

TO SPEND OVER THREE HUNDRED THOUSAND

Music Concourse, Loam and Tunnels for Golden Gate Park.

NEW ROAD FOR BICYCLES.

Demands Already Audited and Charged to This Year's Allowance.

PRESERVATION OF FORESTS.

Sentiment in Favor of Selling Buena Vista Park and Purchasing One in the Mission.

Now that the Supreme Court has affirmed the validity of the San Francisco tax levy the Park Commissioners will push forward the work of improving Golden Gate Park. Under the operations of the one-twelfth act the park receives \$25,000 a month. Since June 30, and including the allotment for the current month of November, the sum of \$125,000 has accumulated in the fund, and that amount, less than liabilities already incurred, will be available at once.

Commissioner Joseph Austin estimates that contracts already authorized and bills payable will amount to \$100,000. The books of the Auditor show that the demands audited to date amount to \$95,942. Other bills in the office of the Commissioner which have not reached the Auditor may bring the figures up to \$100,000. The audited demands embrace the labor payrolls since the beginning of the fiscal year. The demands for labor average about \$10,000 a month. The audited bills include among other demands the following items:

- Owen McHugh, loam, September, \$4303.
- Kilroy, loam, \$2960.40.
- Cochran, loam, \$2960.40.
- Southern Pacific, freight on loam, \$363.
- Gray Brothers, artificial stone, \$700.
- McClivray, first payment on concrete for Park, \$700.
- F. W. Dohrmann, street-sweeping for September, \$1950.
- McHugh, loam, October, \$1135.20.
- Hogan, loam, October, \$302.40.
- McHugh, loam, October, \$485.22.
- Loam, October, \$1000.
- Chiff & Co., bird feed, \$201.79.
- Charles R. Allen, coal, four months, \$1380.
- Loam, first payment on deer lodge contract, \$249.49.

Commissioner Scott is sick at home and Commissioner Rosenfeld is East. Commissioner Austin expects, however, that a meeting will be held next Tuesday, at which Mr. Scott, Superintendent McGowan and himself can be present. Plans for the improvements in view were perfected at the beginning of the fiscal year, so there will not be much to do at the meeting before ordering the prosecution of the work contemplated.

Money is available to put the new music concourse in shape, but it is doubtful if the Commissioners can now see their way clear to expend much money on a stone peristyle. For the convenience of pedestrians—the throngs of people who walk from car-line terminals to the heart of the park—two tunnels will be constructed to afford direct routes to the concourse and music concourse. The first or main tunnel will pass beneath the main driveway at a point near the old park entrance to the Midwinter Fair. The tunnel will open at the corner of the main driveway and the main driveway. This underground avenue will allow the passengers from the Powell, Jackson, Geary and McAllister street cars to reach the music ground without crossing the main driveway.

The next tunnel will accommodate people coming on foot from the bird cage, the deer glen, buffalo park and recreation grounds to the concourse. The passengers through this tunnel will enter the concourse near the lofty tower. The music stand will be placed near where the fountain played during the fair. There will be a carriage drive in the form of an S to the music concourse. The avenue for carriages is so devised that the teams must be kept moving.

The Commissioners propose to extend the bicycle course from the stretch at the Casino direct to the ocean. This avenue will be provided for the exclusive use of bicycles. Under the ordinance contemplated the "wheels" will not be allowed on any other of the park roads.

Money will be expended without unnecessary delay on the driveways of the park with the boulevard system at the point where Seventh avenue enters the park on the south side. Similar improvements will be made on the other side of the park, where First avenue connects. The Presidio system of roads may be connected by driving avenues through the park with the magnificent system of Southside roadway improvement along Seventh avenue through Ingleside to the great highway of the ocean beach. Beginning on Van Ness avenue, passing through the Presidio and park and over to Ingleside and returning a twenty-mile drive will be afforded. The project is being so far advanced that it is sure to be completed. The Boulevard Association having the project in hand began taking subscriptions yesterday. The first subscriber, A. B. Spreckels, signed for \$500. The Park Commissioners are not authorized to spend money on roads outside of the reservation, but they will provide good connections at park entrances.

Under the present appropriation the new park lodge of stone will be completed. This structure was planned to cost \$42,000. The Auditor understands that the estimate includes the furniture.

The expense of putting in loam, which will probably amount to \$30,000, is said to be necessary to preserve and develop the forests west of Strawberry Hill and to replace the soil destroyed by the building and wrecking of the Midwinter Fair. The loam comes from San Mateo County. The Southern Pacific Company had intended to use the loam for filling at Baden, but gave it to the park in exchange for an equal quantity of sand. The Commission-ers are authorized to spend money on the expense of hauling and distributing the material.

Buena Vista Park, which covers an area of thirty-six acres, is under the jurisdiction of the Park Commissioners. The site of the park is high ground and there is no water to be obtained to adorn and cultivate it. The Commissioners can keep the ground in some kind of order, but it is so near Golden Gate Park that a sentiment exists in the commission in favor of selling Buena Vista and buying a tract of land near the Mission for park purposes. The Mission, which is quite a distance from Golden Gate Park, does not enjoy the same privileges conferred on other sections of the City.

SWIMMERS AND DIVERS.

Great Interest Being Taken in the Coming Natatorial Tournament at the Lurline Baths.

Olympic Club members are taking great interest in the coming annual tournament of the California Swimming and Polo Club, that takes place at the Lurline Baths December 4, for the reason that some long-standing rivalries among the swimming members of the club are likely to be settled. In the 100-yard dash C. S. Melrose, whose record is 1 minute and 16 seconds,

will have as competitors Irving White, 1:19, George S. McComb, who won second prize in last year's Olympic Club championship, and has a record of 1:17½; Charles Jordan, a new but very fast swimmer, and Lon Morgan, 1:17.

In the quarter mile Melrose, White, Jordan (the champion at that distance) and A. Pope, who swam a close second to him, will probably compete.

The fancy diving contest is expected to be a close one, for George McComb, last year's champion, will compete against J. Putnam Jackson and other crabs who are expected to enter. The trapeze practice which the California Club members have had is expected to tell in their favor. The Olympic Club will probably not put in a team for the water polo contest, as its men are out of condition and have had no practice for some time.

APPLIED CHRISTIANITY.

Dr. Jonathan McDonald's Hospitality to the Disciples of Herron Revives the Institute.

Dr. Jonathan McDonald and wife have thrown open their apartments in the Columbian building to the Institute of Applied Christianity, and the meetings of the institute will be held there Monday evenings hereafter. Asbury Johnson will be the speaker next week.

The committee appointed to wait upon Dr. Rader for the purpose of securing his promise to act as its president reported at the last meeting that it was hopeful of gaining his cooperation in that capacity. Dr. Rader is still president of the Oakland institute, and has not decided whether to accept the presidency of the local organization under the circumstances. He has, however, taken the matter under advisement.

Dr. McDonald's hospitable offer may do much toward the resuscitation and prolonged extension of the life of the San Francisco institute. The distance to the former place of meeting at the Third Congregational Church was found to be a serious obstacle to a large attendance.

WATCHING THE RAILROADS.

Efforts Will Be Made to Have the Pacific Lines Pay Their Debts.

Editor Rosewater of the Omaha "Bee" Asks What This City Will Do About the Matter.

Editor E. Rosewater of the Omaha Bee in a letter to Mayor Sutro intimates that the people of his section of the country will make a determined effort before the Fifty-fourth Congress to prevent the refunding of the indebtedness of the transcontinental lines, and that he himself will be in Washington to look after matters. He thinks that concerted action should be taken by the cities on the lines of the Pacific roads, and also by the States traversed by them, to prevent the passage of laws countenancing refunding schemes that would legalize the present capitalization of the road. The communication reads as follows:

OMAHA, Nov. 16, 1895.
Hon. Adolph Sutro, Mayor, San Francisco, Cal.—Dear Sir: What if any action is contemplated by yourself and the citizens of San Francisco regarding the proposed settlement of the Pacific Railroad debt? You have doubtless noted the recommendations made by the Government directors of the Union Pacific Railroad and the scheme of reorganization by the Pacific roads. It seems to me that all the people west of the Missouri are vitally concerned in the winding up of the Union and Central Pacific railroads. The position for the latter has been that the mortgages should be foreclosed and the roads sold to the highest bidder and operated on an actual value basis, under such conditions as might be deemed necessary for the protection of the patrons of the road and the prevention of excessive rates.

I consider any scheme of reorganization that simply proposes the refunding of the present indebtedness and countenance the excessive exactions to pay fixed charges on fictitious valuations as a menace to the country traversed by the Pacific roads. It seems to me some concerted action should be taken by the cities on the line of the Pacific roads, as well as States traversed by the roads, to impress upon Congress the popular demand for relief, and, if possible, to prevent the passage of any law that would countenance any of the refunding schemes that would legalize the fraudulent capitalization of the Pacific railroads. I expect to be in Washington soon after Congress convenes and would like to hear from you at an early day. Very truly yours, E. ROSEWATER.

Mayor Sutro said yesterday that while other weighty matters had occupied his attention for some time past he was certainly intending to keep up his fight against the settlement of the debts of the road on any other than a just and business-like basis.

Ernest McCullough, who is Eastern people taking so much interest in this matter," he said, "and I trust that the people of this State, as well as those in all parts of the country west of the Mississippi, will become so much interested in the matter and bring so much pressure to bear on Congress that the members will be compelled to take cognizance of the popular demand and bring the railroad to terms."

The recapitulation of California depends largely on the manner in which this most important matter is handled, and we should certainly exert every energy to bring about a settlement before the adjournment of the next Congress."

EYES ON THE INSPECTOR.

National Guard Captains on the Alert for the Re-organizers.

They Will Not Accept Reduced Allowances and Expect an Early Overhauling.

Since THE CALL'S announcement the other day that there will be another reorganization of the National Guard of California within a few months, there has been no end of speculation in military circles on the probable methods of operation and the slimness of the chances some San Francisco companies have of continuing in the State service. National Guard officers everywhere are now free to admit that there is no escape from a severe overhauling by the superior commanders.

For the past few weeks companies and regiments have been brushing up on drill regulations and preparing probable appearance for an inspection, which informed officers believe will be ordered within a few weeks.

the rumpus about a proposed reduction of the allowances. It now appears that the Board of Location intended to cut down the allowances for the quarter beginning October 1, according to a programme mapped out way back in the summer. When the company commanders of the Fifth Infantry heard about it they stamped their soldierly feet and vowed that they would submit no reduction. Colonel Fairbank, who lives in Potomac, was consulted, and the officers of the Fifth came together to talk it over. The records of that memorable meeting are not available, but the \$75 proposition was so completely taken over that there was nothing left of it. The captains stood firmly for \$100, and the Sacramento office was informed to that effect. This vigorous action resulted as was intended and expected. The superior commanders were not looking for trouble at that moment and \$100 was sent to each of the Fifth Infantry companies. All the other companies in the Guard had to be treated just as liberally. Since the story of the meeting leaked out the Fifth has been generally credited with the victory.

The captains continue to declare that they will not submit to a reduction when the next opportunity occurs. Even more than of other units they are determined to intend to send a demand to Sacramento for \$100. If only \$75 should be allowed they will permit it to remain at Wells-Fargo's until it is recalled.

Such an attitude would mean six months' quarters, and perhaps the loss in any one of the City armories. The men in the ranks of the National Guard believe they are not sufficiently encouraged even now, and they threaten, in a great many instances, to leave the service if they are not allowed enough money to maintain a fairly interesting organization.

FOR A PUBLIC MARKET.

The Merchants' Association Interested in an Important Project.

A Directory Prepared for the City Hall. The Membership Increasing Rapidly.

The Merchants' Association has taken up a matter of great importance to the general public of San Francisco, namely, the establishment of a public market. Producers and consumers may meet and do business without the expensive intervention of middlemen. Director M. Kohlberg is particularly interested in the subject and he spoke with great enthusiasm upon the matter at the meeting of the board of directors yesterday.

He spoke of the crime of throwing hundreds of tons of fruit, potatoes and fish into the bay, while thousands of poor people in this City are suffering for the necessities of life, all because a few commission merchants are determined that the prices of said articles of food shall not fall below a certain figure. He said this wanton waste falls with equal hardship upon the producer, who sees his labors for a season cast into the waves without his being able to realize, in the case of farm products, even the cost of seed and cultivation. More than that, he has to pay the transportation companies for carrying the stuff to the City, when it could be better disposed of for fertilizing purposes.

By the establishment of one or more markets under the superintendency of city officials the producer and consumer could come together and each be greatly benefited. The free market system has proved successful in Eastern cities and even in Oakland. A few commission merchants might suffer, but the public would be benefited.

The question was referred to the standing committee on the subject, and it was decided that the association should investigate the subject and submit facts and suggestions relating to the same at the next regular meeting of the board.

After the matter was disposed of it was suggested by Mr. Freund that several free markets could be established in several parts of the City where they would be the most patronized.

The membership of the Merchants' Association increased with a jump yesterday by the election of thirty-six applicants as members. This makes the present regular membership of the association 278, showing an increase of 100 members in the past eight months. Further applications for membership have been promised so that the number of regular members of the association will exceed 300 before the end of this month. The new members are:

The Bank of California, by William Alvord, president; San Francisco Savings Union, by Lovell White, cashier; Donohoe-Kelly Banking Company, by Howard Hayes, president; Savings and Loan Association, by William Pacific Surety Company, James D. Phelan, Colonel E. A. Denicke, Al Bayman & Co., Jevany, Hopkins & Co., San Francisco Shoe House, Roth, Blum & Co., Charles G. Sparrow, Rosenthal, Feder & Co., J. C. Soper, and J. C. Soper & Co., Otto Muser, Leo E. Alexander & Bro.; Ernest McCullough, Charles A. Zinkand, George F. Roberts, Charles F. Williams, E. Law, H. O. Brower & Co., C. M. Christoffer & Co., Johnson & Emigh, Magnor Bros.

Consulting Engineer McCullough presented plans for the proposed directory for the new City Hall, and it was decided to submit these plans to the Board of City Hall Commissioners and request them to have the same put in the new City Hall. By means of this directory any person having business to visit the City Hall will be enabled to find without any difficulty or delay the exact location sought.

A communication was received from the State Development Committee requesting assistance from the association in its work now being done by that committee at the Atlanta Exposition. The board decided to contribute \$50 toward the work.

PARK CHURCH WILL LIVE.

The Decision Reached by the Congregational Council of Laymen.

The Congregational Laymen's Council appointed to consider the financial affairs and prospects of Park Church has decided that the infant church shall be nurtured, as its remarkable tenacity and progress deserve.

It was considered doubtful whether two churches could support the territory, and after the Howard Church claims were granted the question arose as to what should be done for Park Church—should the organization be absorbed into neighboring churches, or should other Congregational societies be asked to contribute to its support until it acquired sufficient strength to stand alone? The Congregational Council, called a few weeks ago to consider the question, referred it to a council of laymen.

The adjourned meeting, held on Tuesday, resulted in a plan whereby \$5000 should be raised for Park Church by February next. The council recommends that the churches bear an apportioned share of the expense and that subscriptions be obtained from business men wherever possible.

Dr. J. A. Cruzan, the Park Church pastor, will remain with his charge in view of accepting the pastorate of Olivet Church.

MERRY GIRLS IN COURT.

Soubrettes and Chorus Lassies in the Nash-Kreling Controversy.

A STAGE MANAGER'S DUTIES.

The Defense Claims He Has No Right to Draw Salary if He Attends the Races.

Judge Hunt, like nearly all other mortals, is subject more or less to the influence of youthful and bright femininity, dashing in step and dress; hence his more than usual good-nature yesterday as late as nightfall hearing the case of Stage Manager Nash against Mr. William Kreling. But for the presence in court of half a dozen blooming chorus damsels, a pert little soubrette, a leading lady or two, and the well-groomed chrysanthemum-bearing escorts, the day would have been positively dull.

Nash is seeking to recover \$300 which he claims is his due for back salaries, likewise about \$5200 which he says he would have earned at the rate of \$100 weekly had the defendant not discharged him one year before the expiration of their contract.

Such a case very naturally brought into court a great many theatrical people, giving the somber room somewhat of the appearance of what they call a "professional matter" of the case were gone into in the most matter-of-fact manner, and, to the layman, suggested little cause for merriment. It was not so, however, with the little ladies, who, giggled and even allowed more pronounced expressions of enjoyment to escape them.

At no time did his Honor essay to repress the silvery laughter of the footlight belles, and when, to the regret of everybody in the room, he was obliged to withdraw, the place assumed its wonted gloomy air, and the case was continued over until Monday morning.

Mrs. Kreling, the prepossessing widow of the late Mr. Kreling, retained a court all day, coaching Attorney Lowenthal, who represents her side of the case. Throughout it was apparent that her justification of the stage manager was that he neglected her business and attended the races. Other employes of her place of amusement were made to testify that they never visited the Bay District track, hence their continued employment.

In the case of Joseph Holtz, one of the witnesses, who testified that during all the years he worked for Mrs. Kreling as treasurer, ticket-seller and general utility man, he never thought of going to the races.

He is now out of the lady's employ and making up for lost time by selling pool tickets on the races. He acknowledged this in a roundabout way.

"No!" he exclaimed, "I do not sell pool tickets, I am a commission broker and I play money on the races for my customers."

Adolph Bauer, the leader of the Tivoli orchestra at the present time, was strong in his testimony as to Nash's inability to manage his business and attend the races. His own judgment that Nash was inattentive to his duties, and in consequence the Tivoli made much less money than it does at present under Stage Manager George Lask.

In this he corroborated William H. Leahy, who is recognized as Mrs. Kreling's advisor in business matters.

George Lask, proud of the position in which he found himself, having listened attentively to the witnesses, who extolled his managerial ability, gave his idea of what a stage manager's duties were. Bunching all that that very busy and necessary adjunct to an opera-house should be done, he said, that it is necessary to complete the staff of employees would be to engage a ticket-seller and an usher.

The stage manager, according to Mr. Lask, should invent business, study out the program, attend to the advertising, attend to the rehearsing, the music, and, between times, make himself of general utility.

During the afternoon Mr. Nash got in his heavy blows at his former employer's pocket-book. Joseph Hirschbach, who was musical director at the Tivoli during the plaintiff's regime, stood off the testimony given by the witnesses, and testified that he saw absolutely nothing that Nash left undone for the benefit of his employer.

Harry Cripps, the stage manager for De Wolf Hopper, was strong in his testimony as to Mr. Nash's ability in a similar capacity. He, as well as William Gleason, a stage manager of thirty-two years' standing, defined the duties required of men in their calling, and from what they knew of Nash's work he certainly came up to the mark.

The cross-examination by Lowenthal was principally on the point of whether the witnesses believed it possible for a manager to be so properly performing his duties and attend the racetrack five times each week.

"Do you attend the races, Mr. Cripps?" Lowenthal asked.

"Yes, sir, in New York, but not here."

"Why are you not here?" came the prompt answer, and the pert little soubrette in the corner nearly rolled off her chair in her merriment.

It came out during the examination that Mr. Cripps has very little faith in what he hears from the "front of the house," as the box-office management is generally termed. Lowenthal's cross-examination was an opinion as to whether it was not Nash's duty to believe Mrs. Kreling when she told him a change must be made as the house was losing money.

"No, sir. In a case of that sort I might not distrust the word, but I might not believe it. As a rule, I don't believe what is told me from the front of the house."

A few more such answers during the day almost sent the chorus ladies into convulsions of laughter.

John T. Wilson, the librettist of "Don Juan," "Lalla Rookh" and "Little Robinson Crusoe," presented by Nash at the Tivoli, joined in his praise of that gentleman's abilities.

Alice Neilsen, formerly of the Tivoli company but now of the Bostonians, paid high tribute to the plaintiff's abilities as a stage manager. Apparently counsel for the defense did not care to worry the young lady, for he failed to cross-examine her. He did likewise in the case of Gracie Plaisted, the favorite little soubrette.

livered to Coffin and Stanton, nominally as purchasers, but really as agents for their sale. It is alleged that Coffin and Stanton disposed of them, by hypothecation and various other ways, for their own benefit, the city never receiving any return.

The points urged against the validity of the bonds were that the act was special or local legislation, because cities of the first class were exempted; that the city was already bonded to the amount allowed by law, and the \$300,000 was therefore an over-issuance.

Mr. Maguire argued that municipal bonds were not negotiable instruments in California, under decisions of the Supreme Court, and any defense which might be urged against purchasers could also, as a matter of course, be urged against a subsequent purchaser for value.

The position taken by Mr. Thomas was that the limitation upon cities in the matter of issuing bonds related only to original issues for public improvements and to refunding bonds, and that while the law in question was local in its workings yet it met the requirements of the constitution and applied equally to all classes of cities within its term. He contended that the bondholders were fully protected by the recitals in the bonds showing they were issued according to law.

In view of the bitter and determined conflict that is on the cause that precipitated it and now acts as the incentive for its continuance is of interest, as only by its removal will normal conditions be possible. The history of the trouble which follows comes from a high official in railroad circles:

During 1893 and earlier the Southern Pacific Company enjoyed 50 per cent of all the passenger traffic between Portland and San Francisco, but during the depression that began with 1894 people apparently became more economical in their traveling as well as in other directions. As the rates then existing showed a difference on first-class fare of about \$11.50 and \$9 in favor of the steamship line people naturally were attracted under the circumstances to the water route. The result was that during the past year the proportion of passengers carried by rail between Portland and San Francisco was only 29 per cent.

In other words, the Oregon Railway and Navigation Company's steamers, which ran only once in five days, were carrying nearly three times as many passengers between the points named as the Southern Pacific Company did with its daily and faster mode of traveling.

Should the present war continue the Pacific Coast Steamship Company will make its fight more effective by putting in the winter which was intended to be up for the winter at Sausalito, on the sound route, and will then dispatch its steamers every three days, instead of every five as at present.

At the time the Oregon Railway and Navigation Company's representatives were held here several conferences were held with the Southern Pacific people, but no satisfactory basis of settlement could be decided upon. When the negotiations proved fruitless, the steamship men asserted that the Southern Pacific demanded two-thirds of the business, and this they would not concede. Their position is now specifically denied by the railroad. The latter claim that all they asked was the adjustment of rates so that they would be able to control 50 per cent of the number of passengers traveling between San Francisco and Portland.

This the steamship representatives would not concede. They best they would do, it is asserted, was to submit a proposition for the adjustment of rates, so that the freight rates, but should the contest remain unsettled it is not unlikely that a freight war may also ensue.

Travel in all directions on the transportation lines involved has been greatly stimulated by the extremely low rates, so that the loss in revenue created by the cheaper rates is at least partly made good by the increased traffic.

No recourse has been had as yet to cutting freight rates, but should the contest remain unsettled it is not unlikely that a freight war may also ensue.

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UNITED FAR FROM HOME.

Romantic Marriage of Sherry Krauss and Pauline Phirisch.

BOTH HAIL FROM NEW YORK.

To Avoid Complications They Came to This City to Be Made Man and Wife.

After many trials and tribulations Sherry Krauss and Pauline Phirisch, both of New York, were made man and wife by Justice of the Peace Groezinger yesterday and are now on their way to their Eastern home to enjoy their honeymoon if providence and an ex-Mrs. Sherry Krauss will permit.

Several years ago Krauss, who is a stalwart German and traces his ancestry back to a blue-blooded Knickerbocker family, married a lady who moved in the same circles as himself and for some time happily reigned in the Krauss household.

But dissensions arose and Krauss finally became alienated from his wife. He also fell in love with pretty Miss Pauline Phirisch, and this hastened his determination to be divorced from his wife and marry his charmer. Not desiring the publicity that would result if the action was brought in New York, he left Pauline and journeyed to San Francisco, where he brought suit for a separation on the ground of desertion.

Judge Daingerfield gave him a decree of divorce and Krauss went home satisfied. He made ready to take Miss Phirisch his bride, but complications over the legality of the divorce arose, the attorney who he consulted advising him that the California divorce might not be recognized by the New York courts. His ex-wife also expressed a determination to prevent the marriage if possible.

Then despair seized both Krauss and his fiancée and they were at their wit's ends. An eloquent was not to be thought of, for the law was against them and they knew not what to do.

Finally Krauss proposed that they travel together to California and be made one under the same jurisdiction that had separated him from his wife. This seemed the only solution of the difficulty and the trip was accordingly made, Miss Phirisch being accompanied by a female relative who acted as chaperone to the party.

On arriving here Krauss consulted an attorney, who told him that his divorce was legal, and that he was free to marry as soon as he pleased. Justice Groezinger was accordingly called upon to perform the ceremony, and did so in his usual pleasing manner.

At the last moment the bride that was to be weakened and seemed almost ready to give up her intention of marrying Krauss. She made many anxious inquiries of the Justice whether there was any question as to the right of herself and Krauss being united, or whether the ex-Mrs. Krauss, of whom she seemed to be in fear, could separate them on their return East.

On being assured that there was not the slightest danger of anything in a legal way coming between them, she consented to the tying of the knot. Then she and her newly made husband departed hurriedly to make preparations for the return journey to New York.

Krauss was very reticent about his connections in the East, merely stating that he came of a good family and was well provided with the world's goods. He declined to say where he had been staying while in this City and said that within a few hours he would be on his way East.

His attorney, he stated, would see that his first wife did not annoy him and that the money he kept away from the present Mrs. Krauss. He rather expected, however, that she would attempt to make trouble as soon as he and his bride landed in New York.

He is 32 years of age, while his wife advanced of twenty summers. She is slight, blonde and pretty, and seems very much in love with her