The San Francisco Call

SATURDAY.....AUGUST 24, 1895

AMUSEMENTS.

BALDWIN THEATER.—"The Bauble Shop."
COLUMBIA THEATER—"A Tragedy Rehearsed," "Nance Oldfield" and "A Man of the World."
MOROSCO'S OPERA-HOUSE—"A Cracker-Jack."
TIVOLI OPERA-HOUSE—"The Royal Middy."
ORPHEUM—High-Class Vaudeville.
MECHANICS' FAIR.—Larkin street, near Market.
STATE BOARD OF TRADE EXHIBIT.—575 Market street, below Second. Open daily. Admission free.
BAY DISTRICT TRACK.—Races.
CALIFORNIA STATE FAIR—Sacramento, September 2 to 14.

PICNICS AND EXCURSIONS.

EL CAMPO—Sunday. August 25—Aquatic Exhibition by South Sea Island Swimmers.
SELECT EXCURSION TO UKIAH—Sunday, August 25.

CITY NEWS IN BRIEF.

Colonel Bush has appointed his non-commissioned staff.

L. B. Cosper is trying to have his wife's decree of divorce annulled.

Several bold burglaries have recently been perpetrated in the Mission.

Judge Wallace has set aside Judge Low's decision in the poolroom cases.

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

Judge Wallace has sentenced Mrs. Worthington to twenty-five years in San Quentin.

Partners in the firm of Neville & Co. are fighting in the courts, and a dissolution may result.

Labor Commissioner Fitzgerald states that the anti-Japanese cooly agitation is spreading all over the State.

The Santa Clara Railway Company was incorporated yesterday to construct a road from Alviso to San Jose.

O. W. Winthrop, charged with the murder of Mrs. Jennie Mathews, was acquitted on the first ballot yesterday.

The old Tyro Club has reorganized for the purpose of assisting the Ursuline Indian mission at St. Peter, Mont.

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

The color line is being drawn at Colma. On one side are the white citizens and on the other the only negro family in the township.

The department of industrial and decorative art of the University of California makes a creditable showing at the Mechanics' Fair.

Burglars stole about $1600 worth of jewelry and money from the residence of John M. Chretien, at 804 Bush street, about two weeks ago.

At the meeting of the Senate Committee on Improved Methods of Legislation last night a mass of valuable correspondence was considered.

The new railway from San Jose to Alviso will connect by a line of steamers and schooners with this City and give the Santa Clara Valley cheap rates.

Judge Low ordered Andrew Berg, a cigar-dealer, into custody yesterday for perjury. He swore he did not sell cigarettes to James Collins, a minor.

The Endeavor Society of the African Third Baptist Church is giving a series of entertainments for the purpose of raising money to pay the church debt.

The nominating committee of the Olympic Club made its selections last evening, heading its ticket with the name of F. W. Eaton. Opposition is assured.

The Manufacturers' and Producers' Associaciation has requested all the doctors and druggists in the State to patronize home industries whenever possible.

Two favorites won at the track yesterday, Uncle Giles and Rose Clark. The other winners were Lady Leinstar filly, Silver State, Fred Gardner and Sir Walter.

A number of residences in a small district south of Nob Hill have been entered by burglars in the last month, but no captures have been made by the police.

Cæsar Cervanti, a Spaniard, and Vincent Monga, a Cuban, had a street row over a National question, and they have gone to the courts to settle the trouble.

The body of the man which was found in the bay at the foot of Harrison street last Thursday was identified as John O'Brien yesterday. He was a widower and destitute.

Property-owners on Thirteenth avenue and on Moss avenue have filed protests with the Board of Supervisors against certain street work on those thoroughfares.

The Wilmerding bequest of $400,000 to build and maintain a technical school was paid yesterday by the executors of the estate to the Regents of the University of California.

Forecast official W. H. Hammon predicts fair weather, with nearly stationary temperature, for to-day. Slight variable winds may be expected in the afternoon, growing brisk toward evening.

A San Francisco architect has stated that an agent from Santa Cruz had offered him the courthouse contract on payment of $6000. This is the most startling phase in the courthouse complications.

A. A. McLean complains that Sheriff Whelan and his deputies are not making the proper effort to serve the warrant issued by Judge Seawell for the arrest of Mrs. Jennie Himmelmann, his divorced wife.

A girl named Minnie Ferguson, let out of the Christian Union Mission on probation, ran off and married a San Jose man. She is not of legal age, and the consent of only one of her parents had been secured.

The railway company is preparing volumes of testimony against reduction of local freight rates. Railroad Commissioner Stanton's friends say he will move that Californian tariffs be cut down 15 to 25 per cent.

Armine Boutin has petitioned the Probate Court to compel Mrs. Edna Dean, H. W. Westphal and E. H. Wakeman to tell what they know of Louis Corriveau's estate. An order was issued in pursuance of the affidavit.

Edward Campbell is in the City Prison charged with vagrancy. He was the running mate of Sidney Bell at the time of the Jacobson murder and was allowed to go free upon turning State's evidence and testifying against his former partner.

No satisfaction was given by Superintendent Vining to the committee of South Side residents which called upon him yesterday morning to ask that the Clayton-street Metropolitan car-service be resumed. Another conference will be held Monday.

At its meeting last night the Civic Federation adopted articles of incorporation and also a resolution requesting the Grand Jury to investigate certain charges made by Harbor Commissioner Colnon against several unnamed local politicians.

Andrew J. Collins, an ex-employe of the Southern Pacific Railway Company, wanted to kill General Superintendent Fillmore yesterday at the company's building and got thrown downstairs. He is a crank with an imaginary grievance against the company.

The Boys' Brigade of the bay counties will decide Monday evening whether they will continue to have military officers and civil officers in command of all the branches of the organization, the Eastern departments having done away with the higher civil officers.

The West of Castro Street Improvement Club held a spirited meeting last night at Judson Hall, on Douglass and Diamond streets, on the Noe heir suit. They called a mass-meeting for next Thursday night at Twin Peaks Hall, at the corner of Seventeenth and Noe streets.

There is now hardly any doubt but that the committee will select the Sutro site for the Affiliated Colleges. Nine of the committee have expressed their preference for this property and there is no reason to believe that they will change front when the final vote is taken.

The trustees of the Chamber of Commerce yesterday expressed approval of Colonel Z. S. Spalding's project to connect San Francisco with Hawaii by cable, and promised substantial aid should the colonel succeed in obtaining the Government subsidy which he desires.

Twenty-three veniremen were examined in the Durrant case yesterday, but no additional jurors were obtained. The venire was exhausted, and Judge Murphy ordered 200 more names drawn from the box, returnable Monday morning, to which time the trial was adjourned.

The railway passenger ticket agents were aroused yesterday by a new sign over the Southern Pacific ticket office announcing that it was the "only City ticket office of 'Sunset,' Shasta and Ogden routes." The agents telegraphed to their companies, and believed that this was the beginning of a free fight for business.

In the case of Hans Nielsen, who took strychnine last week, the Coroner's Jury could not arrive at a verdict yesterday. A chemical analysis showed enough of the poison in the stomach to cause death, but the jurors could not decide whether it had been taken with suicidal intent.

The Bureau of Labor Statistics has overdrawn its allowance of printed matter from the State Printer and there is a grave fear that the usefulness of the bureau will come to an end very soon. Labor Commissioner Fitzgerald states that without printed matter he will have to "shut up shop."

ALONG THE WATER FRONT.

A Purchasing Agent for State Harbor Commission Supplies.

THE FIRE TUG QUESTION.

Alviso and San Jose Railroad—A Survivor of the Wrecked Ship Arabia.

The Harbor Commissioners intend to appoint a new officer in the person of a purchasing agent, who will attend to the buying of supplies for the five departments. It has been the custom that procuring the needful supplies was left to the heads of the different departments. The Commissioners believe that by that method there was no chance of comparing or checking the accounts of the department that greater care and economy might be exercised in purchasing. The new official will have a storehouse in which every article not in actual use will be kept, and where the accounts of all State property, from a hammer to a tug, will be kept.

This plan meets the approval of the entire board, who consider it practical and economical. Mr. Cole stated yesterday that he has erroneously been made to appear as ignorant and dissatisfied with the manner in which the contracts for dredger repairs were let. He was absent when the matter was attended to, and, it being urgent, was not delayed. The California Machine Works being the lowest bidders the work was awarded to them for $625. It is the intention of the board to purchase no article except by competitive bids, and it will be the duty of the purchasing agent to keep on file a list of the bids of the various firms, and any dealer in the City may compete for the said supplies for the State. It is thought that S. J. Westlake, who has been in the secretary's office for years, will perform the duties of general purchaser.

The statement of Chief Sullivan of the Fire Department to the board at the last meeting that the State fire tugs were not efficient has set the Commissioners thinking. Boats that draw fifteen feet of water, and cannot get close to the shore or wharves in the extreme northern and southern portions of the water front are not extremely useful things to have around, and when those boats cannot throw a much greater stream than the modern fire engines the situation is not an agreeable one. How to make their tugs more able to cope with possible water-front fires, and afford sufficient protection to property there, is the yearning desire of the harbor officials.

Yesterday the sealing schooner Bowhead, recently seized by the customs officers for taking skins in prohibited waters without a license, was bonded for $1700 and her load of sealskins for $6000. She will be taken to Benicia by William Brent and laid up pending her forfeiture trial in the United States courts.

Mrs. W. S. Meyer was at the ferry landing yesterday afternoon watching for her husband, who kissed her farewell so fondly and speedily ran away with $200, their all, leaving her without a cent. They came from Sacramento two days ago and put up at the International Hotel, and yesterday morning Meyer stole down to the transfer office, where his trunk had been thoughtfully left, and passed with it quite away to parts unknown. Meyer has deserted his wife several times before, but she has hunted him up and at her pleadings he has promised to run away no more. Sergeant Tom Mahoney of the Harbor Police, whose gallant heart is ever open to the supplications of beauty in distress, watched carefully for the recreant Meyer without success.

The articles of incorporation of the San Jose and Alviso Railroad were signed yesterday and $10,000 deposited as a guarantee of good faith. The stock already subscribed amounts to over $60,000, and the work of condemning a right of way will soon commence. The trustees of the new company are R. J. R. Aden of Vallejo, Frank Piper, H. W. Goodall, H. P. Thayer, Andrew Rocca, C. A. Shurtleff and A. E. Pryor of San Francisco. The road will be a broad-gauge and will run from Alviso, or New Chicago, as it is now called, to San Jose. A regular line of steamers will run between the bay end of the road and San Francisco, Oakland, Berkeley and Vallejo.

A survivor of the recent wreck of the American ship Arabia, Mrs. C. H. Maloon, wife of the captain of the vessel, arrived in this City day before yesterday. The Arabia was lost on the coast near Cape Horn during her voyage from New York to this port, becoming unmanageable in a furious gale of wind and drifting on to the beach. Mrs. Maloon refused to leave the fast-breaking ship until her husband was ready to accompany her and was hoisted with her child into the last boat to leave the vessel. After tossing about in the cold and stormy seas for six days they were picked up and taken to Montevideo. Mrs. Maloon and her little boy is still under the care of a physician, her terrible sufferings having undermined her health.

The members of the naval battalion have received permission from the City authorities to swim in the bay off their boathouse at Folsom street.

A POOLROOM VICTORY.

Superior Judge Wallace Sets Aside the Decision Recently Given by Judge Low.

Judge Wallace has reversed the decision that Judge Low gave in the Police Court against the poolrooms.

This action is in the case of Isadore Messenger, who was charged with violation of the City ordinance by accepting a wager in a Leidesdorff-street poolroom. Messenger was convicted in Judge Low's court, and an appeal was taken for the purpose of testing the ordinance.

Judge Wallace in setting aside the conviction declared that the ordinance had not been violated, and that it is not sufficient for the object for which it was intended.

"If the people want to close the poolrooms," said the Judge, "they will have to do it by passing an ordinance prohibiting the commission business."

In the argument of the case W. W. Foote, for the appellant, held that the bet was actually made at the track, as the dollar wagered by Officer Sullivan was taken to the racetrack and played there. He claimed that the firm of Goldtree & Co., by whom Messenger was employed, was a common carrier and took the money to the track and charged a commission.

Ex-Judge Levy, for the people, argued that the laying of the wager was in open violation of the municipal ordinance which prohibits betting on a horse race except within the inclosure in which the contest takes place.

TO FIX THE FIRETRAP.

Fire Department Authorities Anxious About the City Hall.

Chief Sullivan of the Fire Department is preparing a report on the condition of the roof of the new City Hall, which he believes will lead the Board of Supervisors to take action in effacing that firetrap.

Fire Marshal Towe called the attention of the City authorities to the deplorable condition of the place in 1893, but nothing was ever done. He says now that if a citizen owned the place he would be arrested at once. The fire ordinances are flagrantly broken, but owing to red tape nothing can be done in the matter till a lot of formalities are attended to. City and County Attorney Creswell has given the Board of Supervisors his opinion of the matter, and after the report of Chief Sullivan is handed in it is expected that something will be done.

The Superintendent of Fire Alarms inspected the place yesterday, and declared it one of the worst firetraps in the City. Between the top ceiling and the false roof there is a forest of dry scantling and timbers threaded with electric wires. The fire walls are not built up, and if a blaze started the place would have the draught of a furnace.

If the $350,000 appropriation, recommended by the last Legislature, is levied there is a prospect that the roof will be fixed.

ASSAULT TO MURDER.

Paul Gelimas Accuses Charles Brown of Stabbing Him.

Charles Brown is confined in the City Prison to answer to a charge of assault to murder, preferred by Paul Napoleon Gelimas, a barkeeper employed at 42 Turk street.

Gelimas states that at 12:15 A. M. Thursday he was walking along Mason street to his work when he met Brown and a companion. Brown ran against him in pretended accident, then drew a knife, saying "Now I'll fix you," and plunged it into the barkeeper. Gelimas sustained a flesh wound four inches long, situated in the right groin. The motive for Brown's attack is said to have been a desire for revenge, because Gelimas once ejected him from a saloon.

Brown states that he was not on Mason street at the time mentioned and knows nothing of the case. No charge has yet been lodged against him, his name being still upon the small book.

REDUCING FREIGHT RATES.

The Railway Company Putting on Armor for the Conflict.

Railroad Commissioners Will Be Met With Heavy Testimony Upon Tariffs.

The next session of the Railroad Commissioners, to be held Wednesday in this City, already gives promise of being a most interesting and important one for the people of California.

There will be a battle in which the railroad giants will appear. Stacks of statistics and documents and piles of volumes will be introduced as freight tariffs and tabulated statements, and on them the fight is to be made. The Southern Pacific Company will have its own share of such documentary evidence, for the heads of the freight department have been working incessantly preparing for the railroad's statement. This, it was learned yesterday, will be in the nature of a defense against any general reduction of freight rates throughout California. The Southern Pacific officials would not say what they were doing in this direction, explaining that it would be an act of discourtesy to the Railroad Commissioners to divulge a report or communication intended for them and not yet actually received by the commission.

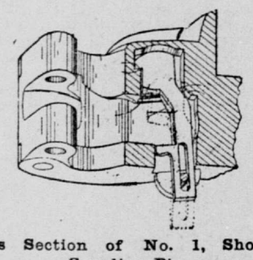
One of those officials remarked that they had not been idle in view of the fact that an effort was to be made to reduce freight rates. They will present extracts from the company's annual report to show that freighting in California is not so profitable as to allow a reduction of 25 per cent in rates. Taxes, running expenses, expenditures for constant repairs and "betterments" or necessary alterations in the road will all cut a figure in the argument against reduction. There will be figures and still more figures until the Railroad Commissioners in the debate will ask where they are.

It is understood that Commissioner Stanton has been preparing a surprise for this coming meeting. With an assistant he has been working in his office night after night until early morning going over local freight rates and estimating comparative charges. While Commissioner La Rue will move for a reduction of 10 to 15 per cent in certain parts of the State, Dr. Stanton's friends claim he will go the Sacramento member one better and propose that a general reduction of freight rates throughout the State from 15 to 25 per cent at least be made. In the meantime the Commissioners will not state precisely what they intend to do.

TESTING THE COUPLERS.

The Valley Railroad to Have the Most Approved Appliances.

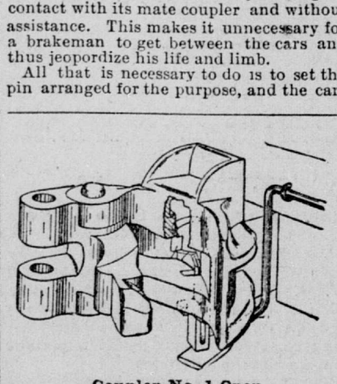
The San Joaquin Valley road is doing all in its power to introduce the most approved mechanical appliances for the protection of its employes, and with that purpose in view, the company will use nothing but the best automatic couplers obtainable. Several kinds will be tested, and the Charles W. Hinton vertical plain coupler Nos. 1 and 2 will be put on five cars.



Cross Section of No. 1, Showing Coupling-Pin.

This coupler is the invention of a Californian, and has several very excellent advantages. It can be locked by coming in contact with its mate coupler and without assistance. This makes it unnecessary for a brakeman to get between the cars and thus jeopordize his life and limb.

All that is necessary to do is to set the pin arranged for the purpose, and the cars will instantly separate. The coupler has another advantage that makes it of considerable value to trainmen. No matter how it is set, or whether the pin is up or down, it is impossible to prevent a thorough coupling, and in case of an accident to freight trains, a separation can be effected from the top of a boxcar.



Coupler No. 1 Open.

Its total weight is 170 pounds, and it is cast in steel. Master carbuilders claim great things for it, all of which will be proved or disproved at the trial. It operates very easily, and contains but four parts in its entire mechanism.

Violated a Park Ordinance.

John Harrington was tried before Judge Joachimsen for violating a park ordinance. He took a dog into Golden Gate Park and refused to remove it when ordered to do so by Captain Thompson. The dog afterward killed a pair of peacocks, and Harrington's arrest followed. He will be sentenced to-day.

WOULD EXCLUDE CANADA.

Colonel Z. S. Spalding's Four Million Dollar Cable to Honolulu.

LOCAL COMMERCE IN FAVOR.

The Promoter Will Now Try to Obtain a Subsidy From the Government.

Colonel Z. S. Spalding, who has obtained an exclusive concession from the Hawaiian Government to bring a cable to the islands from San Francisco, had reason to congratulate himself over the result of a conference which he held yesterday with the trustees of the Chamber of Commerce. General W. H. Dimond being absent Hugh Craig presided, and there were present besides: J. J. McKinnon, L. B. Parrott, Louis Sloss Jr., J. F. Chapman, Colonel C. L. Taylor, Captain Charles Nelson, E. B. Pond and A. G. Towne.

Colonel Spalding explained his project in full and the trustees expressed themselves in hearty sympathy with it and pledged themselves to give all the aid in their power. After completing all he expects to accomplish in Washington the colonel will communicate with the Chamber of Commerce, which will then do its part.

Colonel Z. S. Spalding.
[Sketched from life by a "Call" artist.]

A main consideration in Colonel Spaling's project is that he has obtained an exclusive concession from the Hawaiian Government, which would prevent Canada from obtaining a foothold there except by arrangement with his people. The Canadian Pacific has long desired to communicate directly with Hawaii en route to China, Japan and Australia, but so far has only succeeded in projecting a line to Fanning Island, a distance of 3500 miles. A direct line between San Francisco and Honolulu would be 2800 miles.

In explaining this to the Chamber of Commerce trustees yesterday Colonel Spalding referred to the fact that while there were 160,000 nautical miles of ocean cable represented on the charts of the world, which he exhibited, the Pacific Ocean was clear. It was of vast commercial importance to the Pacific Coast and the Government interests that one be laid to the Hawaiian Islands, afterward to be extended, without delay. After the order was given it would only take eighteen months to manufacture and lay such a cable.

As to the sinews of war, the Hawaiian Government had agreed to give a subsidy of $40,000 a year for twenty years on certain terms. One of these was that the work should be commenced not later than May 1, 1897, and finished by November, 1898. There were other minor conditions regarding interruption of service, interisland ownership, government rates, etc. The contractor would also be required to give a $250,000 bond to secure faithful service.

Another condition was that the United States Government should give "substantial aid" to the enterprise. The colonel explained that he desired to obtain from the Government a subsidy of $260,000 a year for twenty years, which, with that already secured, would aggregate $300,000 a year. He estimated that the cable complete, with stations, plant, land lines, cable-ships and running expenses, would require $4,000,000 capital.

To realize this amount the colonel said it was his intention as soon as he had secured the Government subsidy to form a company. He would expect to sell at least $250,000 worth of stock in San Francisco, as much in Honolulu, and the rest required in the East and Europe. He calculated that at any rate there would be a yearly expenditure of $400,000, of which $300,000 would be supplied by subsidy and $100,000 from the business receipts. The proposed company would thus have to possess at least $1,000,000 capital in order to properly finance the project.

The trustees expressed warm interest in the project, asking many questions.

The promoter of the scheme, Colonel Z. S. Spalding, is an American, having been born in Ohio, and led a regiment in the war. He first went to Hawaii in 1867 as the special confidential agent of the United States Government. While there he was made United States Consul at Honolulu and was appointed charge d'affairs. Since then he has been in business in the islands as a sugar-planter. Business has brought him frequently to San Francisco, and he states that he has crossed the intervening water seventy-five or eighty times, so that he had a thorough acquaintance with the geographical situation. He acquired a legal citizenship in Hawaii, but claims to have never abandoned his American citizenship and right to vote.

The Colonel leaves to-day or to-morrow for Washington, D. C., where he will proceed to prepare for an active campaign when Congress meets.

REMODELING THE TIVOLI.

The Interior Decorating Will Be Completed in Time for the Grand Opera Season.

The Tivoli Opera-house is undergoing extensive alterations at present, in view of making it more commodious and attractive in appearance. After the work of the decorators and remodelers has been completed the theater promises to be second to none in the City so far as a beautiful interior appearance and the comfort of patrons are concerned.

C. T. Tidball is superintending the decorating, and has selected ivory white as the predominating color to be used in the decorating and a relief of pink and gold leaf intermingling.

A 30-inch proscenium arch of "plastic relief," studded with small colored electric lights, will extend above and across the stage, and the boxes will also be of "plastic," decorated similarly to the arch, ivory and gold satin constituting the interior fittings. The balcony face will be of plastic, with a pink background, ivory and gold figures in relief. The entrance as it now stands will be removed, and a dome of plate-glass mirrors, covered with water-colored portraits of celebrities who are now treading or have in bygone days trodden the boards in the old theater, will be erected. The stairways and numerous exits will also be enlarged.

The work of remodeling will in no way interfere with the nightly production of the scheduled plays, and it is the aim of the management to have the interior fully completed in time for the season of grand opera, which commences on September 2.

OPPOSED TO THE WORK.

Street Protests Filed With the Board of Supervisors.

Property-owners on Thirteenth avenue, between L and M streets, have complained to the Board of Supervisors that if the proposed grading and sewering of that section is carried out to the present grade the result will be a confiscation of the property fronting on the work.

The petitioners have asked the board to stay further proceedings by directing the contractor not to do anything until the present grades are changed. They have asked the board further to have the City and County Surveyor examine the street and report the proper changes to be made to permit of the street being improved to conform to the present contour of the ground. Also, that when his report is made, the board will order the grade changed in accordance with the terms of the petition.

The petitioners are Mary Quinn, Charles F. Doe, G. W. Frink, P. Collins and Mrs. E. Banam.

Property-owners on Moss avenue have protested to the Board of Supervisors against the laying of a fourteen-inch ironstone-pipe sewer on that avenue between Corbett avenue and Falcon avenue. They declare the improvement is unnecessary and uncalled for, and that Donald Bruce, who asked for the work, is not a property-owner. The protest is signed by Behrend Joost, John D. Mitchell, Mrs. E. S. Callender and K. C. Stubo, who own the entire frontage.

THE RAILROAD'S NEW SIGN

It Angered the Passenger Ticket Agents, Who Are Ready for War.

The Southern Pacific Claims It Has the Only Office for Sale of Tickets.

"Only City ticket-office of Sunset, Shasta and Ogden routes."

Whatever they may mean—it was hoisted in letters five feet high above the Southern Pacific passenger ticket-office under the Grand Hotel yesterday.

The Southern Pacific people alleged that its meaning was so plain there could be no possible doubt about it. There was only one office where tickets might be bought to Shasta, Ogden or over the Sunset route; and that was all the sign claimed—from the railroad point of view.

But what does it mean? the agents of other companies asked one another before rushing to their respective offices and telegraphing to head offices in the East and in the West that the friendly Southern Pacific had shut them out—publicly as well as privately.

These agents declared they saw in the tremendous sign—letters five feet high—that it was intended to mislead the general public. "Only City ticket-office of Sunset, Shasta and Ogden routes" meant, according to their interpretation, the one exclusive place in all San Francisco where a traveler could buy his ticket if he were about to travel beyond California, either by Ogden or Shasta or the Southern routes. They said, further, that the route via the Union Pacific, etc., has been familiarly called the Ogden route, and the Northern Pacific or Great Northern trips, when taken all rail from San Francisco, the Shasta route.

General Passenger Agent Goodman explained that the sign had been displayed for no other reason than to serve as a guide to people who were frequently bewildered by the number of ticket-offices, and also as a help to passengers who wish to dispose of return halves of round-trip tickets. This means that the railroad company has gone into a determined fight against the scalpers. Anyway, the Western and Eastern railway agents were angry, and some of them asserted that they would combine against the Southern Pacific, even if association rules were broken twice over, and start a conflict which might end in a general disruption of passenger-rate compacts.

THE FATHER NOT ASKED.

Marriage of a Girl Not of Legal Age Under Circumstances That Were Peculiar.

Matron Baker of the Christion Union Mission brought to the Society for the Prevention of Cruelty to Children yesterday a sixteen-year-old girl named Minnie Ferguson, who ran away from that institution recently when given an opportunity to go to work for a lady on probation, and who has since got married.

The girl when sent to the lady pretended she had fits, and thus made herself undesirable. She was given a note of explanation to the matron of the mission, but never returned.

Minnie says her sister sent her to San Jose, and there she met and married J. T. Smith. He and she represented to Secretary McComb that the consent of the girl's mother had been obtained, but not that of the father, and that they were duly married by Rev. Mr. Wilson of the South Methodist church, at the home of Smith's parents, 315 South First street, in that city, after providing themselves with a license. The girl's mother is a Mrs. Turner, living at Watsonville.

Smith and his wife stopped at 113 Fourth street Thursday night, and were intending to return to San Jose to-day, but the girl was taken to the City Prison until he could produce his marriage license and the failure to obtain the father's consent is satisfactorily explained, the girl's age being under the statutory limit.

Home-Made Doctors' Supplies.

The Manufacturers' and Producers' Association has taken a new departure in order to increase the patronage of home industries. It is in the form of an appeal to all the doctors in the State, about 3000 in number, to prescribe pharmaceutical preparations of California make. A similar appeal is made to 700 druggists of the State, and a request is made that they handle California preparations, antiseptics, etc. The request is also made that home manufacturers be patronized for fancy goods, brooms, cigars, stationery, etc., carried in drugstores. These appeals are in the form of circular letters.

A MAN OF MANY EXCUSES.

Mr. Vining's Suave Treatment of the South Side Residents.

WILL CONSULT HIS CHIEFS.

Another Conference to Be Had as Nothing Came of Yesterday's Talk.

Superintendent Vining of the Market-street Railway Company proved himself a man of many excuses, conversational gifts and smiling polish of manner when called upon yesterday morning by the committee which the residents south of Golden Gate Park selected, Wednesday, to personally interview him about the withdrawal of the Metropolitan electric-cars.

The committee obtained no satisfaction from Mr. Vining, other than the sensation of talking with an urbane man, who for many years has cultivated the easy graces of the East, and is not perturbed by the importunities of the aggrieved citizens of his adopted City. Like H. E. Huntington, he has the happy faculty of making his interviewers feel charmed in his presence without their receiving any substantial benefit. He did, however, go far enough to make the slight concession of promising to lay the grievance before Messrs. Huntington and Crocker, and with that the committee withdrew to call again Monday morning and hear the fiat of those two powerful persons.

The committee, which is composed of F. W. M. Lange, W. H. Jones, D. L. Westover, R. T. Harding and Eugene M. Fritz, and which was accompanied by the chairman of the Wednesday night indignation meeting, George W. Hansbrough, thought it would be prudent not to press matters too hard on Mr. Vining at its first conference with him. It did not, therefore, say to him in just so many words that the Market-street combine had forfeited the Metropolitan franchise by not complying with its conditions. According to ex-Senator George H. Perry those conditions were: A fifteen-minute service, the payment of 2 per cent of its receipts into the City treasury and the building of the line all the way to the ocean within three years. Neither did it ask Mr. Vining whether the street railway monopoly would choose the alternative of relinquishing its franchise and giving somebody else a chance in the event of its continued refusal to give a proper service on the Clayton, Waller, Cole and Carl streets branch. It did not yet threaten to begin legal proceedings to have the franchise adjudged forfeited.

The excuse of Mr. Vining for the withdrawal of the cars which stood out with firm majesty above all others was the simple business one that the cars—even the two-car service—"did not pay." The expense of running a car per day, he said, was about $40, while the receipts had been only from $8 to $13 50 daily. Chairman Hansbrough on a count of the houses on Ashbury Heights alone and a calculation of residents who would have to ride to get from home to place of business and back, said the receipts from that source alone would probably amount to $1300 a month. But Mr. Vining was doubtful and insisted that the service did not and would not pay, and the conditions of the franchise were for the nonce apparently forgotten.

Eventually Mr. Vining did a gracious thing. He offered to give a service of one car to run every half hour between the hours of 6 and 9 A. M. and the hours of 5:30 and 11:30 P. M. It is for just such a compromise as this that the Market-street Railway Company is having a petition now industriously circulated south of the park. Mr. Vining, of course, had nothing to do, it would seem from his plausible reasoning, with any attempt to hurt the value of the site offered by Adolph Sutro for the Affiliated Colleges—he is simply the superintendent of the company, he said, not its controlling animus, and looks at things from a purely business point of view. When, therefore, expenses exceed receipts, as a business man he so manages, in the interests of the company by which he is employed, to so arrange the service as to make it more profitable to the company. It was purely a matter of dollars and cents.

The committee played checkers with him somewhat, as it were, and began making suggestions in the mutual interest of the company and the property-owners. It suggested that he run the cars out Masonic avenue and Frederick, Cole and Carl streets. In response, Mr. Vining said the difference of gauges prevented that, the Carl-street and Frederick-street tracks being of different widths, seeing that the Frederick-street line had been constructed for a cable service. The grades, too, he said, were very bad. Mr. Fritz remarked that the grade on Frederick street, between Cole and Clayton, could be avoided by running the track all the way down Clayton street to Carl, and assured Mr. Vining that Messrs. F. W. M. Lange and William D. Meyer would allow the company to go through their property on whatever portion of the streets has not been formally dedicated to the public.

Mr. Vining said he had not yet looked into the feasibility of that route, but he would, and he suavely marked it out on his map. As for the Ashbury Heights route, he thought that was altogether out of the question owing to the steep grades. The Ashbury Heights route means that from out Masonic avenue to Frederick, and thence running out Frederick, Cole and Carl streets.

There was yet one more little matter to which Mr. Vining's attention was called. That was the removal of the little shanty used as a waiting and transfer station from the corner of Page and Clayton streets to the corner of Stanyan and Frederick streets. In case the company concludes to give a service on the Clayton-street branch, passengers would have to stand out in the cold and wind without any shelter. Mr. Vining's excuse for this removal was that the station stood on leased ground and was therefore expensive to the company. He suggested, without any apparent effort at making bold, that the property-owners themselves secure a site at their own expense for a waiting station for the company.

The committee left with mingled hopes and misgivings as to what the Monday conference would develop.

He Passed Gilded Nickels.

A. J. Tooney, an old man, fully 70 years of age, was turned over to United States Secret Service Agent Harris yesterday. He gilded half a dozen nickels and passed two of them as $5-pieces before he was caught. With one of the gilded coins he purchased a pair of shoes, and the change and four other counterfeits were found in his pockets. He says his sons and daughters are well-to-do, but as they will not willingly support him, he is too proud to ask for their assistance. He accordingly turned counterfeiter. Tooney is a resident of Stockton and at one time was well off.

Cut With a Hatchet.

Moo Ah Soo, a Chinese cigar-maker, is at the Receiving Hospital suffering from half a dozen serious wounds in the right wrist and shoulder and in the abdomen. He may die. He was assailed by a fellow-countryman armed with a hatchet early yesterday morning, and has apparently not yet recovered from his fright, for he refuses to give the police any information concerning his assailant. The assault took place on Dupont street in the Chinese quarter.

NEW TO-DAY—AMUSEMENTS.

BALDWIN THEATRE. AL. MAYMAN AND CO. INCORP'D PROPS.
MR. JOHN DREW!
Only 2 More Performances
"THE BAUBLE SHOP"
Matinee To-day at 2. To-Night at 8.
NEXT WEEK
"THAT IMPRUDENT YOUNG COUPLE,"
By Henry Guy Carleton.
Seats Now Selling.

Columbia Theatre.
FRICDLANDER, GOTTLOB & CO. LESSEES AND MANAGERS
3 MORE 3 BEAUTIFUL 3 PERFORMANCES
OF THE GREAT TRIPLE BILL
BY THE STOCKWELL PLAYERS
THE REMARKABLE STAR CAST.
"A TRAGEDY REHEARSED,"
"NANCE OLDFIELD"
"A MAN OF THE WORLD."
Monday Next—"MASKS AND FACES."
(Peg Woffington)

TIVOLI OPERA-HOUSE
MRS. ERNESTINE KRELING Proprietor & Manager
LAST NIGHTS
Of the Artistic Rendition of
"THE ROYAL MIDDY"
NEXT WEEK
"THE BLACK HUSSAR"
Popular Prices—25c and 50c.

MOROSCO'S GRAND OPERA-HOUSE.
The Handsomest Family Theater in America.
WALTER MOROSCO.....Sole Lessee and Manager
EVERY EVENING AT EIGHT,
HERBERT HALL WINSLOW'S
Famous Comedy-Drama.
"A CRACKER-JACK!"
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 (SAT'DAY), AUGUST 24,
Parquet, any seat, 25c; Balcony, any seat, 10c; Children, any part, 10c.
A PEERLESS VAUDEVILLE BILL!
ENTIRE CHANGE OF PROGRAMME!
LAST TWO NIGHTS
OF THE
FAMOUS JORDAN FAMILY!
WORLD-FAMED STAR FEATURES!

TWENTY-EIGHTH
INDUSTRIAL EXPOSITION
OF THE
MECHANICS' INSTITUTE
NOW OPEN.
GRAND CONCERT
Each Afternoon and Evening by an Orchestra of Forty Musicians.
PROF. FRITZ SCHEEL, CONDUCTOR.
ADMISSION:
Double Season Ticket.....$5 00
Single Season Ticket.....3 00
Children's Season Ticket.....1 50
Adult, admission, daytime, 25c; evening, 50c.
Children, admission, daytime, 15c; evening, 25c.
Season Tickets to Members of the Institute, half rates. For sale at Library, 31 Post street.

RUNNING RACES! RUNNING RACES
CALIFORNIA JOCKEY CLUB RACES,
SPRING MEETING!
BAY DISTRICT TRACK.
Races Tuesday, Wednesday, Thursday, Friday and Saturday—Rain or Shine.
Five or more races each day. Races start at 2:30 P. M. sharp. McAllister and Geary street cars pass the gate.

SELECT EXCURSION TO UKIAH, TO-MORROW (SUNDAY), AUG. 25,
Under the auspices of the
'CROSS-COUNTRY CLUB.
Tickets only $2; children under 12 half rates: to be obtained only at the club's headquarters in Brooks' Homeopathic Pharmacy, 119 Powell street, Open until 11 o'clock to-night.
Seats guaranteed. Tickets limited. No music nor dancing. Good company assured.

EL CAMPO SPECIAL!
Sunday, August 25, at 1:30 P. M.
NOVEL AQUATIC EVENT! A TROUPE OF genuine South Sea Island swimmers, divers and canoe-men, just arrived on American bark Galilee, from Tahiti. Natives of Fijian, Samoan, Hawaiian, Society and other South Pacific Islands, in exhibitions of trick and fancy swimming, Kanaka diving, under-water swimming, exciting races, grotesque races, and a humorous tableau, entitled The Disappearing Missionary. Fare, as usual, 25 cents.
Boats leave Tiburon ferry, foot of Market street, at 10:30 A. M., 12:10, 2 and 4 P. M. Returning, leave El Campo at 11; 15 A. M., 1, 3 and 5 P. M.

THE CALIFORNIA STATE FAIR AT SACRAMENTO.
SEPT. 2ND 1895 TO 14TH
ATTRACTIVE PAVILION EXHIBITS
EMBRACING DISPLAY OF
ELECTRICAL POWER
TRANSMITTED FROM FOLSOM.
TWELVE DAYS HIGH CLASS RACING.
THE GREAT AMERICAN CONCERT BAND
FREE TRANSPORTATION FOR EXHIBITS.
EXCURSION RATES. FOR VISITORS.
EDWIN F. SMITH, SECY. C. M. CHASE PRES.

THE SUNDAY CALL.

SOME FEATURES OF THE SUNDAY CALL, AUGUST 25, 1895.

A STUDY OF JAPANESE	BY JOAQUIN MILLER.
A MOTLEY OF MIDNIGHT, A POEM,	BY ADELINE KNAPP.
ISRAEL ZANGWILL, A SKETCH,	BY EMANUEL ELZAS.
HORACHIO, THE TATTOOER,	BY ROBERT H. DAVIS.
COLONEL STRONG'S RECOLLECTIONS	BY E. C. STOCK.
MARVELS OF MODERN ASTRONOMY	BY ROSE O'HALLORAN,
RICE, THE FATHER OF MINSTRELS,	BY ESTHER C. QUINN.
KINETIC STABILITY	BY ROBT. STEVENSON, C. E.

THE DRAMA, BOOK REVIEWS, FASHIONS FOR MEN AND WOMEN, EVENTS IN SOCIETY, IN CHILDHOOD'S REALM AND OTHER INTERESTING ARTICLES