

ANOTHER STEP TOWARD HIGHER FREIGHTS.

The Panama Line to Abandon All Northern Business.

PLAYING FOR A TRUCE.

Its Object Believed to Be to Appease Two Powerful Recalcitrants.

THE DISTURBING ELEMENTS.

For Three Years They Have Been the Great Northern and Canadian Pacific.

As a direct result of the recent contract entered into by the Pacific Mail Steamship Company and the Panama Railroad Company, the latter has been compelled, by reason of the newly created conditions resulting from this agreement, to withdraw from the carrying trade to and from points on this side of the continent north of San Francisco, though their withdrawal will not be felt by the points most interested until the 30th inst.

Formal notice, however, it is learned from a firm interested in shipments to the north, has been given to all shippers and consignees interested that on and after the date mentioned all rates are canceled via the Panama Railroad and its connections, the Panama Steamship Line and the Columbian line, from New York to Portland and Astoria, Or., Vancouver and Victoria, B. C., Port Townsend, Seattle, Tacoma, Everett, Anacortes and New Whatcom, Wash.

Previous to the new arrangements these points were reached by the transshipment of freight at this port to the steamers of the Pacific Coast Steamship Company or those of the Oregon Railway and Navigation Company.

The reason assigned for the abandonment of this territory by the Panama people is that under the new arrangement the freight is carried from Panama to this port on the steamers of the Pacific Mail Steamship Company, which is not in a position to accommodate business for North Pacific points.

The natural result of this move will be to leave the field for through business from New York to Oregon, Washington and British Columbia to the Canadian Pacific, the Great Northern, the Northern Pacific and other transcontinental lines and those forming a link in a transcontinental system.

A peculiar significance attaches to this procedure in view of the strained relations that have existed between the Canadian Pacific and the Great Northern roads on one side and the other transcontinental roads on the other, ever since the disruption of the Transcontinental Association in 1892. These two northern roads have always claimed that owing to the disadvantages they were under in reaching San Francisco they were entitled to certain preferential rates, but these claims have heretofore not been allowed.

As a consequence, for the past three years the principal transcontinental lines of the United States have been subjected to the keenest competition, not only from the Panama people via the Panama route, but from these two great railroads on the north.

Every attempt heretofore to patch up a truce with the railroads of the north proved futile due largely to the unsatisfactory conditions that were created by the Panama competitor. With the Panama people no longer an element of disturbance, the problem has been simplified, and it is believed that the withdrawal of the Panama line from the North Pacific field is the next step toward bringing the two recalcitrant lines into more amicable relations with the other great transcontinental transportation companies.

It is known that negotiations to this end have been on foot for some time and that they are now being pressed with greater vigor than ever with indications of ultimate success.

It has been stated that the Panama-Pacific Mail enterprise would result in an advance of rates by the new combination and also by the Southern Pacific Company and other lines interested in through freight business. But it will be found impracticable for this to come about until the extreme northern competing and belligerent lines are placated. Any reductions made under the present conditions would simply force business to the two northern roads and tend to make the schedules of their competitors largely ornamental.

Until, therefore, news is received of the formation of another transcontinental association, including the Great Northern and the Canadian Pacific in its membership, it is not probable that there will be any advance in overland freights.

Now that the Pacific Mail Steamship Company has withdrawn its steamers from the New York-Oregon route, the three vessels of the Columbian line are hardly able to handle all the business being offered at New York for through and intermediate points, and it is reported that within sixty days it will put on an additional steamer. It is also on the cards that the Pacific Mail will augment its Panama-San Francisco fleet with the City of Para or the Columbia, or perhaps both.

LABOR IN THE PARK.

The Eight-Hour Law Said to Be Violated in the People's Pleasure-Ground-Carpenters Debate.

The annual meeting of the Carpenters and Joiners' Union, No. 22 was held last evening at Odd Fellows' Hall, but reports for the past year were reserved until the union convenes again. The union was organized June 29, 1882, and with periods of reverses and successes has continued in existence until at last night's meeting its membership was 760 out of a total of 1500 union carpenters in San Francisco.

It was reported that the eight-hour law had been violated in Golden Gate Park. The union sought to secure employment for one of its members in the park on buildings in course of construction near the new music course and accidentally learned that mechanics and laborers in an adjacent pleasure-ground were working nine hours a day in violation of the State law. The Labor Commissioner was notified yesterday and he promised to investigate the complaint.

A debate was commenced last night before the large number of union carpenters who attended the meeting. C. F. Stradd, president of the District Council and a member of union 483, took the negative,

while C. L. Malsbury of union 22 argued in the affirmative, the subject of discussion being "Whether Labor Unions as Now Conducted Are a Success." This was the first of a series of debates intended to make the meetings attractive to members, and instructive as well, and the outcome, it is expected, may be a clearer knowledge of how to treat the labor problem.

NO REVOLUTION.

Consul Calderon Receives a Cable From President Gattieres Denying Such a Statement.

The Examiner on Thursday printed a dispatch with the date line, "Salvador, December 25," in which an account was given of an alleged blood-rioting of Salvadoran troops against the Government. According to the story the garrison at "Sonsonate" revolted because of the treatment of Colonel Rivera, and while drilling broke into a mutiny, and with cries of "Viva la revolution" and "Viva la libertad," overpowered their officers, stood them up in a line and shot twenty-five of them, including Colonel Rivera.

Dr. Estorijo Calderon of 526 Sutter street, the resident Consul of Salvador, was rendered quite anxious by the story and at once sent the following telegram to President Gattieres:

Ha habido pronunciamiento en Sonsonate? Prensa de aqui publica eso. E. CALDERON. Translated freely this reads: "Has there been a revolution in Sonsonate? The press of this city print that there has. E. Calderon."

Yesterday afternoon the following reply was received: SAN SALVADOR, Dec. 27, 1895. Prieto Alvarez, San Francisco: Todo tranquilo. (All quiet). R. A. GUTIERREZ.

MILLIONAIRE HITCHCOCK.

One of the Noted California Pioneers Near Death in This City.

He Invested His Profits in Many Great Ranches, and in Bank and Railroad Stocks.

Hollis Hitchcock one of the best-known and wealthiest pioneers of California, is lying near death at Dr. L. C. Lane's hospital, corner of Clay and Webster streets, in this city.

It was thought last night that he would not live till morning. Mr. Hitchcock's disease is kidney trouble combined with muscular rheumatism. He is now 75 years old. His nephew, Ben. F. Hitchcock of Salinas, who is at the Russ House, has been carefully tending the old gentleman during the past few days.

Hitchcock the elder came to California from Eastern Canada in 1852. He soon became a successful man of affairs. He began buying and driving beef cattle to various gold camps. There was a big demand for beef at high prices in those days, and Mr. Hitchcock made a great deal of money.

As fast as the money was made he invested in other things, but principally in land. He had a penchant for buying fine farms, and some of the best in the State are now his property.

He owns some of the most valuable property in Monterey County. He also became possessor of the old Sam Potter ranch, and also of the Watson ranch, in Sonoma County.

Besides these he purchased large areas of land in Solano and other counties. He owns also at the present time 3000 acres on Grizzly Island, in the Sacramento River. He also is the possessor of land elsewhere.

But these are only a few of the frugal old pioneer's possessions. He owns stock in no less than five banks, and is said to have \$100,000 worth of stock in the San Francisco and North Pacific Railroad.

He kept up his cattle-buying for many years, while investing in various enterprises. He also entered extensively into the business of raising cattle. He owned three or four cattle ranches in Sonoma, others in Sacramento, and yet others elsewhere in California.

Years ago he bought lands in Fresno. In general he has bought land and has had advantage of a heavy increase in values. Even at the present low price of real estate Mr. Hitchcock is believed to be easily worth \$1,000,000. He has property scattered everywhere and those who know him best do not know all he has.

Mr. Hitchcock never married. For some years he has resided at Healdsburg, but he lived periodically for a short time at or near his ranches in the several counties. In this city he has for many years lived at the Russ House.

His wife is well known, especially among the old Californians.

JOE JOHNSON IS CAUGHT.

Sent Lottery Tickets Through the Mails to a Postal Inspector.

If He Says the Tickets Were Counterfeits Another Charge Will Confront Him.

Joe Johnson is again in the toils. Some time ago he was arrested by the police for counterfeiting lottery tickets and selling his goods. He then gave the name of Thomas Upson, was arrested and sentenced to six months' imprisonment and to pay a fine of several hundred dollars.

He took an appeal, and while enjoying his liberty on \$2000 bail was up to his old haunts and tricks.

Last night Johnson was arrested by Postal Inspector Erwin and Deputy United States Marshal Moncton for unlawfully using the mails in his questionable lottery business. They had learned that he was to be at the Orpheum for an appointment he had made with a woman with whom he was living at 127 Fourth street. Just as the programme was about to begin Johnson put in an appearance. He was lodged in the Broadway Jail in default of the \$1500 bail which had already been fixed by United States Commissioner Hancock.

It was in October last that Mr. Erwin first began to decoy Johnson into such acts as would show that he did not scruple at using the mails in violation of the postal laws. On October 29 Mr. Erwin wrote a letter to Johnson asking him what figures he would sell Honduras lottery tickets for. Mr. Erwin pretended to be one "I. Schwartz," a cigar-dealer of "Reno, Nevada," and used for his letterhead a rubber stamp purporting to be the business imprint of Mr. Schwartz.

Evidently Johnson, whose place of business was then at 412 Kearny street, thought he had a good customer and that "Schwartz" would prove a profitable retailer of his lottery tickets. He replied he could let his correspondent have Honduras tickets at 70 cents on the dollar, which is said to be twice the discount the regular dealers themselves enjoy. Mr.

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FOR DEMPSEY'S WIDOW.

Proceeds of Her Benefit Will Amount to Nearly \$2600.

The 'Nonpareil's Friends Turned Out Last Night to Swell the Fund for His Family.

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Altogether the whole affair was one of the best conducted entertainments ever arranged for a San Francisco audience. It was particularly orderly, and Cliff Phillips, who donated his theater for the occasion, saw to it that his employes kept perfect order and everybody who was entitled to a seat got one.

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