CHICANERY AND FALSEHOOD ARE CHARGED.

Affidavits Filed by Commissioners La Rue and Stanton.

ANSWER THE RAILROAD.

Claim Made That the Reduced Rates Are Not Unfair.

INTERESTING FIGURES QUOTED.

An Intimation That the Railroad Company Is Not Acting in Good Faith.

As an answer to the complaint filed by the Southern Pacific Company in its action in the United States Circuit Court seeking to prevent the Railroad Commission of the State from enforcing the reductions announced in rates on grain, Commissioners La Rue and Stanton, through Attorney-General Fitzgerald, yesterday filed affidavits taking issue with the railroad's officials.

It is asserted by Commissioner La Rue that the complaint and the affidavits of J. C. Stubbs, C. F. Smurr, W. G. Curtis and George T. Klink, filed on behalf of the railroad company, in connection with the complaint, are general in scope, and do not state such facts as will enable the court to determine whether or not the threatened reductions would be unfair, unjust or unreasonable. Each affidavit of the railroad officials is then taken up in detail. Of that of J. C. Stubbs, the affidavit of Chairman La Rue says:

In so far as it relates to any of the allegations contained in the bill of complaint of the complainant in said action, it purports to be based exclusively on the familiarity of the said J. C. Stubbs with the operation of said complainant's so-called "Pacific system" of railroads, as a system and not otherwise; and that it is a confirmation or verification of that portion only of said bill of complaint, which relates to the fixed charges, cost and expenses of operation, and receipts and expenditures in the operation for the year 1894, and down to the 30th day of June, 1895, of the said so-called "Pacific system" of railroads of the complainant in said action as an entirety; that the remaining portion of said affidavit of the said J. C. Stubbs in said action is speculative and problematical, and purports to be based upon his alleged belief as to the effect in the future of the alleged "proposed and threatened" reduction, or any reduction of rates of freight charges or of passenger rates and charges upon the said so-called "Pacific system"; and upon his belief as to the probable future business likely in his opinion, to be done by said "Pacific system" of railroads, as an entirety, and is not based upon any estimate of or belief as to past, present or future earnings, revenues, fixed charges, operating expenses or receipts or expenditures upon all, or either or any of the respective lines of railroad operated by the complainant in said action exclusively within the State of California, and exclusively within the jurisdiction of the Board of Railroad Commissioners of the State of California; and that no reference is made in said affidavit of the said J. C. Stubbs to either, or all of the lines of railroad operated by the complainant, except as part of, and connected with, and operated as a part of the so-called "Pacific system" of railroads of complainant in said action as an entirety.

C. F. Smurr's affidavit is referred to in the same manner, with the additional charge that such portion of it as refers to the character of the evidence produced before the Railroad Commission and to the action of the commission in adopting the resolution making reductions in grain rates are false. Similar exceptions are taken to the affidavits of W. G. Curtis and George T. Klink.

Commissioner La Rue's affidavit then alleges:

That it appears from the allegations of the bill of complaint that the so-called "Pacific system" of railroads is a combination, under a series of alleged leases, made at different times, upon different conditions and for different terms, of nine independent corporations into one alleged unified system, operated under one management, interdependent each upon the other for any profits or dividends from the operations of the railroads owned by them, and each bearing its pro rata of the losses of all.

It is then shown that 3060.56 out of the 4867.24 miles comprising the "Pacific system" are located exclusively within the State of California and within the jurisdiction of the board.

Commissioner La Rue further contends:

That the Central Pacific Railroad Company, Southern Pacific Railroad Company of California, California Pacific Railroad Company, Northern Railway Company, Northern California Railway Company and South Pacific Coast Railway Company are separate and independent corporations and must be treated and dealt with as such by the Board of Railroad Commissioners, and that it is the duty of said board in fixing rates of charges for the transportation of freight or passengers over the lines of railroad owned by said companies to fix and adopt such rates of charges for each of said companies as a separate and independent corporation, and without regard to their being or forming a part of the so-called "Pacific system" of railroads operated under alleged leases by complainant, but solely with regard to the circumstances and conditions surrounding and affecting the traffic upon the lines of railroad owned by each of said companies as a separate and independent corperation; and no portion of the earnings of the railroads owned by either of said corporations may or can be shared with any other corporation, company or person in this State or otherwise, save only when freight or passengers are continuously transported over the railroads of two or more of said companies, in which event it is the duty of said board to fix a just, fair and reasonable rate of charges for such continuous carriage, and to apportion a pro rata of the rate so fixed to each company respectively participating in such continuous carriage in such a ratio as by the said board shall be deemed just, fair and reasonable; and in no event and under no circumstances can any of the earnings of a company doing the carrying be apportioned to or shared with any corporation, company or person not doing the carrying.

A little further along the affidavit says:

Affiant is informed and believes, and the history of the complainant corporation in this State, with which he is familiar, confirms him in such belief, and he therefore avers that in many cases the rate of transportation is fixed at about the actual cost of such transportation at points where it is the interest and object of complainant to crush out opposition and destroy the property of competing common carriers; and that large expenditures of money have been made which were unwarranted and uncalled for by the commercial conditions existing at the present time, or in the near future, but that such expenditures were made and large properties created for the purpose of destroying competition and destroying the property interests of others who enter into competition as common carriers, and the discriminating rates are made in favor of persons and places which approximate the cost of transportation with the view to serve the ends and objects of this complainant in the creation of a monopoly, and the losses entailed by such reduction of rates and discrimination and creation of property are unjustly and unreasonably fixed upon charges of freights and rates in other portions of the State that the revenue of this complainant corporation may be maintained without regard to the true interests of commerce and the rights of the public, or the justness or reasonableness of the rates of charges for the transportation of freight within the State of California.

A defense is then made for the reasonableness of the 8 per cent reduction on grain rates and the proposed reductions on other freight rates on the ground that a decision was made only after full evidence had been heard. The affiant denies that he was elected on a pledge to reduce freights on any fixed basis.

It is pointed out that if an injunction is granted the complainant pending the termination of the present inquiry a gross injustice will be done all grain shippers, as they will have no recourse against the railroad company for freight money paid in excess of the rates fixed by the commission should such rates be ultimately adjudged fair and just. On the other hand it is argued that were such an injunction withheld no loss could fall upon the railroad company, for it would simply have to resist the enforcement of the penalty for violating the order of the board in reference to the reduced rates. In emphasizing these views affiant asserts:

That there is no guaranty to the people of the State that complainant in instituting said action is acting in good faith, or intends to prosecute the same to a final determination of the issues presented, or that the said complainant intended or intends anything more than to use the injunction of this honorable court as a means whereby the unjust, unfair and unreasonable rates of charges for the transportation of freight and passengers now in force may be continued in effect for a long time to come, to the end that said complainant may be enabled to continue to extort from the people of California large sums of money in excess of reasonable rates.

In a supplementary affidavit Commissioner La Rue points out that, while the property of the Central Pacific within the State of California is assessed at about $15,000,000, which figures are sworn to as correct by the company's representative, its capital stock and bonded indebtedness aggregates the enormous sum of $127,299,500. In the case of the Southern Pacific Railroad Company the assessed value is $17,000,000 and the capital stock and bonded indebtedness are jointly $102,035,300.

But the most remarkable citation is made with reference to the California Pacific Railroad Company. Its assessed value is $1,500,000, and its capital stock and bonded indebtedness aggregate $18,825,000. Under its lease with and to the Southern Pacific Company it receives from that company, in addition to the payment of its taxes and the maintenance in good repair of its railroad property, a yearly rental of $600,000, or 40 per cent of the actual present value. Similar showings are also made with reference to the other leased railroad properties within California.

Commissioner Stanton's affidavit is to the same effect as a whole as that of his colleague.

The hearing of the Southern Pacific's petition to enjoin the Railroad Commission, which was to have been before Judge McKenna of the United States Circuit Court yesterday, was postponed for a week.

COLLIS P.'S ARITHMETIC.

Amended Complaint Filed by the Southern Pacific Company.

The Southern Pacific by its president, C. P. Huntington, and its attorneys has filed an amended complaint in the United States Circuit Court to strengthen its pleadings in its injunction suit against the Railroad Commission. Besides Mr. Huntington's signature it bears the names of W. F. Herrin as solicitor and J. C. Martin, J. E. Foulds and E. S. Pillsbury as counsel.

The purpose of the amended complaint is to show that the reduction of rates proposed by the commission would cause the railroad company to suffer so great a deficiency as $2,363,829 14 for the present year. Here are the figures it gives in explanation:

Southern Pacific Railroad, 1617.11 miles; South Pacific Coast Railway, 101; Northern California Railway, 53.60; Northern Railway, 417.66; California Pacific Railroad, 113.44, and Central Pacific Railroad, 757.09; total, 3059.90 miles.

BONDED INDEBTEDNESS AND ANNUAL INTEREST.

	Indebtedness.	Interest.
Southern Pacific R. R.	$43,652,400	$2,454,984
South Coast Railway..	5,500,000	220,000
North Coast Railway..	1,074,000	53,700
Northern Railway.....	9,907,000	546,910
California Pacific R. R.	6,825,500	322,125
Central Pacific R. R...	35,428,000	1,908,054
Total.....	$102,386,900	$5,506,373

RECEIPTS ON LINES WITHIN THE STATE OF CALIFORNIA FOR 1894.

Gross earnings.....	$20,783,157 12
Interest, etc.....	183,759 12
Rentals.....	20,572 23
Total.....	$20,993,488 39

EXPENDITURES ON LINES WITHIN THE STATE OF CALIFORNIA FOR 1894.

Operating expenses.....	$13,320,417 52
Taxes.....	659,002 10
Rent.....	792,471 21
Interest on bonds.....	5,472,190 24
Sinking fund, Central Pacific mortgages.....	135,000 00
Payments to United States for Central Pacific.....	179,910 27
Total.....	$20,588,991 34

A comparison of these receipts and expenditures, says the amended complaint, shows a surplus for 1894 of $434,497 05, and the contention is made that such a reduction of rates as the commission proposes would have diminished its revenue to the extent of $1,775,000, and produced a deficiency of $1,340,502 95.

On the lines outside the State the figures for receipts and expenditures for the six months ending June 30, this year, are put down in the document as follows:

RECEIPTS.

Gross earnings.....	$9,785,539 99
Interest.....	102,432 89
Rentals.....	44,638 94
Total.....	$9,932,611 82

EXPENDITURES.

Operating expenses.....	$7,137,853 49
Taxes.....	334,572 68
Rent.....	398,447 39
Interest on bonds.....	2,742,929 55
Sinking fund, Central Pacific mortgages.....	92,500 00
Payments to United States for Central Pacific.....	90,000 00
Total.....	$10,796,303 11

This comparison, according to the complaint, shows a deficiency for these lines outside the State for the first six months of this year amounting to $863,691 29, and it is set forth that any reduction of rates like that attempted would have decreased the revenue $845,223 28, and made a deficiency of $1,681,914 97.

Thus it is made to appear that the commission's cut would cause a total deficiency for this year of $2,363,829 14.

BANQUET MINISTER PIODA.

The Distinguished Visitor Feted by Leaders of the Swiss Colony.

Over one hundred Swiss, all of them natives of the Canton Ticino, gathered in the great banquet hall of the Maison Tortoni last night, at a banquet given in honor of G. B. Pioda, the Minister Plenipotentiary of Switzerland to the United States. Flowers and the black and red flag of Switzerland were used in decorating the dining rooms and table, and in an adjoining room music was discoursed by a selected orchestra.

The dinner was set for 8 o'clock. It was nearly 9 though when the guests had all arrived and the introductory cocktail was served. Then followed a dinner correct in every detail.

The menu cards were very artistic. Each one bore a typical Californian scene in colors. A portrait of the guest of the evening also adorned the outer cover.

Great geniality characterized the evening's entertainment. Shortly after 11 o'clock when the the serious business of the dinner had been dispatched James F. Martinoni, the president of La Ticinese, introduced his excellency Mr. Pioda.

Mr. Pioda addressed his auditors feelingly. They all came from the same canton as himself and the dinner seemed more a family reunion than anything else, he said. He expressed his satisfaction at the affluence of his countrymen and their evident importance in the land of their adoption, and told of his delight and surprise at the many beauties of California.

A short address by G. Lepori, the toastmaster of the evening, served to introduce the other speakers. Their subjects were: G. A. Antognoni, "Our Guest"; Julio Fanciola, "Our Country, Switzerland"; George F. Cavalli, "The United States"; V. Pupina, "Government of Canton Ticino." Several others spoke extemporaneously and Miss Sebil Tonini presented Mr. Pioda with a beautiful bouquet of roses, receiving many pretty and deserved compliments in turn.

Before separating, Toastmaster Lepori presented Mr. Pioda with a solid gold card as a souvenir of the occasion. On the front of the card was engraved, "Societa Liberale la Ticinese a G. B. Pioda, San Francisco, 17 Novbre, 1895." The reverse side bore the words, "Affette e Riconoscenza Illustre Famalglia Pioda Della Patria Benemerita."

The evening was successful in every respect. The only drawback was the absence of Swiss Consul A. Borel, who was sick in bed. The success of the affair rested largely with the excellent committee of arrangements, consisting of: V. Papina, chairman; G. Scalananini, secretary; James F. Martinoni, J. Franciola, George F. Cavaili, M. G. Tononi and G. Lepori.

Among those present were:

His Excellency G. B. Pioda, Mr. and Mrs. J. F. Martinoni, Mr. and Mrs. V. Papino, J. Fanorola, Mr. and Mrs. G. F. Cavalli, Mr. and Mrs. M. G. Tonini and Miss Sebil Tonini, Mrs. Rocca, G. Scalmanini, Mr. and Mrs. L. Bottini, Mr. and Mrs. Tregini, Mr. and Mrs. J. Sartori, Mr. and Mrs. M. A. L. Capucetti, Mr. and Miss Gianettini, Mr. and Mrs. R. Bolla, Paola and Mrs. Beda, Mr. and Mrs. J. Berzini, A. P. Scalmanini and the Misses Guinasso, G. E. Antoguini, J. Rottanzi, L. Juri and Miss Juri, Alfred Monotti, William Franzoni, C. Scalmanini, F. Frapolli, A. Paltenghi, Dr. T. A. Rottanzi, A. L. Rea, L. Filippini, T. Toguarzini and Miss Ghisla, G. Caccia, J. Capella, J. Marchi, E. Cereso, A. Pagani, W. Stringa, L. Bottini, C. Catti, T. Giubbini, T. Pesteiacci, Mr. Bellotti, C. Sganzini, J. Giannini, J. Dellamonica, V. Fontana, F. Ghisla, Abelardo Re, Miss L. Lepori, Miss Giugni, R. Maestretti, Miss Maestretti, P. Pagani, Mrs. G. Lepori, G. A. Pedrotta, Miss Lena Smith, G. Lepori, L. Giol, A. Fantina, L. Mini, George Blum, Miss Blum, Mr. and Mrs. G. Orsi, Fred Ghisla, Miss Ghisla, S. Bettoli, S. Mariani, A. Caccia, S. Sartori, Mrs. Sartori and R. Canevascini.

Mayor Sutro tendered an elegant lunch at the heights yesterday to Mr. Pioda. Later in the afternoon the Mayor escorted his distinguished visitor through the Sutro Heights grounds, visiting also the baths and the new Cliff House, which is now nearing completion.

DISCUSSED MANY THEMES.

Preachers Talk Theology and Make Some Practical Resolutions.

Congregationalists Intend to Take Action on the Armenian Question.

"Things That the English Bible Is Suffering at the Hands of Its Friends" was the subject of a paper read before the Methodist preachers yesterday morning by Rev. M. F. Coburn.

In the category of wrongs done the Bible by its friends, the speaker enumerated that they do not show sufficient discrimination in the use of the different books; they also use portions of Scripture without reference to the context, and the circumstances under which the words were spoken or the persons to whom they were addressed. Another charge brought was: "A preacher will use fragments of the Bible's contents as the foundation of his discourse because it looks like the thing he wishes to say."

The paper was discussed, after which Dr. Dille addressed a few words to the preachers, expressing horror at the conduct of the man Lane and his companions in vice. "We want," he said, "an organized movement to stamp out these things."

Resolutions were introduced by Dr. Dille which pledged the preachers present to use their individual efforts to ferret out such crimes as those of North Beach and bring the criminals to justice. The resolutions were unanimously adopted.

Presbyterian Preachers.

At the Presbyterian Ministerial Union Professor Kerr read a paper on "The Study of the New Testament."

The professor dealt in detail with the evidences, both internal aud external, by which the authorship of books of the New Testament can be determined, declaring that the investigation of Christian evidences assists believers in combating the attacks that rationalists make on the Bible.

The discussion on Professor Kerr's paper was opened by Professor Lloyd of the Congregational seminary. He advised the pastors to study and to give the results of their investigations to the people. He expressed his belief that the great conflict between rationalism and religion would come within the next twenty-five years.

Elder Geddes asked Professor Lloyd whether he doubted as to whose the victory would be. The professor replied in the affirmative. "If Cromwell had slept the enemy would have conquered him, no matter how just his cause. I believe in trusting in God and keeping our powder dry."

Congregational Club.

The Congregational Monday Club had arranged to hear addresses from Dr. Williams and Dr. C. O. Brown on the National Triennial Council of Congregationalists, recently held in Syracuse, N. Y., both gentlemen having been delegates to the convention. The pastor of the First Church did not materialize, however, but Dr. Williams gave an interesting account of the proceedings and by the unanimous request of those present he extended his remarks and answered a number of questions relative to the subjects of interest discussed. The council was, he said, one of brotherly love. "Peace, harmony and co-operation characterized its sessions from beginning to end."

At the conclusion of his remarks Dr. Williams introduced a series of resolutions relative to urging on the United States Government to unite with other Christian powers in suppressing the outrages committed by Turks on Armenians. After some discussion they were referred to a committee, with instructions to report next Monday. The committee selected consists of Dr. Williams, Dr. Pond, Dr. Frere and Dr. Mooar.

The Baptist preachers yesterday devoted their meeting to a review of home missions.

DEBRIS COMMISSION.

Many Permits to Mine and Build Dams Lately Granted.

A meeting of the Debris Commission was held yesterday and permits to mine were given to the following mines:

Bobbie Burns mine, near Placerville, El Dorado County; Tiedeman mine, near Georgetown, El Dorado County; Blacklock mine, near Placerville, El Dorado County; Goodhope Mining Company in the Richmond Hill mine, near La Porte, Plumas County; King Sayre mine, near Port Wine, Sierra County; Canada mine, near Port Wine, Sierra County; Pacific mine, near St. Louis, Sierra County; Ferrel mine, owned by the Eureka Lake and Yuba Canal Company, near Columbia Hill, Nevada County; Fred Lewis mine, near Spanish Ranch, Plumas County; Dutch mine, near La Porte, Sierra County; Sailor Creek mine, near Garden Valley, El Dorado County.

Permits to construct impounding dams were granted for the following mines;

Martin mine, near Placerville, El Dorado County; Plumas Blue Gravel mine, near Nelson Point, Plumas County; Chaparral Hill mine, near Onion Valley, Plumas County; Arctic mine, near Butt Valley, Plumas County; Michigan Hill mine, near Quincy, Plumas County; Jackson Creek mine, near Cromberg, Plumas County; Miocene mine, near Crescent Mills, Plumas County.

His Humble Apology.

John J. Ryan, who was arrested for perjury at the instance of Thomas L. Candy, in writing to the Carpenters' and Joiners' Union charging Candy with attempting to assault his wife and stealing all their money, appeared in Judge Joachimsen's court yesterday. With tears in his eyes he made a humble apology to Candy, regretting making such an unfounded charge against him, and by consent the case against him was dismissed.

New teeth sometimes appear in the jaws of persons of advanced age from the fact that there are occasionally in the jaw more teeth than there is room for them to develop, and when the old drop out the new therefore appear.

FOURTEEN HOMES BURNED

A Destructive Fire on Market Street Early Yesterday Morning.

ONE FIREMAN FATALLY HURT.

Twenty-Five Horses Are Incinerated. Two Firemen and a Woman Narrowly Escape.

At 3:30 yesterday morning Eureka Valley was visited by a destructive fire. The night was perfectly calm, otherwise the entire block bounded by Market, Sanchez and Sixteenth streets would probably have been destroyed. As it was, the fire spread with lightning rapidity through the inflammable frame structures, making it barely possible for the occupants to escape with their lives.

Officer Paul Smith saw the blaze several blocks away and turned in the first alarm, box 271, at the corner of Fourteenth and Church streets. The Fire Department was immediately on the scene, but the fire had got well under way. The dwellings on Sixteenth street were ablaze and the flames had started back toward Market street. A milkman told an officer that he had seen the fire from a distance at least twenty minutes before he heard the alarm.

THE SCENE OF THE FIRE FROM SIXTEENTH STREET.
[Sketched by a "Call" artist.]

Twenty-five horses were burned to death. Three firemen were seriously burned, one of them perhaps fatally injured, by a falling building and over $40,000 worth of property was destroyed.

The fire broke out in the rear of a stable owned by J. R. Koon at 3510 Sixteenth street. John Nelson, an employe, was awakened by the neighing and tramping of horses. He arose quickly, but found the entire back part of the stable in flames. It was impossible then to save the horses. Mr. Koon himself had a narrow escape and was unable even to save his clothes.

It is not known how the fire originated, but it is believed to have started in the straw back of the stable or the Jersey Farm Dairy, which adjoins it on the west. Three of the milk wagons of the dairy had left between 12 and 1 o'clock to make the usual rounds. Mrs. J. S. Benedict, wife of the proprietor of the dairy, while trying to escape in her night clothes was badly scorched about the feet. She was taken to the Receiving Hospital by Officer Norton. J. R. Koon lost eighteen horses, nine of which were boarding at the stable. Among these were three valuable animals owned by Dr. F. B. Carpenter; also Harry Z, owned by Major M. Biggs of 1125 Eighteenth street, valued at $1500.

Five horses were burned in the dairy. The stableman managed to save one horse, a pet of the family.

The fire spread rapidly on each side of the stable, and in a short time the large three-story frame building on Market street, owned by Ryan Bros., was in flames. A second alarm was turned in by Assistant Chief Fernandez ten minutes after his arrival.

Dan Doley, barkeeper in the Ryan Bros.' saloon, slept in a room near a little court, between the stable and the saloon. He was awakened by the barking of his dog. He was unable to save the dog's life and escaped without his clothes.

While Michael Sheehan of truck 3 was cutting through the side of 2229 Market the house fell upon him, breaking his back and injuring him otherwise internally. The underpinning of the building had been burned away, leaving nothing to support it. Sheehan was taken in an unconscious condition to the German Hospital. Word was received that he had regained consciousness, but was in a very precarious condition, both legs being paralyzed. Three firemen were assisting Sheehan, but escaped miraculously. W. E. Dubois saved only an old feather bed, made from feathers which his mother had plucked, and brought by him here from New York. "The only thing I could think of was to save that old relic," said he, "and that was all I did save."

Mr. Dubois is one of the heaviest losers by the fire. He said: "You can say that out of fourteen families not one saved a dollar's worth of their property."

Mrs. Wolf, whose husband is a commercial traveler, was with her three children in the second story of the flat at 2231 Market. She was ill at the time and narrowly escaped in her nightclothes. She lost everything.

Two firemen—G. W. Lahnsen of 5½ Alameny street and Edward O'Neill, 608 Seventeenth—were severely burned, Lahnsen on the right hand and face and O'Neill on the left hand and face. They were taken to the Receiving Hospital for treatment.

The losses were as follows:

Two-story frame, 3510 Sixteenth street, owned by W. E. Dubois, occupied by J. R. Koon as a livery and boarding-stable and dwelling. Loss, stable furniture, $4500; Palatine Company insurance, $3000. Eighteen horses burned.

Three-story frame dwelling next west, owned by W. E. Dubois, 3510 Market, occupied by Benedict Brothers' Jersey Farm Dairy. Loss, $1500; insured. Five horses burned. E. B. Car, Mr. Hill and Mr. Dunkins occupied the upper stories.

One-story frame, 3516 Sixteenth street, owned by Mrs. Rines, occupied as a kindergarten. Loss on building and contents, $500; fully insured.

Next west, three-story frame, owned by Mrs. Rines, 3518 Sixteenth street, occupied by Mrs. Rines, Mr. Eckhart and Mr. Freeman. Loss on building, $500; on contents, $300. Mrs. Rines was fully insured. Mr. Eckhart, furniture, loss $500.

Two-story frame, 3508 Sixteenth street, owned by Mrs. Austin, unoccupied dwelling. Loss on building, $500.

Two-story frame, 3509-3509½ Sixteenth street, slightly scorched.

Two-story frame, northwest corner Sanchez and Sixteenth streets, owned by Mrs. E. Bartlett, occupied as dwelling and stores, badly scorched.

One-story frame, 222 Sanchez street, owned and occupied by Mrs. M. McGowan as a dwelling, badly scorced.

Three-story frame, 3506 Sixteenth street, owned by Mrs. E. Bartlett, occupied as dwelling and store, badly scorched.

One-story sheds in rear of 224 Sanchez street.

Three-story frame, 2229-2229½-2229¾ Market street, owned by D. H. Foley, occupied by Mrs. Wolf as dwelling, Ryan Bros., saloon; total loss. Loss on building $7000, insured. Insurance on saloon fixtures $500, and on saloon furniture $500, in the Continental Insurance Company.

Two-story frame, 2231 Market street, owned by W. E. Dubois, occupied by same as plumbing-shop. Loss on fixtures, $2500; partly insured.

Two-story frame, 2233-2235 Market street, owned by Thomas Jennings, occupied by Reiner & Stormon, painters and paper-hangers; Loss, $800; one horse burned to death; no insurance. Charles Griswold's dwelling; loss to building, $6500; insured in the Royal, $3500. Chris O'Connor, dweller in same flat; loss $1000; insured.

Three-story frame, 2239 Market street, store and dwellings; slight loss. Entire loss of W. E. Dubois $16,000; on building, $14,500; furniture and fixtures, $1500; is insured in the Phœnix, $1000; Newhall Company, $1300; Northwestern, $7500.

TICKET AGENTS' BANQUET.

Local Railway Passenger Association's Annual Dinner.

The members of the San Francisco Passenger and Ticket Association will give their second annual banquet shortly. A meeting was held yesterday afternoon at the Palace Hotel of the committee in charge to make the preliminary arrangements. There were present the president of the association, Hugh J. Waugh of the Rock Island; the secretary, E. A. Mudgett of the Burlington; C. H. Miles of the Chicago, Milwaukee and St. Paul; Malone Joyce of the Oregon Railway and Navigation Company, W. R. Vice of the Union Pacific, H. Frodsham of the Southern Pacific and Amos Burr of the Vanderbilt lines. Saturday evening, December 7, was fixed upon for the date. It was learned that there would be about fifty members present and it was decided to go on and arrange for a great time.

UNITARIAN CLUB DINNER.

M. F. Swift of Boston an Earnest Advocate of Socialism.

Colonel John P. Irish Delivers an Eloquent Address in Reply—Other Guests.

The banquet marking the sixth annual meeting of the Unitarian Club took place last night in the Marble room of the Palace Hotel. About seventy-five people were present, comprising many of the most noted members of the club. C. A. Murdock, the president, sat at the head of the table and acted as toastmaster. Many speeches were made. Morrison F. Swift of Boston spoke of the trend of public thought toward socialism.

"The people who are in the majority and who have the right if they choose could put us in poverty. The public schools are educating them for a different sort of life, and they may take advantage of it. They are being left out in the cold. They must be given something openly or they must be shut off by closing the schools. Trades unionism is drifting into socialism. The people outside are also drifting toward it. This condition we must face. Collis Huntington is producing more socialists than any other man in the country. He is doing this because he is a great monopolist. We have got to choose between capitalistic socialism and the socialism of the people. The trusts are going to cause something in the nature of a revolution.

"Take it in San Francisco, we find we had been drinking swill and burnt sugar and other vile compounds in the milk, and the children had been poisoned. Along came a man who discovered this almost by accident. Then the milkmen formed a trust and raised the price of milk, when they had already been charging the price of pure milk; but this increase in price the people cannot prevent. What are we going to do about it? The working man to-day, under capitalists, has not one iota of liberty."

The speaker was cheered for his bold utterances.

Colonel John P. Irish was the next speaker. He said socialism would never advance till it had refounded itself by taking cognizance of its failures. "The labor union idea here introduced from Europe is not advantageous to the working classes." He told how he had fed two tramps the day before with quail on toast and had given each of them a glass of wine. They said they had been at work at the Union Iron Works and had struck, when getting $5 a day, on the order of Mr. Gompers. "Mr. Gompers," said Colonel Irish, "and I told these poor tramps that he was getting $5000 a year as a salary for being at the head of a great American labor organization, and the last I heard of him he was stopping at the Hotel Richelieu, in Chicago." [Applause.]

He defended the Southern Pacific to a certain extent and also the Standard Oil trust, but not trusts in general. Colonel Irish spoke at considerable length. "If socialism is to succeed," he said, "we must discard evolution and measure society down to the weakest. Can this be done? Socialism is harmless." Colonel Irish was again applauded at the close.

The Rev. E. B. Payne of Berkeley spoke upholding Mr. Swift. He said he thought it was due all men at the present time to make a sincere study of the needs of the people and do everything possible for them. The Rev. Dr. Stebbins followed. The meeting was an earnest and interesting one.

Must Pay for Delay.

The plaintiff in the suit of Wilson vs. McDade, which was to have come before Judge Daingerfield yesterday, is $34 out of pocket because he was not ready to go on. It is Judge Daingerfield's rule that when either party to a case has no good reason for refusing to proceed on the day his case is set and persists in the delay he must pay jury fees and the fee of the court reporter. Henry Thompson, counsel for Wilson, protested vigorously, but the $34 will have to be paid.

A SLAVE TO DRINK.

Alva Hamilton, in Despair, Swallows a Dose of Deadly Poison.

Alva Hamilton, a young married man employed at the Metropolitan Dairy, 429 Union street, committed suicide last night by swallowing a dose of cynide of potassium.

He was employed in the dairy some weeks ago, but was discharged owing to his drinking habits. I. Lerner, the proprietor, was induced to take him back about two weeks ago. Yesterday afternoon Lerner found that he had been drinking again. A lady came in, and while Lerner was talking to her Hamilton took a vial out of his pocket and swallowed the contents, which proved to be cynide of potassium. He was taken to the Receiving Hospital, but had died before reaching there.

He was about 23 years of age, and came here from Los Angeles. His wife and baby live there with his mother. He left there thinking that the change might save him from continuing a slave to drink.

A ROAD TO INGLESIDE.

Electric Cars Will Run to the New Track on the Opening Day.

Quick Work Done on the Mission Line Extension—The Transfers Available.

The electric road will be open to the new Ingleside racetrack in time for the opening on Thanksgiving day. So, at least, say the Market-street railway people. Work was begun on Saturday last, and nearly 400 men are laying tracks and putting up trolley poles. There are two and a half miles of track to be laid. This will be a continuation of the Mission-street electric line, and will be two and a half miles in length, running from China avenue to the racetrack.

It was over the granting of the franchise for this line that the members of the Solid Eight got into trouble several months ago. They granted to the Market-street railway people the right of way contrary to law, without advertising for bids, and an attempt to prosecute them fell through on a technicality.

There will be no changes of cars to the new line from the Mission-street line at China avenue. Whatever number of cars of that line will be necessary to accommodate the travel on racing days will be run on out.

It will be the only line running to the new racetrack, and it will interest a good many to know what lines will issue transfers good for the Ingleside racetrack over the Mission-street line. At Sixteenth street transfers will be accepted from the Fillmore-street line, which exchanges transfers with the Fillmore extension to the bay, Jackson, Washington, Eddy, Turk and Oak street lines. At Ninth street transfers from the Larkin-street line, connecting with the Sutter and Pacific-avenue cars, will be received. At Tenth street transfers will be good from the Post-street line, connecting with the Montgomery-street line and the cars down Eddy from Devisadero, and from the Oak-street cars from the park connecting with the Park and Ocean steam line. At Fourteenth street transfers from the San Francisco and San Mateo cars, both from the County line and from the ferries, will be accepted, and at Third street from the cars of the Third-street line from South San Francisco and the Southern Pacific depot at Fourth and Townsend.

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