

**AMUSEMENTS.**

**COLUMBIA THEATRE**—"The Senator."  
**TIVOLI OPERA-HOUSE**—"Tar and Tartar."  
**CALIFORNIA THEATRE**—"The Old Homestead."  
**MOROSCO'S OPERA-HOUSE**—"The Frolic Daughters."  
**ORPHEUM**—Arry of Novelties.  
**ALCAZAR THEATRE**—"Hemlock."  
**THE GRAND OPERA**—"The Grand Duke."  
**STATE BOARD OF TRADE EXHIBIT**—575 Market street, below Second. Open daily. Admission free.  
**CENTRAL PARK**—Sunday, July 14. Prof. O. B. Gieseler, King of the Jaws Law.

**PICNICS AND EXCURSIONS.**

**FAMILY EXCURSION TO SANTA CRUZ**—Saturday, July 13.  
**FRENCH NATIONAL CELEBRATION**—Sunday, July 14. 10 o'clock. Admission free.  
**EL CAMPO**—Sunday, July 14—Music, Dancing, Boating, etc.

**Grabbing the Ocean Boulevard to Carry Loom to the Park.**

**THE RAILS MUST COME UP.**

**Why the Southern Pacific Is So Obliging to the Park Commissioners.**

**A PRIVILEGE LONG EXPIRED.**

**Steam Tracks Maintained Without Authority Calculated to Spoil a Famous Drive.**

There was a point to be gained two years ago when the Southern Pacific asked and received from a complaisant Board of Supervisors the privilege to lay its tracks on the Ocean boulevard.

The privilege was obtained—despite the protests of Adolph Sutro and others—on the plea that it was necessary for the Southern Pacific to operate a steam road into the Midwinter Fair grounds.

Now the privilege has expired long since, but still the tracks of the Southern Pacific obstruct the Ocean boulevard. In September, 1894, by the terms of the temporary franchise granted, the Southern Pacific should have removed its tracks from Golden Gate Park and from the Ocean boulevard. Then a plea of convenience to the Park Commissioners was entered, and when Mayor Elliott had about made up his mind to clean up the tracks by making the leaders for the Southern Pacific wait before the Board of Supervisors again and secured from the board a forty days' extension of time.

This extension of time was granted solely to enable the Southern Pacific to enter upon its philanthropic work of hauling street-sweepings to Golden Gate Park at a sacrifice of time, money and convenience to itself, as was loudly proclaimed.

Well, the park needed the street-sweepings, and the park needed the convenience to itself. No one looked into the question very deeply at that time and no one objected to the extension of time. It was granted in the name of the park—the people's playground.

But by forty days expired. It expired last December, to be exact. And still those tracks obstruct what is destined to be one of the city's most famous drives—the Ocean boulevard. And the park still carries its street-sweepings to Golden Gate Park at a loss.

By the way, how great is this loss? A little calculation ought to fix it, nearly, if not exactly. The Southern Pacific is paid by the Merchants' Association \$5 a carload for hauling the street-sweepings from Fourth and Broadway streets to the Midwinter Fair. True, the route is rather a roundabout one, the train going first to Baden and then turning about northward, past Lake Merced and via the Ocean boulevard to H street.

Now the Park Commissioners and others who have been pointing out the generosity of the Southern Pacific in hauling a car of street-sweepings over that long distance for the paltry sum of \$5 have endeavored to show that a roundabout route of street-sweepings have to travel in order to reach the park—at \$5 a carload. But, really, there is not so much loss in this circuitous route when you come to look into it as one might imagine.

This route leads past both pumping stations of the Spring Valley Water Company, located on the old Rancho Laguna de San Pedro. And it is a portion of the route of the Ocean boulevard, in the neck of the woods to carry coal and other freight to both the pumping stations. And, from the main track at Baden there has been for years a branch road running to the northward, past the two pumping stations.

And now, when this philanthropic corporation carries the street-sweepings to Golden Gate Park at \$5 a carload, these same cars, by way of the Ocean boulevard, are made to traverse the route behind a regular freight train to the pumping stations. Then, from the pumping stations at Lake Merced, they are hauled to the park, laid out and especially for the Midwinter Fair to the Ocean Beach House, over the lands of the Spring Valley Company, and from that point still northward to H street at the Ocean boulevard, is a distance of perhaps four miles, more or less.

Hauling five cars of street-sweepings a day a distance of four miles for \$5 a carload is really not such a very great philanthropic piece of work. Indeed there is even a very fair profit in it for the philanthropist.

Making the estimate as liberal as possible, credit the Southern Pacific with hauling these five cars the full distance, over a roundabout route, at \$5 a carload, for three men and coal for five hours. Put the coal down at \$6. That is too much for a liberal estimate. But let it stand. If you subtract the total of it from the total of five carloads at \$5 a carload you will see that there is a profit. Not an enormous profit, to be sure. Only \$12 50 a day, \$375 a month, \$4500 a year. More than some of the employees of the Southern Pacific receive for their services, and surely enough to repay, in some measure at least, the philanthropic efforts of Mr. Huntington's charitable corporation in carrying street-sweepings to Golden Gate Park—to the people's pleasure ground.

So much for the claim that the Southern Pacific only continues its spur tracks to the park for the accommodation of the Park Commissioners. The road to-day is operated at a very handsome profit, considering all things, and for a year past an even more profit has been made than a profit. It has been a matter of dollars, not of charity, this continuance of these spur tracks in the park.

"But if the public insist upon it we will have these spur tracks in the park removed at once," Park Commissioner Austin has said.

When first the matter was made public in THE CALL a few days ago all the officials interviewed declared their readiness to have the spur tracks—the three spur tracks, they were careful to state—removed from the park grounds. But then, this would cause a big loss to the Merchants' Association and to the park itself, these same officials pointed out. It would be a shame to rob the park of the benefit it was deriving from the street-sweepings as a cultivator.

Upon these representations THE CALL held aloof for the time being. It was unwilling to be a means of impoverishing the park by robbing it of the millions of sweepings—a contingency that would surely happen. It was claimed, in case these three spur tracks were removed from the park.

But still, it was continually intimated that if public demand was made these three spur tracks would be removed from the park.

And always the conversation was about the "three spur tracks" in the park and never a word about the millions of tons of refuse that disfigure the Ocean boulevard. All reference to that was kept in the back-

**AROUND THE WATER FRONT**

**Arrival of the Pacific Mail Steamers Gaelic and San Jose.**

**THE IROQUOIS CLUB.**

**Recent Changes in the Election Laws Are Freely Discussed.**

**THE SATORN FOR LIVERPOOL.**

**Grain Ships and Tonnage in This Port for the Cereal Year Just Closed.**

The steamship Gaelic arrived yesterday morning from China, making the passage across the Pacific in 13 days 8 hours and 44 minutes. This time beats the best steamer record by 2 hours and 15 minutes.

Among the passengers were Mrs. A. S. Moore, daughter of P. B. Cornwall; Mrs. Alexander Center, wife of the general agent of the Pacific Mail; Mrs. Dr. Long, who had been in Yokohama for a year; Bishop John McKim of the Episcopal Mission in Japan, now on his way to attend the National Episcopal Convention soon to be held in Minneapolis; Hon. L. O. Smith, formerly a member of the Seward

and besides all these an opportunity to stroll over the pretty hillsides or lie under the oaks. The railway managers are making arrangements for aquatic exhibitions, such as life-saving, etc., and intend in other ways to make El Campo one of the most attractive resorts near the City.

The members of the Iroquois Club held their weekly meeting last night, presided over by Vice-President Wall. The newly appointed Election Commissioners, James Denman and P. M. Wellin, were both present.

The treasurer's report on the last picnic given by the club created something of a breeze during the early part of the meeting. Frederick Raabe made a few heated remarks and insisted on being heard despite the raising of half a dozen points of order and intimations that he ought to be finally soothed by a motion of Louis Metzger and the meeting proceeded.

A report on the recent changes and present status of the election laws was read and some of the rulings discussed by Popper and Wellin. The meeting then adjourned.

**THE ATLANTA EXHIBITION.**

**Governor Budd Asked to Recommend the Reimbursement of Counties.**

The State Board of Trade proposes to have California make a good showing at

**RECORDING FAIR'S WILL.**

**The County Clerk Expects to Secure the Stolen Paper Next Week.**

**CURRY'S TRIP TO SANTA CRUZ.**

**Detective Curtin Tells of His Connection With the Case Up to Yesterday.**

The officials interested in the recovery of the stolen Fair will be sanguine that the document will be again in its proper place in the City Hall and its purloiner behind the bars in a very few days. They refuse to deny or confirm any of the many rumors and clews which float about the corridors of the municipal building.

The latest story has it that ex-Deputy County Clerk Eddie Casserly knows something about the theft of the missing paper. The theory is based upon certain statements alleged to have been made to Chief Deputy Piper by Detective Davis. Casserly indignantly denies being any wiser than anybody else and Detective Davis claims to have made no statements to Piper.

Thursday morning County Clerk Curry was missing from his office. The watchers at once jumped to the conclusion that his absence had some connection with the missing document. This idea was strengthened when all his deputies and friends professed ignorance of his whereabouts. Late last night the following dispatch was received:

SANTA CRUZ, CALIF., July 12.—County Clerk C. F. Curry of San Francisco, accompanied by Henry Barron, arrived in Santa Cruz yesterday afternoon. Curry is on his way to the city on errand in connection with the will signed with the late Senator Fair's name, which was purloined from the office of the County Clerk in San Francisco, and which has apparently become an object of barter, "sight unseen." Mr. Curry is certain that he is on the right track and in a few days will have the document.

Mr. Curry returned to this City last evening and spent several hours in his private office in consultation with two of his deputies. When questioned about his absence he said:

"I have been down to Santa Cruz to see if I could not make arrangements to secure the Fair will. During my absence I have accomplished nothing, and now everything looks favorable for the recovery of the document. I expect to have the will by the end of next week."

"Is ex-Deputy Casserly implicated in the matter?"

"I saw his name mentioned in connection with it in the evening papers, but that is all I know about it," was the reply.

Real Estate Agent Matthews of Santa Cruz, who approached Charles Fair concerning the stolen will, does not recall the notoriety his action has gained him. It is undoubtedly through him that Mr. Curry is working to recover the document.

Detective John Curtin has finally made a complete statement as to his connection with the bartering of the missing document. He states that he was put in a false position by some published statements concerning him.

"I was called on by Detective Davis yesterday afternoon, 'how this thing first came about. I had not heard of any offers to return or reimburse the will having been made to any of the attorneys in the case, when a man, whose name I do not recall, came to me and said he had a reason to believe the Fair will was still in existence and held for a ransom. I asked him some questions and his answers satisfied me that there were three or four parties holding it. I do not think he knows any more about the will than I do, but I thought it was my duty to give the matter my attention."

"When he first came to me he asked if I was interested in the Fair case and acquainted with any of the attorneys. I told him I was not interested in the contest in any way, but that I knew the attorneys, whereupon he suggested that I see some of the legal representatives in the case, and decided to do so, and called on Mr. McEneaney. When talking with that gentleman I made no secret of it whatever, and did not ask him to withhold any information in the matter."

"The name of Mr. Matthews, the Santa Cruz real estate agent, was never mentioned. The name of no man has passed my lips as being connected with this will negotiation, and, furthermore, I shall give no names until I am called on to do so by the court. I am anxious, however, to find the man who stole the will, and shall lend every assistance in my power to that end."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**NEW TO-DAY-AMUSEMENTS.**

**Columbia Theatre.**  
 FRIDLANDER, GOTTLÖB & CO.—LESSEES AND MANAGERS—

**LAST MATINEE TO-DAY**

**"THE SENATOR"**  
 BY THE FRAWLEY COMPANY.

**NEXT MONDAY, JULY 15th.**  
 Special and important engagement by Mr. Frawley of MISS HELEN DAUVRAY!  
 In the First Production in San Francisco of "ONE OF OUR GIRLS!"  
 The World-Breaker in New York City. Presented to Every Lady Attending Opening Night's Performance.

Reserved Seats:  
 Night.....1.00, 25c, 50c and 75c  
 Matinee.....1.00, 25c, 50c and 75c

**CALIFORNIA THEATRE**  
 LAST MATINEE TO-DAY! To-night at 8! Last Performance on Sunday!

**THE OLD HOMESTEAD!**  
 Management of E. A. McPARRLAND.  
 Monday Next, July 15—HOYT'S "A BLACK SHEEP!"  
 With OTIS HARBAN and Lots of Other Good Things.

**TIVOLI OPERA-HOUSE**  
 MRS. ERNESTINE KRELLING Proprietor & Manager

**LAST NIGHTS!**  
 The Glorious American Comic Opera.

**"TAR AND TARTAR"**  
 A SUPERB PRODUCTION IN EVERY DETAIL.

**NEXT WEEK!**  
 Balfe's Beautiful Work.

**"SATANELLA!"**  
 First Appearance of MARTIN PACHE, Tenor.

Popular Prices—25c and 50c.

**MOROSCO'S GRAND OPERA-HOUSE.**  
 The Handsomest Family Theatre in America.  
 WALTER MOROSCO...Sole Lessee and Manager

**EVERY EVENING AT EIGHT.**  
 SIXTH WEEK OF THE EMINENT

**THE PRODIGAL DAUGHTER!**  
 EVENING PRICES—25c and 50c.  
 Family Circle and Gallery, 10c.  
 Usual Matinees Saturday and Sunday.

**ORPHEUM.**  
 O'Farrell Street, Between Stockton and Powell.

**MATINEE TO-DAY (SATURDAY), JULY 13.**  
 Paris, and new songs, 25c, 50c, any seat, 10c; Children, 10c, any part of the house.

**Unprecedented List of New Stars!**  
**KENNEDY and LORENZ.**  
**THE MULLMANN TRIO.**  
**BLOCKSON and BURNS.**  
**THE DE FORESTES.**  
**BARTLETT and MAY.**  
**"MIS TOTTIE."**  
**GILBERT and GOLDIE.**  
**LES FRESNES MARTINETTI.**

**ALCAZAR THEATRE.**  
 W. B. DAILEY, Manager

**GREAT SUCCESS!**  
**THIS (THURSDAY) EVENING, JULY 11**  
**—ALFRED DAMPIER—**  
 AS  
**"HAMLET!"**  
 Prices—15c, 25c, 35c and 50c.

**PROF. O. R. GLEASON,**  
 KING OF HORSE-TAMERS.  
 Central Park, Market and Eighth Sts., SUNDAY, JULY 14, 2 P. M.

Great Contest Between Man and Horses for \$500.  
 ALSO BAND CONCERT.

**PICNICS AND EXCURSIONS.**

1895. 1895.

**FALL OF THE BASTILLE!**

**FRENCH NATIONAL CELEBRATION!**  
**GRAND PICNIC!**  
**DAY AND NIGHT BALL!**  
**14th OF JULY, 1895,**  
 AT SHELL MOUND PARK,  
 Commencing at 9 A. M. and Ending at 11 P. M.

**ALL SORTS OF GAMES!**  
**GATE AND MONEY PRIZES!**  
 Electrical Illumination and Fireworks at 8:30 P. M.

Admission to Park, 25 Cents.

**EL CAMPO.**  
**THE POPULAR BAY RESORT.**  
**NOW OPEN EVERY SUNDAY DURING THE SEASON.**  
 Music, Dancing, Bowling, Boating, Fishing and Other Amusements. Refreshments at City Prices. Fare, round trip, 25c; children, 15c, including admission to beach.

**THE STEAMER UKIAH**  
 Will leave Tiburon Ferry 10:30 A. M., 1:10, 2:00 and 4:00 P. M. Returning leave El Campo 11:00 A. M., 1:00, 3:00 and 5:00 P. M.

**CITY NEWS IN BRIEF.**

Condensed City news on seventh page of the CALL.

The Iroquois Club held its weekly meeting last night.

Brief City items are to be found on this page of the CALL every day.

The State Floral Society met yesterday and discussed the subject of horticulture.

Mary E. Hutchinson of 432 Seventh street has been missing since Sunday.

There is a long list of applicants for places under the new Board of Health.

Local items, bright and brief, can be found on this page of the CALL every morning.

R. Mills claims his landlady's cruelty has led to the possible fall of his child.

Plans have been accepted for a new school-house, and proposals will be advertised for.

The Channing Auxiliary of the First Unitarian Church has filed articles of incorporation.

The petition of Patrick McDonough asking for the removal of the Public Pond has been denied.

Mrs. Laura de Force Gordon and E. T. Hicks pronounce the rumor of a plot for a socialist uprising false.

William E. Murray was arrested yesterday on a charge made by his wife of cruelty and failure to support.

Mrs. Jane Cook, who is charged with abusing a child and who became imbecile, has not yet been arrested.

Mayor Sutro is not yet satisfied that the protest against Foster for Election Commissioner was legally made.

Following horses won at the Bay District yesterday: Little Bob, Don Gars, Installer, Bernardo and Remus.

Time-tables of the railroad companies are published free of charge in the CALL for the accommodation of the traveling public.

Rev. Max Levin, of Winnipeg, Manitoba, is a candidate for the rabbiship of Congregation Beth-Menachem Strassand.

Antone Federa, a dealer in poultry and game, was arrested by Police Wagon yesterday. He sold five doves out of season.

Banks are sending in encouraging reports in response to the first call of the Commissioners for statements of the money market.

Hugo Goldsmith is tired of his contract for furnishing supplies to the City, and he will probably be permitted to assign it.

The steamer Gaelic, which arrived from the Orient yesterday, brought the latest dispatches from the sailing in Japan waters.

A Finnish family named Hoagland, living at the corner of Pennsylvania and Nevada streets, are destitute and both parents demented.

Treasurer Widber yesterday appointed Peter Deveny deputy fee clerk and Max Wauschauer deputy collector of California taxes.

Citizens are proposing to raise a fund by subscriptions to prosecute the Solid Eight of the Supervisors for selling out to the Market Street Railway Company.

The third regatta for the Hammersmith & Field trophy will be held to-morrow over the San Francisco Yacht Club House course and the race will be on the San Francisco Bay.

A President F. W. Dohrmann of the Merchants' Association protested yesterday against the unfair rejection of street cleaning work by Street Superintendent W. J. Chinnaman.

When W. J. Chinnaman was shot on Dupont street Thursday evening, yesterday identified Mook Fat, a highlander, as the man who committed the crime.

The result of the election in Siskiyou County has been changed because the election officials of one precinct were hungry, and took the ballot box to dinner with them.

The Supreme Court has decided that if a river changes its course those who lose the benefit of its waters have no redress. They cannot tamper with the act of God.

Only one rancher remained yesterday who refused to sell a right of way to the Valley Road at a point where the river crosses the river. Grading will begin at Stockton next week.

The San Francisco Schutzen Verein has taken upon itself the welcoming home of the victorious team of the Zante, who have just lost the money prize in the Zante current case to the United States Circuit Court. They say it will entail a loss of a million dollars to the State if the court upholds the appraisers.

The suit which John J. Coffey has himself been prosecuting against his wife has been decided against her. He was plaintiff and attorney for plaintiff in an action for divorce upon the ground of infidelity, but in the court's opinion the case against Mrs. Coffey was dismissed.

Attorney Fitzgerald has been asked by the Bank Commissioners to render an opinion concerning the law passed by the last Legislature restricting the use of the term "bank." The question involves the right of pawnbrokers, saloon-keepers and others to use this term in connection with their business.

The twenty-fifth annual convention of the California State Dental Association concluded its four days' session yesterday, and adjourned to meet at Santa Cruz next June. Dr. J. L. Adams of San Jose offered in a paper on dental law, a correction of the evil worked by students whom he termed illegal practitioners.

Attorney Highton announced yesterday that he had forgotten the provision of the code when drawing up the complaint for divorce for Marie Burroughs. He had neglected to state that she had resided in the State for a year prior to the beginning of her action, and he begged the court to allow him to amend by adding that fact.

The prosecution of Joseph A. Ferris, the Scotch street fruit-dealer who was arrested for arson by Fire Marshal Towse several days ago, was ended in Police Judge Low's court, yesterday by the dismissal of the charge. Although the Fire Marshal and Detective Handley testified to the finding of traces of kerosene in the room in which the fire broke out, the evidence was sufficient to hold Ferris.

Richard J. Dowdall, a druggist at Nineteenth and Valencia streets, has been quietly trailing the murderer of Eugene Ware for months past and is about to close his case against the person whom he suspects were guilty of the crime. Recollections of the mysterious crime are revived by Mr. Dowdall's strange story and in today's CALL he reviews his detective work and talks about the persons suspected of murdering the drug clerk in the Pharmacy.

The law which was passed by the last Legislature requiring barbers to close their shops at 8 o'clock every evening and 12 o'clock on Sunday is being enforced by Police Judge Low's court, yesterday by the conviction in the Police Court of a barber for violating the law in keeping open during Sunday afternoon. He gave notice of his appeal, and says that he will, if necessary, take the case to the Supreme Court.

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to keep far enough ahead to avoid delays, and if no hitch occurs in the matter of securing rights of way, construction will not stop from the day it begins until the road reaches Bakersfield."

**THE SATORN, WHICH SAILED FOR LIVERPOOL.**

*[Sketch by a "Call" artist.]*

Atlanta. With this end in view Secretary J. A. Filcher sent a query to Governor Budd yesterday asking him whether he would recommend in his message to the next Legislature some appropriation to reimburse the several counties for the expenditures made by them in sending exhibits there. A favorable reply is expected.

The reports of the official Government investigations of baking powders show the Royal to be stronger and purer than any other.

**VALLEY ROAD BUILDING.**

**Materials for Construction Coming into Port Almost Daily.**

**The Surveying Parties Are Doing Good Work Down the San Joaquin Valley.**

Still another cargo of railroad ties came into port yesterday from the Mendocino forest consigned to the Valley Railway, and during the day the heavy redwood timbers were transferred to a barge for removal to Stockton. The steel rails, plates, bolts and nuts began to move up the river yesterday, and every day now will see new arrivals in Stockton Channel, where Valley road supplies are piling up with remarkable rapidity.

"I am pleased, of course, that the material has begun to show up in large quantities at Stockton," said Chief Engineer Storey yesterday. "But what I would like to see is this material stretched out as fast as it arrives, that is, laid upon the roadbed down the valley. Grading will begin next week, as THE CALL has already stated, and I hope there will be no delay in rushing the work ahead from the start. One line in Stockton who refused a right of way gave up yesterday after suit had been entered against her to condemn her property. So that much is out of the way."

There is only one man now—a rancher—who holds out, and I suppose his case will have to go through the courts, which may cause some delay. The railway took about eight or ten acres of his ranch, and he was offered \$88 an acre for the land, and while another location for a bridge would be so far superior that the cost of spanning the river might not be more than \$25,000 to \$30,000. If great care be not taken in finding the best crossings, it is evident the cost of building the line might be easily advanced \$1000 a mile.

"Anyhow the engineers have got such a good start of the business that they will be able to