Inspector in the Custom-house. It was his duty to inspect the certificates of all Chinese who desired to land. He of course passed all the stolen documents which Boyd had sold in China and in this way made a fortune. Trading in bogus certificates seems to be his hobby.

Foss has been freight clerk on the Oceanic dock for eight or ten years. Suspicion has attached to him on several occasions, and attempts have been made to catch him, but all failed. This time he was caught red-handed, and it will go hard with him when the case comes to trial.

Katzauer engineered the scheme in Oregon, and it was he who made the arrangements for selling the certificates in the Northwest. Greenwald is only a lad, and he was to have been outside agent in Chinatown for the sale of the certificates, while as before stated Sullivan is an ex-Deputy County Clerk and an expert penman. He was to sign the names of Welburn and Cusick to the certificates.

THE MEN WHO ARE CHARGED WITH CONSPIRACY TO LAND CHINESE ILLEGALLY.
[*Sketched by a "Call" artist.*]



No. 46695 ORIGINAL

UNITED STATES OF AMERICA.

Certificate of Residence.

Issued to Chinese LABORER, under the Provisions of the Act of May 5, 1892.

This is to Certify THAT Ko Long Chinese LABORER, now residing at SAN FRANCISCO, has made application No. 6457 to me for a Certificate of Residence, under the provisions of the Act of Congress approved May 5, 1892, and I certify that it appears from the affidavits of witnesses submitted with said application that said Ko Long was within the limits of the United States at the time of the passage of said Act, and was then residing at SAN FRANCISCO, CALIFORNIA and that he was at that time lawfully entitled to remain in the United States, and that the following is a descriptive list of said Chinese LABORER viz.:

NAME: Ko Long AGE: 24 years
LOCAL RESIDENCE: Stockton Street
OCCUPATION: Cigarmaker HEIGHT: 5 ft 6 in COLOR OF EYES: Dark
COMPLEXION: Medium
PHYSICAL MARKS OR PECULIARITIES FOR IDENTIFICATION: Small pit on forehead, scar corner of right eye

And as a further means of identification, I have affixed hereto a photographic likeness of said Ko Long

GIVEN UNDER MY HAND AND SEAL this 9 day of March 1895 at SAN FRANCISCO, CALIFORNIA State of

O M Welburn
Collector of Internal Revenue,
FIRST District of CALIFORNIA
Thos P Cusick Deputy

ONE OF THE COUNTERFEIT CERTIFICATES FOUND IN GREENWALD'S POCKET.

POVERTY IN FINE RAIMENT.

PECULIAR PREFERENCE DISPLAYED FOR THE POORHOUSE BY TWO LADIES.

A SISTER OF ONE IS THE WIFE OF A PROMINENT CHICAGO MILLIONAIRE.

Two women—mother and daughter—both stylishly dressed, a few days ago appealed to the authorities of Kansas City for admittance to the Poorhouse, according to a press dispatch from that city. They were Mrs. Alexander Majors and her daughter. In the dispatch it was stated that Alexander Majors resided in California and was unable to provide for them.

It was ascertained yesterday that both Alexander Majors and his son, Green Majors, were living in this city, the former endeavoring to earn a livelihood as a mining expert, though 80 years of age, and the latter reading law in the office of T. V. Cator, the well-known Populist leader.

The elder Majors had gone out of town on business, but Green Majors told a most romantic story of the causes which led to the unfortunate and peculiar situation of the two ladies at Kansas City. Said he:

"I cannot conceive what induced my stepmother and her daughter to take such a course, for to me there seems absolutely no necessity for it.

"It is true that both father and myself are unable to do anything for them, but they are both capable of engaging in some avocation that will return them a livelihood, as Mrs. Majors is but 58 years of age and her daughter 36, and both are in good health and well educated.

"But aside from these considerations Mrs. Majors' sister, who resides in Chicago, is the wife of Augustus Bryan, a well-known capitalist of that city, worth not less than a million of dollars, and she also has a son who publishes a paper in one of the suburbs of Chicago.

"She probably does not care to apply to her sister, owing to their estrangement over family matters years ago, but I know of no reason why her son does not do something for her.

"It is true that they were accustomed to all the luxuries after my father's marriage to the present Mrs. Majors, who was his second wife, but others have undergone the same vicissitudes of fortune and have been forced to earn their living.

"Father's present straitened circumstances are not due to any fault of his own, but are the result of his being forced out of his business by the adoption of improved modern methods of transportation. He was one of the pioneer and best known freighters of the West.

"Previous to the breaking out of the war he performed all the government transportation west of the Missouri, doing a business that averaged between $2,000,000 and $3,000,000 a year. In 1857, while a member of the firm of Russell, Majors & Waddell, he had one contract with the government which alone was to bring him $1,500,000. This was for transporting the army of Johnson to Utah.

"The breaking out of the war, however, prevented him from collecting all of this, as he was a native of the South and his claims were opposed by reason of his being charged with being a copperhead.

"He had made money, however, very rapidly, and after his second marriage made a tour of Europe with his wife and daughter. He parted from them in Europe some years ago, when he found his means were being rapidly exhausted, and came to this coast to rehabilitate his fortune.

"His whole previous life had been devoted to his vast freighting interests, and he found himself unfitted for any other pursuit. He had acquired considerable knowledge of mining, however, and succeeded in making several important sales of mines for other parties.

"But his money rapidly grew less, and he was finally compelled to write his wife that he could no longer supply her with funds.

"The result was that after they had disposed of all their diamonds and most of their costly wardrobe, they probably returned to their old home in Kansas City and took the step mentioned.

"Father is 80 years of age and feels this sad outcome most painfully, but is absolutely without power to do anyting for them and I am also without sufficient means to better their situation."

When the women made their application to Judge Stone he told them they would have to appear before the County Court, but they failed to put in an appearance at the appointed time.

Langley's Directory has 2594 more names than the opposition. Out Monday.

BUTCHERS' DAY AT SHELL MOUND.

AN ENORMOUS GATHERING FROM ALL PARTS OF THE COUNTRY EXPECTED.

WILL BE A NOTABLE EVENT.

THE FIRST SIX LINES IN THE PARADE WILL REPRESENT $50,000,000.

The Butchers' Board of Trade is preparing for its annual outing. Master and man, the big dealer in livestock whose fortune mounts into the millions and the man who cuts up steaks for a living, will all stand shoulder to shoulder and attempt to make the event a notable one.

"We will have a big parade," said one of the wholesale butchers yesterday, "and in the first six lines of the march we will have men who will represent $50,000,000 of capital invested in livestock and butchering. We will have 2000 men in our line of march and 900 of them will be members of the Butchers' Board of Trade of San Francisco and Alameda counties."

At a meeting held last night all the preliminary arrangements for the great outing were made. President Samuel C. Hammond has the general supervision, and the following committees were appointed:

Ways and means—S. Silverberg, E. G. Rudolph, I. Poly, Fred Carius, Fred Becker.

Grounds and refreshments—J. Buttzenbach, I. Hofman, J. Shroder, Paul Friese, John May.

Music—R. Wannemaker, E. Schuck, Fred Winters, H. Westphal, H. Wellner.

Entertainment and amusements — P. Tautphaus, J. Hall, J. Lacoste, J. Schweitzer, F. E. Daveskosen.

Invitations and printing—K. Wertheimer, H. Moffat, S. Solomon, Fred Crocker, Fred Carius.

It is the intention to have one of the biggest gatherings ever seen at Shell Mound Park. It will be a purely invitation affair and those who attend the gathering will not be a cent out of pocket except what it costs them to cross and recross the bay. Delegations from Sacramento, Stockton, San Jose, Vallejo and Los Angeles will all be there and a particularly good time is expected.

The day will be begun with a parade of the members of the Board of Trade and all the journeymen butchers in San Francisco. The delegations from the various affiliated cities will meet them at the Oakland mole and the joined forces will then proceed to Shell Mound Park. A bullshead breakfast will start the festivities and trotting and running races, vaquero races, foot races, bicycle races, tug-of-war, and all kinds of athletic games will enliven the day.

Interest in the various events is growing. Every butcher who owns a trotter has put him in training, and every stock-raiser who can make five-eights in 1:04 has made up his mind to win every event on the running programme.

The teams in the tug-of-war will be captained by K. Wertheimer and J. Schweitzer. The former has a team of athletic young butchers in training, while Schweitzer has got together a combination of married men, who, he asserts, will win "hands down."

For the bicycle race President S. C. Hammond is the choice of the Board of Trade, and he can be seen nightly taking practice spins in the vicinity of his home, on Howard street.

The Butchers' Board of Trade took decisive action in regard to the sale of diseased meat last night. To guard against this no member can handle a carcass that has been killed and dressed outside of the counties of San Francisco and Alameda. A violation of this rule means a fine of $50, and a second conviction will result in expulsion from the union. All livestock handled by the Butchers' Board of Trade must be passed by the Health Inspector and slaughtered in the Oakland stockyards or Butchertown before it will be handled.

FRITZ SCHEEL at the park keeps the Park News presses rushing to supply programmes.*

The peace footing of the Russian army calls for the service of 170,000 horses.

Senator PERKINS Says:

"Do not buy a pair of Shoes made thousands of miles away and only give your neighbor a chance to patch them when they are torn."

Good! Give home products a fair chance, develop our industries and bring about general (and therefore individual) prosperity!

But there are more direct reasons for buying your Shoes at San Francisco's big factory. THE LATEST STYLES are always shown first here, and besides our SHOES ARE RETAILED AT FACTORY PRICES.

ROSENTHAL, FEDER & CO.,
WHOLESALE MAKERS OF SHOES,
581-583 MARKET ST.
Open till 8 P. M. Saturday Nights till 10.

The Most Miserable Man.

"The most miserable man is the one who is all the time anxious about his health."

Use Paine's Celery Compound and keep well and strong. It is not like ordinary remedies—it is medicine. Try it.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder
ABSOLUTELY PURE