

NEW TO-DAY-DRY GOODS.

SPECIAL OFFERINGS OF STYLISH DRESS FABRICS!

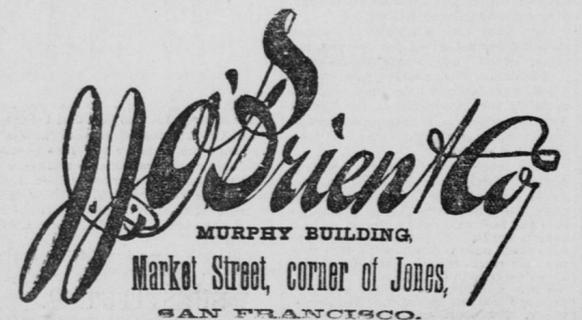
As a perusal of the following sample items will show, Dress Goods buyers are offered extraordinary inducements this week throughout our Peerless New Stock, which includes everything imaginable in weaves, designs, colorings and effects, all offered at

PRICES THAT ARE BEYOND COMPETITION.

COLOR DRESS GOODS.

- 140 pieces 38-INCH ALL-WOOL CHEVIOTEN SCOTCH SUITING in new and staple mixtures, regular price 40c; will be offered at 25c a yard. At 25 Cents. 88 pieces 38-INCH FIGURED DRESS GOODS, in bright and medium colorings, value for 40c, will be offered at 30c a yard. At 30 Cents. 92 pieces 38-INCH HEAVY ALL-WOOL NOVELTY SUITING, elegant designs and colorings, extra value for 50c, will be offered at 35c a yard. At 35 Cents. 42 pieces 42-INCH FINE ALL-WOOL CREPON SUITING, newest colorings, extra value for \$1.50, will be offered at \$1 a yard. At \$1.25. 84 pieces 44-INCH SUPERB ALL-WOOL FRENCH CREPON, in new and choice shades, good value for \$1.75, will be offered at \$1.25 a yard. At \$1.50. 26 pieces 50-INCH FINE ALL-WOOL FRENCH CREPONETTE, latest novelty, two-toned effects, extra value for \$2, will be offered at \$1.50 a yard. At 50 Cents. 72 pieces 45-INCH FINE ALL-WOOL ENGLISH NAVAL STORM SERGE at 50c a yard. At 60 Cents. 47 pieces SUPERIOR HEAVY ALL-WOOL NAVY BLUE STORM SERGE at 60c a yard. EXTRA. { TAFFETA SILK } SPECIAL. 5000 yards STRIPED AND CHECKED TAFFETA SILK, small, neat designs, shaded effects, worth 75c, will be placed on sale at 50c a yard.

Our New Illustrated Catalogue is ready for distribution to our COUNTRY patrons, to whom it will be mailed free on receipt of address.



PASSENGERS MUST PAY. GUESTS FROM THE SOUTH.

Railway Ticket Agents Forming a Local Combine on Rates. The Southern Pacific Tickets Withdrawn From All the Other Offices. The local railway ticket agents met yesterday in the Palace Hotel, as requested by General Passenger Agent T. H. Goodman of the Southern Pacific Company. The purpose of the meeting was to form a new association that will maintain rates on transcontinental business and put an end to cutting through five brokers, who of late have been doing a thriving trade, to the imminent demoralization of all rates. With the exception of two agents all the railway companies were represented. The absent ones were Agent Hitchcock of the Union Pacific and Snedaker of the Grand Western. Agent Sanborn of the Burlington route was elected chairman, and a rather informal discussion on the situation began. As Messrs. Hitchcock and Snedaker failed to participate, the agents turned their attention from a proposition to form an association devising some means of having a unanimous sentiment before attempting to settle rates. A vote was taken on a motion to form the association, and everything appeared to be harmonious, until M. M. Stern, local representative of the Canadian Pacific Company, voted in the negative. He opposed the organization of a board, giving as his reasons that it was inconsistent to ask his company's participation while two leading companies remained out. When these lines were brought in, he said, he would vote in favor of an organization. A committee, consisting of the chairman and Agents Jones of the Rock Island, Mann of the Southern Pacific, Canfield of the Chicago, Milwaukee and St. Paul, Speers of the Santa Fe and Statler of the Northern Pacific, was appointed to draft a form of agreement for all agents to sign. The meeting adjourned subject to the call of the chair, and meanwhile agents will be asked to sign the contract binding themselves to unite, that prices of passenger tickets may be maintained according to fixed standards. Agent Snedaker of the Rio Grande Western stated yesterday that he will join the association, but was unable to attend the meeting. The Union Pacific people are simply biding their time and may enter the combination. The Southern Pacific Company has sent a circular to the local railway offices that all tickets on its lines notifying them that all such tickets will be withdrawn. This action, it was explained, was decided on only after the fullest deliberation as being for the company's best interests. The tickets are to be transferred to the Southern Pacific ticket office on Market street and will be sold there in the future. Once More in Trouble. Steve Voloclich, a hanger-on around the Police Courts, was arrested yesterday on a charge of petty larceny. The warrant for his arrest was sworn out on March 1 by Louis Rich, tailor, 504 Leavenworth street. Voloclich had that day been released from the House of Correction after serving a sentence for forging Judge Joachim's name to a warrant. He went into Rich's store and stole a pair of scissors and a pool of silk. He has kept out of the way since then, but was caught yesterday in one of the Police Courts. The Royal Baking Powder maintains its vigorous hold on the public, and is active and aggressive against the impure and injurious baking powders palmed off on the people. In this task it is performing a good work for honest and unadulterated food products. Elaborate Preparations Have Been Made for Their Entertainment. They Will Be Generously Dined and Feted in Several Cities. In return for the generous hospitality shown them when on their trip through the San Joaquin Valley and Southern California, the Half-million Club extended an invitation to a number of the prominent citizens of those sections to visit this city and the more northern portion of the State. In accordance therewith there will arrive in this city to-day, by the 4 o'clock train, a large party of gentlemen, among them the following named: W. C. Patterson, president of the Los Angeles Chamber of Commerce; Professor C. H. Keyes, president of the Pasadena Board of Trade; Captain A. J. Daniels, vice-president of the Fruit-growers' Exchange of Pasadena; General John Wasson, vice-president of the Pomona Board of Trade; E. E. Katz, representing the San Bernardino Chamber of Commerce; Mr. Elliot, representing all the newspapers of Los Angeles; William Klips, member of all the prominent commercial organizations of Los Angeles; P. A. Buell, president of the Stockton Board of Commerce; E. E. Harlow, a prominent citizen of Stockton; Max Meyers, director-general of the recent Los Angeles fests. Immediately on their arrival they will be met at the ferry and escorted to the Palace Hotel, where they will be quartered while in this city. In the evening they will be entertained by the Union League Club, where a number of the most prominent business men will be asked to meet them. At 11 a. m. to-morrow they will be received by the Chamber of Commerce, Board of Trade, Produce Exchange and Fruit Exchange at the rooms of the Chamber of Commerce. Lunch will be served them at the Merchants' Club at about 12:30 p. m., and at 1:30 they will be taken for a drive through Golden Gate Park to Sutro heights, where the Mayor will receive them. In the evening, under the patronage of the Half-million Club, they will attend the California Theater to see the "American Girl." It is believed that the conclusion of the performance will find them tired enough to retire, and they will be permitted to do so. On Thursday morning they will have to rise early enough to catch the 7:30 train of the San Francisco and North Pacific Railroad, whose guests they will be, for a trip to Ukiah. Here they will fall into the hands of the citizens of that thriving town and be shown the entertaining sights of the city and vicinity. After a few hours spent in this way they will go to Asti, where the directors of the Italian-Swiss colony will play the part of hosts. Visits will, of course, be paid to the extensive vineyards of the colony and an exploration made of its spacious wine-vaults, whose contents they will also be invited to sample. On returning southward the citizens of San Rafael will take charge of the expedition, the members of which will be entertained at a banquet and reception in the evening. After reposing for the night in the Hotel Rafael the return journey to San Francisco will be made. What pleasures they will then be compelled to enjoy has not yet been decided upon. Mechanics head the list of inventors, chrysemen next. The Dinner Bell Sounds but a mockery to the dyspeptic. He hears it, of course, but his stomach does not respond to the call. He "goes through the motions" and suffers afterwards for the small amount of victuals he partakes of. Hostetter's Stomach Bitters restores his condition into one of ability to eat plentifully, digest heartily and assimilate thoroughly. Malaria, rheumatism, constipation and biliousness are conquered by this world-famed medicine.

DEATH ON THE RIVER.

Narrow Escape of the Steamer Modoc From Crashing Into a Bridge. NO HAND NEAR THE THROTTLE. Engineer Ward Fell From the Funnel and the Steamer Failed to Slow Down.

The steamer Modoc, plying between here and Sacramento, had a narrow escape from destruction last Saturday night. For sixteen miles she ran along at full speed without a man in charge of the engine, and only the prompt action of a fireman saved the vessel from crashing into the drawbridge just this side of Sacramento. The Modoc is owned and operated by the Southern Pacific Company and is one of the best known vessels on the bay. Recently a number of changes were made in the river division, the force in the engineer's department having been cut down. The Modoc and Leader formerly had three engineers each, but an economical stroke on the part of the company cut the staff down to two. The Modoc left here on Saturday afternoon in charge of the chief engineer, who held the throttle until Clarksburg was reached. At that place the watch was changed, the engineer turning in and the Modoc being run by the assistant, Michael J. Ward. Clarksburg is the last stopping place on the river, and the steamer took the channel with a clear run for Sacramento. All went well until the lights of the Capital City loomed up through the darkness and the Modoc was approaching her destination. Captain Myrick, the pilot in charge, headed the vessel in toward the shore and rang the bell to stop, but the way was not lessened and the pilot rang again. The steamer was dangerously near to the bank and had her course not been changed she would have smashed into the levee. Captain Myrick blew the whistle through the engine-room, but no sound came back to the pilot-house. Clang went the bell again and the sound echoed and reechoed through the narrow portion of the river, but the same hammer bounding on through the sluggish waters with the lever of her engine wide open. The wharf of the Modoc on the levee was passed and the big drawbridge which spans the Sacramento loomed up dark and threatening just ahead and closer and closer came the heavy mass of iron and wood, and it seemed as if the fate of the old craft was sealed. Captain Myrick pulled the bell to stop and rang the whistle hard over. It was a dangerous thing to do but the pilot recognized that there was about one chance in a thousand of saving the vessel unless a restraining hand was put on the throttle. The steamer still going at a high rate of speed, began to turn, Captain Myrick's idea being to send her completely around and head down the river. She just cleared the bridge when her speed began to abate and in a few moments later the Modoc came to a full stop. The pilot almost fainted when the danger was cleared, for his nerves had been strung to the highest tension. An investigation as to what caused the no response to the bells was instituted and it was soon learned that Engineer Ward was missing. A fireman hearing the bells had run into the engine-room to ascertain the trouble, but when he returned, receiving no response jumped to the throttle and shut off steam. When the boat had come to a stop a consultation was held and it was remembered that the engine was in the hands of a young man, the faint with his oilcan. Whether he was struck by the wheel or fell into the river could be only surmised. A search was made for him, but up to yesterday no trace of him could be found.

FERRY FOUNDATION.

John Duffy, Teamster for Gray Bros., Denies the Concrete Brickdust Story.

On Thursday last the Chronicle published an alleged interview with a grand juror in regard to the investigation of the ferry foundation. In the interview it was stated that John Duffy, a teamster in the employ of Gray Bros., the contractors who are furnishing the concrete, had testified that he had hauled to the ferry barrels containing brickdust liberally sprinkled with cement. Harry Gray, one of the firm named, said yesterday afternoon that the statement in the Chronicle was a gross misrepresentation of facts. "There is absolutely not a word of truth in the story," said Mr. Gray. "Duffy was before the Grand Jury and he has made a sworn statement that he did not testify to anything of the kind. Here is his affidavit to that effect:"

STATE OF CALIFORNIA, CITY AND COUNTY OF SAN FRANCISCO. JOHN DUFFY, being first duly sworn, says: I have read the following statement which appeared in the Chronicle of Thursday, April 25, 1895, to wit: "The teamster named Duffy testified that he was engaged to take a number of barrels of cement to the ferry. He was aware that some of the barrels contained brickdust liberally sprinkled with cement. He believed that the brickdust was subsequently taken across the bay." I am the teamster named Duffy referred to in the foregoing statement. I testified before the Grand Jury on the investigation by that body regarding the ferry foundation. The statement above quoted is entirely incorrect. The following are the facts: I was engaged to take a number of barrels of any cement to the ferry within the past three years or since the cement is furnished by Gray Brothers, and that it is furnished by Gray Brothers, California. I have done nearly all of the cement hauling for the Gray Brothers during the past three years. At the time of the construction of the seawall, something over three years ago, I hauled all the cement, as Gray Brothers furnished it, and I can say that there was no brickdust or any material whatever mixed with cement, but it was taken from the seawall sheds where the cement was stored. I can further say that there never has been any mixing of cement and brickdust at the yard of Gray Brothers at Vallejo and Sansome streets, as I have lived and slept there continuously for the past three years, and if there was anything of that kind going on, I would know of it. In reference to the brickdust which has been mentioned, I wish to say that this was all taken to the foot of Green street and shipped to Alameda, where, in a pulverized state, it is used in coloring the exterior of the City Hall.

MUST PAY THE TEACHER.

The Court Defines a Kindergarten in a San Jose Case. Yesterday the Supreme Court decided another case in favor of a schoolteacher being paid. The happy litigant is Kathryn Sinnott, a kindergarten teacher at San Jose, and her adversary was no less formidable a personage than J. F. Colombet, Treasurer of the Garden City.

SUES THE OFFICERS.

Action for Damages and Contempt Proceedings Against the Federal Officials. Receiver Edward Riley is making an effort to get back at the Federal authorities who seized the cigar and tobacco store of Mrs. Fannie Rosenthal, at 624 Market street, on Saturday. He began a civil suit in Judge Seawell's court yesterday for \$20,000 damages against Internal Revenue Collector Welburn, Revenue Agent Thomas and Marshal Baldwin.

WHAT INVENTION IS.

The Court of Appeals Sustains the Lower Courts in Its Definition. A decision was handed down by the United States Circuit Court of Appeals yesterday which was of interest to inventors. It affirmed a decision of the lower court in the patent case of Dennis Keating against the San Francisco Bridge Company, which favored the plaintiff.

THE TRIUMPH OF LOVE.

IS HAPPY, FRUITFUL MARRIAGE. Every Man Who Would Know the Grand Truths, the Plain Facts, the New Discoveries of Medical Science as Applied to Married Life, Who Would Atone for Past Errors and Avoid Future Pitfalls, Should Secure the Wonderful Little Book Called "Complete Manhood, and How to Attain It."

THIS CITY IS THE PLACE.

Railroad Men Want the Next National Republican Convention Here. F. A. WADLEIGH'S OPINION. No Doubt That Most Satisfactory Rates From Chicago Can Be Made.

BAIL NOT REDUCED.

No Chance to Elude Justice to Be Allowed the "Green Goods" Swindlers. The "green goods" men, Frank White and John Wise, arrested by the Postoffice Inspectors for unlawfully using the mails, were before United States Commissioner Heacock yesterday, and in default of \$5000 bail each, which the Commissioner fixed, they were remanded to Marshal Baldwin's custody. Their preliminary examination is set for Friday afternoon. Maguire, who is wanted in connection with the "green goods" business, has not yet been caught. An effort was made to have the bail of White and Wise reduced, but United States Attorney Foote strenuously objected, and Commissioner Heacock deferred to Mr. Foote's wishes in the matter as being quite reasonable. In the past whenever an attempt has been made by Federal authorities to prosecute "green goods" swindlers those smooth workers have usually managed to cheat justice by the assistance of very light bail or straw bonds. Assistant Postoffice Inspector Erwin and Mr. Foote determined that no opportunity shall be afforded the men now in the grasp of the law.

A THIRD WIFE'S LEGACY.

Calvin W. Kellogg's Will to Be Contested by Son and Daughter. She Turns a Daughter Out of Her Dead Father's Residence. The young widow of 70-year-old Calvin W. Kellogg of the firm of J. C. Wilmerding & Co. is liable to have some trouble in securing the probate of her husband's will. She married him on the 28th of February last, about a month after a divorce from his second wife, Rispa B. Kellogg. On March 7 the old man made a will giving his bride half his property and on April 12 he died. Now his daughter and a disinherited son are preparing to contest the will.

VENTILATOR FRUIT CARS.

A New System for Shipping California's Orchard Products. Trains Without Ice to Leave Daily for Chicago With Fresh Fruits. The Southern Pacific Company has in course of construction in the East 500 ventilated fruit cars for shipment of orchard products from California to the East. At the same time the Union Pacific and the Chicago and Northwestern lines are each building 600 cars for the same object.

SMOKER!

No tag—no "Mantell." No Mantell—no selected Havana stock, no fine NATURAL flavor, no absolute uniformity—UNLESS you pay more than 10 cents. Ask for the Mantell and look for the tag, Wholesale Depot: The Wertheimer Company, S. F.

SEE THAT TAG?

With the 1500 cars in operation between California and Chicago there will be a carrying capacity of not less than 24,000 tons. Last year the total product of fruit was about 40,000 tons, but this year the amount will be much greater. Still the new service will afford farmers a means of shipping their fruits to remunerative markets at a cost much lower than formerly. This is practically a solution of one of the puzzling questions that faced the fruit-growers of Northern and Central California. It gives a chance to find a market for green fruit without risk of loss from decay on the route, and besides the grower will not have to pay for ice and hire of a refrigerator car. The cost to the railway company being reduced, the farmer may expect a reasonable rate on his fruit shipments.

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BARGAINS FOR EVERYBODY!

NEW GOODS Resistlessly Attractive Prices. The WONDERFUL VALUES that drew such crowds last week are succeeded by ANOTHER GREAT OFFERING OF BARGAINS which includes not only the following but numberless other lines of the newest and most seasonable goods all on special sale at

PRICES THAT MEAN A GREAT SAVING TO BUYERS.

LADIES' HANDKERCHIEFS.

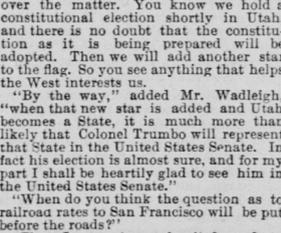
- 600 dozen LADIES' WHITE HEMSTITCHED SHEER LAWN HANDKERCHIEFS, embroidered in colors, and Sheer White Lawn with Valenciennes Lace edge, regular price 10c, will be placed on sale at 5c each. At 5 Cents Each. 500 dozen LADIES' SHEER WHITE LAWN HANDKERCHIEFS, embroidered in colors, and White Hemstitched Sheer Lawn with Valenciennes Lace edge, regular value 20c, will be placed on sale at 10c each. At 10 Cents Each. 400 dozen LADIES' SHEER WHITE LAWN HANDKERCHIEFS, embroidered in delicate tints, with Valenciennes Lace edge and insertion, regular price 25c and 35c, will be placed on sale at 15c each. At 15 Cents Each. 200 dozen LADIES' SHEER WHITE LINEN LAWN HANDKERCHIEFS, embroidered in colors, scalloped edges, regular price 75c and \$1, will be placed on sale at 25c each. At 25 Cents Each.

MEN'S FURNISHINGS.

- 50 dozen MEN'S AND BOYS' UNLAUNDRIED SHIRTS, made of good heavy muslin, re-enforced, all-linen fronts, patent facings and gussets, regularly sold for 50c, will be offered at 35c. At 35 Cents. 78 dozen MEN'S AND BOYS' TENNIS FLANNEL, Madras cloth and sateen over-shirts in a large variety of patterns, good value for 65c, will be sold at 35c. At 50 Cents. 36 dozen MEN'S PERCALE LAUNDRIED SHIRTS, collars and cuffs attached and warranted fast colors, good value for \$1, will be sold at 60c each. At 75 Cents. 24 dozen MEN'S SILK FINISH, FLESH COLOR BALBRIGGAN SHIRTS AND DRAWERS, regular price \$1 each, will be offered at 75c each garment.

LADIES' WAISTS.

200 dozen LADIES' LAUNDRIED SHIRT WAISTS, just received, made in the latest styles in fancy stripes and checks, will be offered at 50c, 75c, \$1, \$1.50, \$2 and \$2.50.



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