

SHACKLES FALL FROM HANFORD

First Valley Railroad Train Enters the City.

GREETED BY CHEERING THOUSANDS.

Wild Demonstration When the Locomotive Comes Into View.

VISITING THROGS JOIN IN THE CELEBRATION.

Far Into the Night the Citizens and Their Guests Continue the Revel.

HANFORD, CAL., May 22.—The San Francisco and San Joaquin Valley Railroad has come to Hanford, and the event has been celebrated all day and is still, now late at night, being celebrated with the most extravagant manifestations of joy. The people of the whole country flocked into and overran and almost swamped this little city, not to speak of the hundreds who came by the special trains from points as far distant as San Francisco.

It was a big, big day in Hanford, and it demonstrated as fully as its projectors could possibly desire that the people of Kings County appreciate at its full value the Valley road means to them.

The dawn was greeted with the booming of cannon, calling the people of the city up to prepare for the coming of the multitude. And it was none too early, for the sun was not up before the first wagon of the distant rancher or vineyardist turned into the main street and took its post in front of the park.

There was no doubt about it now, but still the people held themselves in restraint. They were waiting for the first train to enter the city. It was like a veil of triumph. It sounded to the people like victory's essay to spell the word "emancipation," and they broke into a great cheer.

Men were waiting at the cord of every steam whistle in town and at every bell,



MISS ELLA COFFEE, Voted to Be the Most Popular Lady in Hanford, Who Represented Kings County in the Demonstration Celebrating the Coming of the Valley Road.

and with the scream of the locomotive, which was the signal, such a din and clamor was set up as set the windows of the town rattling. People poured from the houses and hotels and hurried toward Seventh street, until that thoroughfare became impassable.

The train stopped, and the Valley road at Hanford was an accomplished fact. The cheering and the blowing of whistles and ringing of bells continued for some minutes, while the soldiers and the guests who desired to attend from Fresno, it was postponed until afternoon. In the meantime the crowds from Visalia and the surrounding country kept coming.

The National Guard companies from Fresno held the post of honor on the right, followed by the uniformed rank, Knights of Pythias, of Hanford. These served as escort to the queen of the day, Miss Ella Coffee, with her maids, six young ladies all dressed in white and carrying white parasols, the queen being quarried high under her canopy and wearing a golden crown, while the ladies of her court sat in a picturesque group about her.

The float upon which they rode was very handsome. The maids of the court were: Miss Rose Rider, Miss Dottie Coffee, Miss Addie Coffee, Miss Belle Peacock, Miss Grace Lillian Rider, Miss Gusie Newport.

Finally came the Chinese contingent with

its golden banners and tinsel and noise, and then the bikes. Altogether it was a notable procession. It moved through the principal streets of the town and passed in review, counter-marching on Front street and the park before the grand stand, where were the president of the Chamber of Commerce and the officials of the Valley road and the Postal Telegraph Company. Mayor Phelan, who was expected, did not come.

On the stand there were the following: who had come by the first train: Robert Watt, vice-president of the road; Capt. A. H. Payson, second vice-president; Thomas Magee, director; J. E. Hooper, director; Alexander Mackie, secretary; E. E. Preston, counsel; W. B. Storey, chief engineer; John Moss, traffic manager; A. D. Schindler of Stockton, division superintendent; P. L. White, J. M. Eads, Lovell White, trustees; L. W. Storror, superintendent of the Pacific Postal Telegraph Company, and H. C. Bush, general agent of the Atlantic and Pacific Railroad Company.

General regret was felt and expressed because of the inability of President Claus Spreckels to be present. When the procession had passed, E. E. Manheim, president of the Chamber of Commerce, addressed the people, saying that the occasion of gathering was one of the greatest gratification to the citizens of the county, although but four years old it might be said that Kings County was fairly out of her swaddling clothes, and what had this day been accomplished would certainly speed her on the upward road to prosperity. He introduced Hon. Justin Jacobs as the spokesman for the people of the county.

A bit of history in the fact that this celebration of the incoming of the Valley road was being held almost in front of the office of the Southern Pacific because of the location in the park there of the band stand; yet the fact had its compensation in the annoyance which the ringing of the bells of the exultant of the road caused the speaker. However Judge Jacobs was persistent and made himself heard to the end. He said: This is a day of great joy for the people of Kings County. Our rejoicing should be twofold, for we are here to celebrate two of the most important events that have transpired in the history of the prosperity of this section of the State—the creation of the new county of Kings and the entrance into our county of the San Francisco and San Joaquin Valley Railroad.

money enough at our command to go right ahead building the road, whether we dispose of bonds or not. There are many enterprises in which a return of 6 per cent could be made on a capital investment. I prefer this project, as it will tend to develop the State to an extent greater than anything else that could be done by public or private enterprise. I have no doubt that when the road is properly built there will be no trouble about the interest being paid. It now remains with the people to decide whether the road shall be the latest make or the best that has ever been made. I have already transported every confidence that we have now, and shall always continue to have, the support of the people. Thus, I am sure, fully realize that our interests are one. The greater the patronage extended to us the lower will be the cost, for we are pledged, as they know, not to charge more than will return 6 per cent on the money invested in the road.

When we take into consideration the fact that during every year there is, or heretofore has been, a surplus of the county of Kings to the amount of \$900,000 for freight alone we can begin to comprehend in some slight degree the enormous profits which would accrue to any company having a monopoly of the carrying traffic of the great San Joaquin Valley.

The Valley Road, which is now being fully equipped at a cost of about \$20,000 a mile. The Southern Pacific, or, more properly speaking, the Central Pacific, between Stockton and Lathrop, is bonded for \$60,000 a mile. Its original cost to the company was probably \$40,000 a mile. The fact that the matter came about it is hardly time for the occasion to discuss. Yet, without going into the details of the matter, it is plain to see that it costs much more to pay interest on \$100,000 than it does to pay for the same amount of the new road means a saving to the company of \$20,000 a mile.

Whenever the shipper or producer avails himself of an opportunity to ship his goods by rail, he is bound to do so. It is not a matter of choice, but of necessity. The cost of shipping, by reason of the cutting of rates upon the part of the rival transportation companies, is becoming more and more prohibitive. It is a matter of fact that the Valley road will, in all probability, be able to make it up in the long run if he is a regular shipper. So if the competitor of the Valley road is to be a paying rate, by reason thereof you had your freight there to save a few dollars, don't make a great fuss if the Valley road is to be a competitor for self-protection and put the rates back where they were before the Valley road was introduced. Then what?

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And it has not been done for a sea. I would impress upon you this fact that the men who built this road are not railroad men. They are men such as you are yourselves—merchants and manufacturers. They did not build it because they wanted to build and operate a road. They built it because they felt it their duty to their State. It was forced upon them; they built it out of the misery of California.

I do not say this in any spirit of prejudice against the other company. Railroads are not built usually through motives of philanthropy, but when the pressure of monopoly becomes so great as to check the natural growth of a State or a people, the bonds will at last burst, and released, they will proceed on to their natural destiny. As I have looked over this fair State of ours and saw how, despite its splendid resources, it has languished and grown faint, I have felt that the natural growth of a State or a people, the bonds will at last burst, and released, they will proceed on to their natural destiny. As I have looked over this fair State of ours and saw how, despite its splendid resources, it has languished and grown faint, I have felt that the natural growth of a State or a people, the bonds will at last burst, and released, they will proceed on to their natural destiny.

modations? Then have you not a competing road through this land that God blessed when he made it? [A voice: "And well stay with you. That is all we ask." I have stood here long and been patient, and I shall not detain you further. God bless you.]

When the applause subsided Chairman Manheim proposed three cheers for the Valley road, and they were given with a tiger and the gathering was dismissed. A bullfight on the cards for the later hours of the afternoon attracted a great crowd to an arena on the outskirts of town. Not much was expected of it, but it proved to be quite an exciting entertainment. Three bulls were put through their paces by four matadors. One of the bulls showed unusual agility and agility. Twice one of the matadores fell in front of the enraged animal and once it was thought he had been killed, the bull striking him fairly.

His fellows rushed to his assistance, as did also a body of horsemen held in reserve for such emergencies. The spectators crowded to the fence about the arena, and in several places it broke down. The excitement was intense. The matadors clung to the bull's horns and neck, and finally succeeded in disengaging him. When all was over the gored matadors were found to be only slightly injured, and did not leave the arena.

To-night the demonstration was concluded with an illuminated bicycle parade and the Valley road officials were banqueted at the Aborn. At a late hour the celebration was still in progress. Chief Engineer Storey stated to-night that trains would be run on regular schedule in about ten days. The time would be reduced between here and Fresno from three hours by the Southern Pacific to one by the Valley road and Hanford would no longer be a sidetracked town.

With the coming of the road comes also the Postal Telegraph, granting the people competition in the matter of telegraphic communication as the road does in that of transportation. The Postal has engaged offices in the Artesia Hotel building. The Santa Fe also opened offices here to-day for the first time. N. W. Hall taking charge as freight and passenger agent.

The Valley road will push on to Bakersfield, said Engineer Storey to-night. "It is reasonable to suppose that some transcontinental line will build to Bakersfield and give a direct connection through to the East. We can then handle transcontinental freight. In the meantime we undertake to perform only what we set out to perform—that is, to grant relief in the matter of local rates, which bear the heaviest on the farmers. We are doing that."

NEVADA CITY, CAL., May 22.—Walter Kavanaugh is no longer the hero of Nevada City. Ten days ago this 20-year-old youth gained a reputation for bravery by putting to flight two masked men who had entered the office of the Union Hotel to rob the safe—at least, that was Kavanaugh's story of the alleged encounter. Now the generally accepted opinion is that the two masked bandits existed only in the imagination of the hotel clerk.

Since the affair in the Union Hotel, the local officials have been active. For two days after the alleged encounter between Kavanaugh and his midnight assailants a posse of armed men, aided by bloodhounds, searched the surrounding country, but no bandits could they find. The bloodhounds readily took up the trail leading from the hotel, but after following it for a short distance from the city they turned and came back. Evidently the robbers had not attempted to get away from Nevada City, but had retraced their steps and passed the balance of the night within the limits of the town.

Now the officers have found evidence which supplies strong grounds for the belief that Kavanaugh planned the attack on the hotel himself, and was assisted in its execution by a confederate. While they were robbing the safe the young clerk accidentally upset a money drawer, scattering its contents over the floor. The noise aroused J. Northway, the proprietor of the hotel. Hearing him mutter about in his room, Kavanaugh's confederate took flight, and the hotel clerk, to give color to the story that he was attacked by robbers, fired a couple of shots from his revolver and scattered the furniture around the room in confusion. Just as Northway entered the office he dashed out of the door as though in pursuit of some one, again firing his revolver at the mythical robbers.

This is the theory advanced by the officers, and in proof of it they offer an interesting exhibit. The sleeve of a duster, said to have been worn by one of the robbers, was found near the hotel wrapped in paper. The authorities have found in Kavanaugh's room the sheet from which this bit of paper was torn. This is but a portion of the evidence by virtue of which they declare that he can prove the falsity of young Kavanaugh's story.

Kavanaugh will not be prosecuted, for the reason that even though his story is untrue he failed to get away with any of the gold in the hotel safe. The young man had not borne an unenviable reputation heretofore.

Several years ago he was convicted of carrying a gun and sentenced to San Quentin. He was afterward transferred to the Preston School of Industry, and after serving his term in that institution came to Nevada City a year ago.

TACOMA'S DEAD BANDIT.

The Robber Killed by Superintendent Dams Identified as the Notorious "Jack" Case. TACOMA, WASH., May 22.—After sifting a lot of informal testimony as to the identity of the robber who held up the Seclacoom electric car yesterday Coroner Hoska has arrived at the conclusion that he was "Jack" Case, formerly a member of a band of highwaymen which made its headquarters near Roseburg, Or. Case spent a long term in the Portland jail, having been arrested with a confederate named Tom Poole for holding up and robbing the Fort and express on the Southern Pacific Railroad at Com Creek Canyon in the summer of 1895. They were convicted, but the verdict was afterward set aside and a new trial ordered. Case is said to have been released on

THE FAREWELL SALE OF THE MAZE TO-MORROW, 8 A. M.

Bargains in Dress Goods, Silks, Cloaks and Suits await you to-morrow. Our anxiety to close out these departments first leads us to make extraordinary cuts in them. Medium priced goods will bring their value in the auction room, but high priced goods are not in demand by frequenters of The Hammer and Block, so we prefer to get something out of them from the public to throwing them away in the auction room. We sold silks to the wife of a downtown jobber yesterday because our price was 25c a yard less than his. This is true. This stock, when it is sold down low enough, will be sold in bulk to some other merchant or sent to the auction room. We are done with business in San Francisco. The store is for rent, the fixtures for sale and possession will be given whenever desired. Come early and stay late. You'll not get such a snap in a hurry. Neither will you make such a profitable investment in merchandise for some time to come.

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his own recognition, to appear for trial next winter. He is known to have come to the attention of the police through the necessities to his identity as Al James and Nelson Bennett. James came from Oregon, where he knew Case well. He saw him at Portland last winter and subsequently in this city, and positively identifies him. Nelson Bennett occupied a berth in the sleeper when the Southern Pacific train was held up at Cow Creek, and saw both robbers through the curtains. They wore masks, but the taller one, he told Coroner Hoska, very strongly resembled the dena robber, whose corpse he viewed at this morgue to-day. The mustache in particular was like that of the Oregon robber.

Case had been in Tacoma for several weeks. He began purchasing cigars at a stand three weeks ago, and paid regular visits to one or two saloons. His hat bears the trademark of M. Josephson, a Roseburg merchant, showing that he came from that section. Several physicians spent two hours this afternoon making an autopsy to ascertain just how death had come. The most important was the second bullet from Superintendent Dams's pistol pierced Case's left lung and the aorta, then glancing over to his left side. Death was practically instantaneous after the bullet struck him. Coroner Hoska is endeavoring to learn if Case had an relatives in Oregon who desire the body, otherwise it will be interred in the potter's field.

Superintendent Dams to-day received telegrams from New York, Boston (his old home) and several other cities congratulating him on his bravery. He has stated that he would not take the same chances again. When the shooting on the car began Mrs. Hacker, one of the women passengers, dropped to the floor and lay perfectly still until the fighting was over, stating afterward that the floor was by far the safest place when the bullets were flying.

To Represent Mendocino County, UKIAH, CAL., May 22.—The Board of Supervisors to-day appointed Mayor T. L. Carothers of Ukiah as delegate to represent this county in the trans-Mississippi Congress at Salt Lake City, commencing on July 14. Carothers holds a similar appointment to the same position by virtue of an order passed by the Board of Trustees of Ukiah some days ago. The selection of Mr. Carothers meets with general satisfaction.

The Folsom-Sacramento Highway. SACRAMENTO, CAL., May 22.—The Folsom and Sacramento Highway Commission met this morning and arrangements were entered into to provide for the

preliminary work necessary. Charles A. Lohrs was elected president and Charles T. Hughes secretary, and the services of Engineer J. L. Maudie were retained. He will make estimates of the cost of the work and plans of construction. The macadamized roadway will be twenty feet wide, extending from this city to the town of Folsom, a distance of twenty-two miles, and will cost in the neighborhood of \$90,000.

The air is so clear and dry in the Arctic regions that conversation can be carried on when the speakers are two miles apart.

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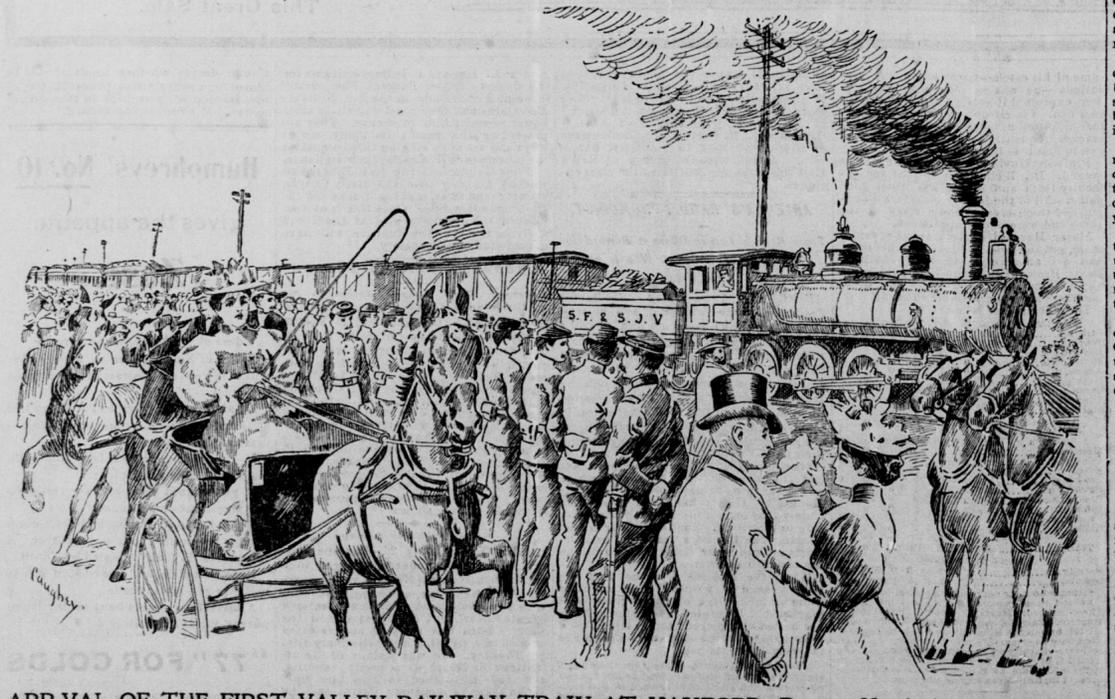
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A few words about the Complexion. Use a good Preserving Cream and you will not get Freckles or Sunburn. An ounce of prevention is worth a pound of cure. Raymond's Complexion Cream, for Beautifying and Preserving the Complexion and skin. Price 50c. The Owl Rose Cold Cream, for Sunburn, Rough Skin and Insect Stings. Price 25c. Louder's Cucumber Cream makes the skin Soft and Smooth. Price 25c.

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