ARE TO TEST LAW ON HACKS

Carriage Owners' Association Intends to Start All Vehicles Without License

ARRESTS MAY FOLLOW

Claim Is Made That Taxes Should Guarantee Protection for Every Citizen

Stable and carriage owners have had all the delay they will stand regarding the placing of their hacks on the streets. That decision was reached yesterday and there will be no more delay about putting the hacks on the streets if men can be obtained. Just what the city officials will do is conjecture. The law says hack drivers must have licenses, but the owners have concluded that the withholding of licenses on the pretext that the applicants do not know enough about the city was going too far and they are ready to test the question.

Owners take the position that as all the stables allied against the Hack Drivers' Union are paying taxes on their property they are entitled to the protection of their business. The only thing to do, they say, is to start men out and if arrests are made to fight the cases. The owners expect arrests to be made and the men who go out will be warned accordingly. Such action will bring the license question into the courts, but the lawyers engaged by the owners say they can win.

Tuesday night the Police Commissioners are to meet and pass upon several applications for licenses. Formal application will be made for the granting of permits to several men who have applied for work. If the board rejects the applications, the men will be put to work, provided they are willing to take chances with the thugs.

The union says it has had nothing to do with the cases of assault, though it is known that union men have made the assaults. It is the intention of the union to look out for every man placed on hacks and if he cannot produce his permit from the Police Commissioners to complain against him and ask for his arrest.

There are more than 100 hacks owned by the association and thus far there have been but twenty-five applicants for positions. Of that number only one was granted a permit by the Police Commissioners.

Members of the union will be on hand Tuesday night to watch the proceedings of the commission and also to try to get all those who are granted permits to join the union.

Hackmen are having trouble over payment of dues and assessments. Those that are working have to advance a given amount every week in order to remain in good standing with the union. Some of the men are beginning to complain and there are indications of trouble in the organization.

No hacks went out last night with unlicensed drivers. The intention of the owners to put men on the vehicles was not carried out for the reason that men could not be secured who were willing to take the chance of being pummeled and after that treatment arrested, even though the owners were willing to defend them in the courts.

TO SUPERSEDE STRIKERS.

Southern Pacific Secures Men to Handle Freight on West Side.

Men were supplied by Murray & Ready, the employment agents, last night for the Southern Pacific to handle its freight at the West Side depots.

Murray took 150 men to the yards last night. Union pickets patrolled the streets, but offered no inducements to the strike-breakers, who could not be reached. The new men were guarded. They are expected to handle all of the freight. Trouble is predicted.

The union claim for an increase of wages is based on the ground that there has been an increase in the cost of living. They want 25 cents per hour as against 20 cents and in some cases 22½ cents paid certain workers.

The company holds that such demands are unreasonable. The men say the demands are reasonable and must be granted or they will tie up the entire system.

The officials say there will be no room for arbitration. The men have made their demands and the company has refused to grant them.

Efforts are being made to bring about a further consideration of the differences, but it is not likely that such a result can be reached. Both sides are determined and the strike is on in earnest.

PERSONAL.

Dr. F. U. Bowers of Sonora is at the Lick.

J. L. Gillis, an attorney of Sacramento, is at the Lick.

C. M. Lynch, a merchant of Grass Valley, is at the Lick.

J. D. Melihan, a business man of Petaluma, arrived at the Grand yesterday.

F. R. Kackley, a capitalist of Indianapolis, and his wife are at the St. Francis.

Bishop C. C. McCabe of the Methodist church of Philadelphia, and wife, are registered at the St. Francis.

John C. Underhill of Kentucky, one of the supreme officials of the Independent Order of Odd Fellows, arrived at the Palace yesterday.

Judge James E. Fenton of Nome, and his brother, Dr. T. D. Fenton of Portland, arrived from the north yesterday and are staying at the Occidental.

J. W. Raphael, the well-known merchant, has returned from the East and intends to open up an extensive advertising campaign under his personal direction.

To Visit Del Monte.

The gardens, drives, sports and general attractions of Del Monte have made it one of the show places of the world. First-class tickets between San Francisco and Los Angeles, either way, with two days' entertainment at this famous hotel, only $22; children's rate, $14 50. Privilege of thirty days' stop-over. Ask Southern Pacific agents. *

LOOKING FOR TROUBLE.—Four union stablemen were parading in front of stables on Drumm street early yesterday morning and Sergeant Ellis was informed that Robert Tulte, one of them, had a revolver. The men walked along toward Market street and were followed by Ellis and Policeman Bean. Tulte was observed to run into 20 Drumm street and come out quickly again. The men were overtaken and placed under arrest. At 20 Drumm street Ellis found a piece of rubber hose loaded with shot, which Tulte had evidently dropped. Tulte was locked up in "the tanks" at the City Prison and the others were discharged.

Notice to Passengers.

Baggage transferred to and from all trains, steamers, etc., at low rates. One trunk (single trip) 35 cents; round trip 50 cents. Morton Special Delivery, 308 Taylor, 650 Market, Oakland Ferry Depot. Phone Exchange 46. *

HYDROGRAPHY OF THE SACRAMENTO VALLEY DISCUSSED PRACTICALLY AND WITH DETAIL BY W. H. MILLS

Problem of Drainage Is Related to Impounding.

Troublesome Waters May All Become Beneficial.

Outflow Is Greatly Blocked by the Sea Tides.

Force of Torrential Streams Is Now Resistless.

EXPERT WOULD SUBDUE GREAT FLOODS TO USE

W. H. MILLS has written for The Call the accompanying article on the hydrography of the Sacramento Valley. The theme is intimately related to the drainage and consequently to the full development of the great Sacramento Valley. Mr. Mills makes several noteworthy points. He says that the catchment areas of the Sacramento and San Joaquin rivers constitute 48 per cent of the area of the entire State of California. The paramount factor, when drainage is considered, is the relation of the sea level to the high and low water in a system of bays. Ocean tides obstruct the outflow of the waters of the rivers to a distance of more than 125 miles from the Golden Gate. The only remedy to effectually dispose of menacing floods is declared to be the storage of the flood waters by a series of great dams. As subsequently devoted to irrigation, these waters will become beneficial instead of being an annual menace as at present.

The catchment area of the San Joaquin and Sacramento rivers embraces approximately 48 per cent of the entire area of the State, or a region comprising about 70,000 square miles.

These two valleys of the Sacramento and San Joaquin may be termed the interior basin of California. From the highest point of watershed on the south to the source of the Sacramento River, near Mount Shasta on the north, the distance in a straight line is about 525 miles. Of this 275 miles belongs to the San Joaquin and 250 miles to the Sacramento. Both rivers constitute the central drainage of a region lying between two ranges of mountains. The Sacramento River, the drainage of the northern portion of this basin, flows south; the San Joaquin River, the drainage of the southern portion of the region, flows north, until they find their confluence on the eastern margin of Suisun Bay. From this point to their outlet to the sea, at the west end of the straits of the Golden Gate, they are one river.

THE COMBINED RIVERS.

This single river, which flows through Suisun Bay, the lower portion of San Pablo Bay and the upper end of San Francisco Bay to its final point of emptying or drainage into the sea, is without name, being overshadowed by geographical designations in the way of names of bays; but the law of gravitation operates quite unconscious of the names of the lakes or basins through which a river flows. In very truth the west end of the straits of the Golden Gate is the mouth of the combined rivers which flow into the Sacramento and San Joaquin rivers and the Suisun, San Pablo and San Francisco bays, and when all these are taken into account, that is, when the streams that flow into the bays, including the Napa River, Petaluma Creek and the drainage of the Santa Clara, San Ramon and other valleys tributary to the bay system are considered, they form one single river having a catchment area equal to 75,000 square miles, which reaches sea level through the Golden Gate.

The paramount factor, when drainage is under consideration, is the relation of this sea level to the high and low water in the system of bays and the direct influence which this sea level has upon the lower courses of the Sacramento and San Joaquin rivers.

As the American pioneers found this primitive condition, the tide rose and fell every day at Knights Landing, thirty-five miles by the channel of the river above Sacramento, and the tide influenced the drainage capacity of the San Joaquin as far inland as Stockton. When the Central Pacific Railroad was built, in pursuance of an act of Congress granting aid for the construction of a railroad from the Missouri River to the Pacific Ocean, Sacramento was accepted as the Pacific Ocean terminus because Pacific Ocean tides were encountered at that point.

The tides of the ocean, then, obstruct the outflow of the waters of the San Joaquin and Sacramento rivers to a distance of over 125 miles from the mouth of the combined rivers at the western outlet of the Golden Gate. The Sacramento River, opposite the city of Sacramento, has an elevation of 30 feet above sea level, or less than 3 inches to the mile of its course to the sea. The ebb tide through the Golden Gate vastly exceeds the flood tide which flows inward, because it carries outward the water which the tide has delivered to the tidal reservoir composing the bay system and the accumulated and obstructed waters of the vast catchment area already disclosed.

TOPOGRAPHY OF AREA.

To this point, we have but one side of the story. We have brought to view a river 125 miles in length with an average fall of less than three inches to the mile. We must now consider the topography of the catchment area and rainfall which feeds this river.

The two rivers which flow to the north and to the south and which, turning abruptly west at right angles to their general course, drain two great valleys having the Sierra Nevada Mountains for their eastern and the Coast Range for their western wall, drain these two ranges of mountains to their very summits, and fully 60 per cent, or 42,000 square miles, of their catchment area has an inclination of from 10 degrees to 60 degrees. Upon this uplifted area two-thirds of the entire precipitation of both valleys fall. While this statement is sufficiently comprehensive to those familiar with the facts, for the sake of perspicuity it will be illustrated in detail.

The Sacramento River rises at the north line of Township 40 north, in a straight line, 250 miles by mathematical demonstration from the top of Mount Diablo. From its source to the head of the Sacramento Valley, in a straight line a distance of 48 miles, it has over 3000 feet fall. It receives Fall River, McCloud River and Pitt River as its eastern tributaries, and these rise at an altitude of between 3000 and 4000 feet. They have an average fall of nearly 100 feet to the mile in their entire course.

The annual precipitation in the mountain district, which constitutes the catchment area of the upper end of the Sacramento system, is more than twice the annual rainfall at Chico, and in addition to this the area is subject to phenomenal precipitation, as for instance, five or six inches in from six to ten hours at Delta.

Following the Sacramento on both sides the same condition is maintained. Cow Creek, Deer Creek, Antelope Creek, Mill Creek, Rock Creek, Pine Creek and Butte Creek on the east and Elder Creek, Red Bank Creek Cottonwood Creek, Toms Creek and Stoney Creek on the west, all in the high altitudes, receive nearly double the annual precipitation of rainfall in their upper courses of that which visits the immediate area of the Sacramento River, and delivers this precipitation, by reason of the inclination of the mountainous district, down channels which make their currents necessarily torrential.

Then the Feather River, two-thirds of whose drainage area stands at an angle of from 15 to 60 degrees, is encountered, and the Yuba and Bear rivers, branches of the Feather River, are practically mountain torrents.

THE AMERICAN RIVER.

Topographical facts relating to the American River will be given in detail as peculiarly illustrative of the situation. The American River has its confluence with the Sacramento River at the city of Sacramento. The mouth of the American River is in township 8 north, range 4 east. It has three well-defined river channels in township 13 north, range 15 east. The surveys of the Government show that the distance between the mouth and the well-defined sources of this river is but fifty-four miles and these sources are 6000 feet above the mouth of the river.

It is difficult to realize, but it is mathematically true, that a horizontal line fifty-four miles long drawn from the head waters of the American down to its mouth would stand 6000 feet above the city of Sacramento, and the river channel must take up all of this fall in its course of less than seventy-five miles, even by way of the channel itself. Here is an important tributary of the Sacramento River, having an average fall of eighty feet to the mile, delivering its rainfall and its snow melt into a channel which, from that point to the sea, has less than three inches of fall to the mile.

The upper courses of the American River have more than double the annual precipitation of that recorded at the city of Sacramento. Graphically presented, then, draw two straight lines, one running north 275 miles and the other south 250 miles to a point of junction, where they turn at right angles west to the sea through a single combined channel; then from the high summits of two mountain ranges draw the confluents at right angles with the central drainage and with the central axis of the mountains; give these tributaries a declivity of from sixty to one hundred feet fall to the mile and give their catchment areas double the annual precipitation of the lower courses of the main drainage and we have a series of torrential streams delivering flood volumes in a comparatively few hours into channels which possess the very meager and limited drainage capacity of less than three inches fall to the mile.

TIDE STOPS CURRENT.

When a tide moves eastward through the Straits of Carquinez drainage of the great basin is entirely suspended and, as already shown, there is an obstructing tidal influence for at least one hundred miles up the channels of both rivers. Thus the low stage of Suisun Bay affords all the drainage these rivers can by any possibility have. But the elevation of Suisun Bay is determined by the relation of the sea to the bay system and the lower courses of the rivers cannot be changed or modified except by a change of the sea level itself.

Owing to the greater rainfall upon the catchment area of the Sacramento, its flood stages are often higher than those of the San Joaquin. The observation of this phenomenon has led to the fallacy of supposing that the Sacramento might be relieved by turning its waters into the channel of the San Joaquin by an artificial canal; that is, invoking the aid of the San Joaquin in the drainage of the Sacramento. But the sea level status of Suisun Bay is the controlling factor when drainage is considered. When the waters of these rivers reach Suisun Bay they are subject to the same law; therefore, the proposition to empty the waters of one into the channel of the other is attended by the absurdity of supposing that a river may empty itself by delivering a part of its current into its own channel. Both rivers find a common and paramount obstruction in the ocean tides of Suisun Bay.

Professor McAdie stated to the recent River Convention that if the great storm of last winter had continued three days the flood waters of the river would have extended from the foothills of one range of mountains to those of the other, submerging the entire valley. This, indeed, is just what did happen in the flood of February, 1861.

The meteorological conditions to which the recurrence of great floods in the interior basin are referable are familiar to all the residents of the valleys. One foot of newly-fallen snow is equal to one inch of rainfall, but when ten feet of snow is found it equals fifteen or eighteen inches of rainfall, because the snow has compacted by its weight. When the upper courses of the tributaries of the Sacramento lying from 5000 to 6000 feet above the central drainage of the valley contain from five to ten feet of snow and receive a precipitation of from ten to fifteen inches of rainfall within three days that carries off the snow, the water is delivered to the drainage channels of those tributaries as rain runs off the steep roofs of houses.

RECEIVE THE FLOODS.

The Sacramento and San Joaquin are tidal rivers for nearly 100 miles of their lower courses and must receive these torrential floods and deliver them to the ocean through channels which have but thirty feet fall in 125 miles.

Thus it is that, after an American occupancy of fifty-five years, the problem of drainage remains unsolved. But little has been learned and absolutely nothing has been done to meet the exigencies of the situation. The great flood of the early 50's, the greater flood of February, 1861, and the recurrent great flood of 1904 manifested the same destructive tendencies that would have attended them 100 years ago. They destroyed the island reclamation at the mouths of the Sacramento and San Joaquin rivers, and with it destroyed the engineering theories that such reclamation is not an obstruction to the outflow of the floods. The recurrence of great floods is just as certain as the recurrence of the rainy season.

Uplifted areas like those which constitute more than half the interior basin, must necessarily suffer erosion when the surface of their escarpment is broken by the pasturage of domestic animals and the general occupation of man. This erosion was accelerated by hydraulic and other mining, but it had been in process centuries before California was inhabited and will continue in all the centuries to come. In a comparatively recent period the system of bays extended to the mouth of the Feather River and up the San Joaquin as far as Stockton. In the process of time Suisun Bay will be filled and the Sacramento and San Joaquin rivers will flow through one well-defined channel into the Straits of Carquinez and thence to the sea.

CHAPTERS OF FAILURES.

The history of engineering experiment and theory presents merely chapters of failures. Engineers were found to approve of the drainage act under which an attempt was made to impound the mining detritus by the construction of brush dams. The distinguished engineer James B. Eads was brought to the State for the purpose of bearing testimony in favor of the practicability of that scheme. He gave a very reluctant assent, saying that the experiment was worthy the trial, but the experiment merely demonstrated the utter fallacy of all the theories concerning it. Two hundred and fifty thousand dollars of State money was expended to make this one experiment. The channel of the Yuba, a high altitude tributary of the Feather River, was selected for the experiment. The first flood destroyed the works that had been erected for its control, with an imperious disregard for engineering theories.

The Sierra Nevada tributaries of the Sacramento and San Joaquin rivers have a velocity of current which makes it impossible to check, arrest or impound their waters in their channels. The force of ten thousand cannon balls would be feeble in comparison with the torrents which sweep with destructive velocity down these streams. A stone dam anchored to the bedrock might be constructed to stand, but the reservoir area would fill up the first season and the detritus which results from the perpetual erosion of the mountain declivities would simply fall over the top of the dam and possess no economical value unless for creating electrical power.

REMEDY IS PROPOSED.

It would be merely quoting the opinion of engineers to say that the only remedy for this is the storage of the flood waters of these streams. All of the tributaries of the two drainage channels of the valleys might be economically stored when they reach the general level of the plain below, while up the mountain courses of many of these streams there is ample opportunity for holding back the flood waters and feeding them into the main channels at a rate consistent with their drainage capacity. In the course of time this will be done. In the natural course of events the Sacramento and San Joaquin valleys will be irrigated and irrigation uniformly destroys rivers.

The Government of the United States has entered upon a scheme of arid land reclamation by irrigation, as relates to the Colorado River, which will destroy the navigability of that stream. It has already assumed the position that the superior public uses of the Colorado River is irrigation and not navigation. Water sufficient to irrigate the great interior basin of this State must necessarily be stored. The summer stages of all the streams, which when combined create the Sacramento and San Joaquin rivers, are not equal to the demand for the irrigation of these great valleys. When the aggregate precipitation of common years is accumulated by storage and devoted to the fertilization of the Sacramento and San Joaquin plains, the flood stages of the Sacramento and San Joaquin will disappear.

Combination of meteorological conditions will create floods at wide intervals of time, which will be more or less destructive, but the usual condition will be full channels all the year round attended by navigable conditions of the highest economic value. That this result will be achieved is inevitable and the force that will bring it into being is the obvious values to be developed by the undertaking.

The task of impounding the flood waters of the streams supplying the great interior water ways appears stupendous only to those who are unfamiliar with precedent. We stand appalled before the vast sums of money required for its accomplishment, but the magnitude of these sums sink into comparative insignificance when measured by the stupendous aggregate of values to be created and the vast populations hereafter to be sharers in the incalculable benefits.

MONEY IN CHERRIES.

Fine prices have been received for early California cherries, so reports the Newcastle News, which says:

The California deciduous fruit season opened April 30 with the shipment of a single box of cherries, closely followed by other single box shipments. There has been a good deal of discussion over the question of who made the initial shipment, but it seems to be conceded that the honor is due to the Frank H. Buck Company of Vacaville, Solano County, and that the first box of cherries to leave the State was grown in the Robinson Brothers' orchard of that place.

This box was closely followed by one from the orchard of J. H. Smith, Vacaville, shipped through the Earl Fruit Co., and another from the orchard of D. D. Gammon, Sacramento County, shipped through the Pioneer Fruit Company, Sacramento city. These three boxes brought fancy prices, as the first California cherries always do. The Sacramento box was the first to be sold and brought, at private sale, in the city of Chicago, $25.

This sale took place Thursday, May 5, and on the following day the other two boxes were sold—one in New York, the other in Philadelphia. The box shipped by the Buck Company sold in New York for $21, or a trifle over. The box shipped by the Earl Fruit Company just broke all previous records by bringing, at public auction in the city of Philadelphia, the heretofore unheard of price of $70. These shipments were closely followed by shipments from Placer County and other early districts, and fancy prices have been the rule, notwithstanding the fact that these early cherroes do not compare in quality with later varieties.

FIRE PICTURES FOR ST. LOUIS

Department Makes Record-Breaking Run in Front of a Biograph Machine

FOR USE AT EXPOSITION

At Request of Merchants' Association Apparatus Is Furnished for the Views

Biograph pictures of the San Francisco fire department responding to a first alarm of fire were taken yesterday afternoon at Fifth and Market streets. The films will be used by the Merchants' Association in connection with the San Francisco lecture department at the St. Louis Exposition. Every facility was afforded the operator to secure good views and the nine pieces of apparatus that will appear in the run went at break-neck speed, showing the department in the best of preliminary action.

About 1 o'clock the section of department apparatus that had been selected by Acting Chief Dougherty assembled on Fourth street, near Market. Truck 1, engine 17 and wagon, battery 1, chemical 1 and the water tower and light wagons, driven by Acting Chief Dougherty and Battalion Chiefs Wills and Shaughnessy, were in line. The horses were white and the apparatus was of the latest improvement. The battery and the water tower are both local inventions and will attract interest when shown abroad.

Captain Spillane and a squad of policemen kept the south side of Market street, from Fourth to Sixth, clear of vehicles and pedestrians. The department made every effort to keep the event a secret, that too many people would not assemble to see the run, thereby causing accidents or impeding the way of the horses, and just a sufficient crowd appeared to contribute incidents and add detail to the picture.

The chemical passed Fifth street, where the picture machine was placed, first, at a record-breaking gait. Then came Acting Chief Dougherty and the engines and other equipment dashed by at intervals of a few seconds. Harry J. Miles, representing the American Mutoscope and Biograph Company, took the pictures and will put them in shape for the exhibition. Although the films have not yet been developed, Miles says there is no reason why they should not excel anything of their kind ever shown.

Italians Celebrate.

The annual festival in commemoration of the anniversary of the concession of the Italian constitution was held at Shell Mound Park yesterday under the auspices of the Mutual Aid Society of the Garibaldi Guards. The affair was participated in by all the local Italian organizations, which met at Garibaldi Hall, and, preceded by a band, marched to the ferry. At the grounds the day was pleasantly spent in dancing and other amusements.

Opening of "New" Santa Cruz.

A great entertainment will mark the opening of the cottage and tent city at "New" Santa Cruz Saturday, June 11. One of the features of the event will be a grand ball with music by a Government band.

Round trip excursion tickets from San Francisco to Santa Cruz, good from Saturday to Sunday, sold for $3; Saturday to Monday round trip tickets, $3 75. Ask Southern Pacific agents.

SAYS WOMAN ROBBED HIM.—Louis Verori, who lives at Broadway and Montgomery avenue, reported to Policeman Ring early yesterday morning that Grace Reed, a colored womna at 14 Pinckney alley, had stolen $120 from his pockets. Ring placed the woman under arrest and locked her up pending developments. She was searched by the matron, but no trace of the money was found.

ADVERTISEMENTS.

THE NORTH-WESTERN LINE

The North Western-Union Pacific Excursions

afford unusual opportunities for an economical and satisfactory journey to

Chicago and the East

Excursions Every Day

Personally conducted parties leave San Francisco every Wednesday, Thursday, Friday

Leave Los Angeles one day earlier. Choice of routes.

For full information apply to or address

R. R. RITCHIE, General Agent, Chicago & North-Western Ry. 617 Market St.

S. F. BOOTK, Gen'l Agent Pass'r Dept., Union Pacific R. R. No. 1 Montgomery St. SAN FRANCISCO, CAL.

UNION PACIFIC THE OVERLAND ROUTE WORLD'S PICTORIAL LINE

HOTELS AND RESORTS.

(New) HOTEL BUTLER SEATTLE.

REMODELED AND REBUILT at expense of $200,000—New Management—ENTIRELY FIREPROOF.

LOCATION—Very accessible to street car lines, theaters, etc. EUROPEAN PLAN.

223 ROOMS with LUXURIOUS BATHS—Several private rooms in antique decorations. Turkish Baths in Hotel.

UNSURPASSED RESTAURANT, De Steiger, Chef, formerly of Waldorf-Astoria and Chef to Prince of Wales.

HOTEL ORCHESTRA: Telephone Connections in every room; long distance connections made with any part of the Coast.

Wire for reservations, at our expense.

HOTEL BUTLER, Seattle, Wash.

Palace and Grand Hotels

DON'T FAIL TO see the beautiful COURT Lounging room, the EMPIRE PARLOR, the PALM ROOM, the LOUIS XV PARLOR, and the LADIES' WRITING ROOM.

AMUSEMENTS.

COLUMBIA SAN FRANCISCO'S LEADING THEATRE

LAST SIX NIGHTS.

Matinee Saturday—Charles Frohman Presents

MAUDE ADAMS

In Her Greatest Triumph,

THE LITTLE MINISTER

Beginning NEXT MONDAY,

E. H. SOTHERN

In the Miracle Play,

THE PROUD PRINCE.

By Justin Huntly McCarthy, Author of "IF I WERE KING."

SEAT SALE THURSDAY.

TIVOLI OPERA HOUSE.

ONLY MATINEE SATURDAY.

BEGINNING TO-NIGHT.

FIRST PRODUCTION IN THIS CITY

Of the Military Comic Opera Triumph,

SERGEANT KITTY

Book and Lyrics by R. H. Burnside

Music by A. Baldwin Sloane

Beautiful Production—Splendid Cast. First Appearance Here of

LILLIAN SEFTON, Prima Donna Soprano

Usual Tivoli Prices—25c, 50c, 75c.

LOOK OUT FOR "ROBIN HOOD."

CALIFORNIA

A Tremendous Personal Triumph for AMELIA GARDNER

The Stirring War Play of the South

"THE CAVALIER"

Presented by

The Oliver Morosco Company

The Greatest Stock Company in Existence.

BARGAIN MATINEE THURSDAY, 25c and 50c.

Next—SECRET SERVICE.

Orpheum

6--BIG NEW ACTS--6

Truly Shattuck; Avon Comedy Four; Leah Russell; Brandow and Wiley; Burke, La Rue and the Inky Boys; Gaston and Stone; Powers Brothers; Orpheum Motion Pictures, Showing the Brooklyn Handicap, and

Marcel's Living Art Studies

Regular Matinee Every Wednesday, Thursday, Saturday and Sunday. Prices, 10c, 25c and 50c.

Fischer's THEATRE

—COME TO-NIGHT—

See the Sensational Novelty, Lionel Lawrence's "EIGHT RADIUM GIRLS."

The big hit last night, And the funniest of all burlesques,

U. S.

1000 actual laughs in three acts.

This "All Star" burlesque cast: EDNA AUG, GARRITY SISTERS, YORKE AND ADAMS, AL FIELDS, EDWIN CLARK, BEN DILLON, ROY ALTON.

Bewitching chorus of forty.

Matinees Saturday and Sunday.

Same popular prices.

Next burlesque—"THE MORMONS."

ALCAZAR Belasco & Mayer, Proprietors. E. D. Price, General Manager.

STARTING TO-NIGHT—One WEEK.

MATINEES THURSDAY AND SATURDAY.

OUIDA'S ROMANCE

UNDER 2 FLAGS

FIRST ALCAZAR STOCK PERFORMANCE.

MAGNIFICENT PRODUCTION.

MARVELOUS SAND STORM SCENE.

CIGARETTE'S RIDE FOR LIFE.

Evg., 25c to 75c. Mats. Thurs. & Sat., 25c to 50c

NEXT WEEK—LAUGH LONG AND LOUD!

—CHARLEY'S AUNT—

THE COMEDY OF COMEDIES.

To Follow—Clyde Fitch's LOVERS' LANE.

Coming—WHITE WHITTLESEY.

CENTRAL BELASCO AND MAYER PROPS

Market street, near Eighth. Phone South 533.

TO-NIGHT—ALL THIS WEEK.

MATINEES SATURDAY AND SUNDAY.

Hal Reid's Phenomenal Eastern Success,

THE PEDDLER

A Fascinating Heart Interest Drama with a Wealth of Comedy and the Greatest of all Hebrew Characters.

PRICES Evenings.....10c to 50c Matinees.....10c, 15c, 25c

Next week—Mammoth Revival of

—"THE OCTOROON"—

The CHUTES

THE GREAT ALFONS,

Europe's Foremost Equilibrist,

And a Splendid Show Every Afternoon and Evening in the Theater.

TAKE A RIDE ON THE

MINIATURE ELECTRIC RAILROAD.

Esmeralda and Her BABY MONKEY in the Zoo.

INSPECT CABARET DE LA MORT.

AMATEUR NIGHT THURSDAY.

Admission, 10c; Children, 5c.

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Weekly Call $1.00 per Year

AMUSEMENTS.

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MATINEE SATURDAY—LAST WEEK

MELBOURNE MacDOWELL

In the New and Successful Romantic Drama

A CAPTAIN OF NAVARRE

PRICES: 15c, 25c, 50c, 75c

DAVID BELASCO

PRESENTS MRS.

LESLIE CARTER

In His New Play

DU BARRY

For a Limited Engagement, Commencing

NEXT MONDAY NIGHT

Regular Mat. Sat. Special Mat. Wed.

SALE OF SEATS COMMENCES

THURSDAY MORNING

Prices: $2.00, $1.50, $1.00, 75c, 50c

MISCELLANEOUS.

STATEMENT

OF THE CONDITION AND AFFAIRS OF THE

Northwestern Mutual LIFE INSURANCE COMPANY

OF MILWAUKEE, IN THE STATE OF Wisconsin, on the 31st day of December, A. D., 1903, and for the year ending on that day; made to the Insurance Commissioner of the State of California, pursuant to the requirements of Section 613 of the Political Code of said State.

CAPITAL.	
Amount of Capital Stock paid up in Cash	
ASSETS.	
Net value of Real Estate Owned by the Company	$3,611,897 42
Amount of Loans secured by Bond and Mortgage on Real Estate	85,718,617 07
Premium notes and loans in any form taken in payment of premiums on policies now in force	312,311 54
Cash market value of all Stocks and Bonds owned by the Company	67,468,352 43
Amount of Cash on hand in Company's Office	208,436 75
Amount of Cash deposited in Banks	2,258,383 09
Interest due the Company and unpaid	91,202 39
Interest accrued but not due	2,495,469 40
Net amount of premiums in process of collection, and of deferred premiums	2,252,755 52
Loans made to policy holders assigned as collateral	13,751,253 00
Rents due and accrued	31,936 59
Total Assets	$178,200,625 20
LIABILITIES.	
Claims for death losses and matured endowments, due and unpaid	$107,083 12
Claims for death losses and matured endowments in process of adjustment, or adjusted but not due	508,142 58
Claims resisted by the Company	40,900 00
Net present value of all the outstanding policies, computed according to the Combined Experience Tables of Mortality, with four per cent interest	145,035,854 00
Amount of all unpaid dividends to policy holders	2,502,823 00
Tontine Surplus payable to policy holders	23,879,360 78
All other Liabilities	711,697 73
Total Liabilities	$172,585,861 30
INCOME.	
Cash received for premiums on new policies during the year	$3,826,934 69
Cash received for renewal of premiums during the year	22,528,714 91
Cash received for interest	7,010,017 44
Cash received for rents	434,731 48
Cash received from all other sources	234,875 14
Total income	$33,835,273 66
EXPENDITURES.	
Cash paid for losses and matured endowments	$8,133,547 29
Cash paid to annuitants	45,885 30
Cash paid for surrendered policies	2,460,634 65
Cash paid for dividends to policy holders	4,456,172 04
Commissions paid to agents	2,927,742 60
Salaries and other compensation of officers and employes, except agents and medical examiners	481,882 42
Salaries and traveling expenses of managers of agencies	11,191 51
Medical examiners' fees and salaries	170,822 51
Cash paid for taxes	670,507 19
Cash paid for rents	41,585 00
Cash paid for commuting commissions	430 74
All other cash payments (specifying) Repairs on Real Estate, Legal Expenses, Advertising, Printing, etc., $378,449 33; Premium notes voided by lapse, $9,979 31; all other payments, $1,247,715 26	1,636,143 90
Total Expenditures during the year	$21,066,545 13
PREMIUM-NOTE ACCOUNT.	
Premium notes and other premium obligations at beginning of the year	$292,223 23
Premium notes and other premium obligations received during the year	144,691 80
Total	$436,915 03
Deductions during the year, as follows:	
Amount of notes and other premium obligations used in payment of losses and claims	$15,246 74
Amount of notes and other premium obligations used in purchase of surrendered policies	8,855 85
Amount of notes and other premium obligations used in payment of dividends to policy holders	35,208 51
Amount of notes and other premium obligations voided by lapse of policies	9,979 31
Amount of notes and other premium obligations redeemed by maker in cash	55,313 10
Total reduction of Premium-Note Account	$124,603 51
Balance, note assets at end of the year	$312,311 54

WILLARD MERRILL, President.
J. W. SKINNER, Secretary.

Subscribed and sworn to before me, this 29th day of January, 1904.
P. R. SANBORN, Notary Public.

CLARENCE M. SMITH, General Agent for California, 114 Phelan Building, SAN FRANCISCO, CAL.

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