

STREET RAILROADS DEACONIZED BY THIS SUBWAY PROJECT

Continued from Page 1, Column 6.

point street and have a length of 3290 feet, while the one under Jackson street would extend from Hyde to Mason and have a length of 1856 feet. With one station on each tunnel, such stations to be equipped with elevators, the total cost of the two tunnels would not exceed \$1,200,000.

"These tunnels would have ample capacity for carrying all the cars now run on six lines. The present combined maximum schedules call for 120 cars per hour in each direction. If they were run through two tunnels it would mean an interval of one minute upon each track in each direction. This interval can be greatly reduced in tunnels, where there would be no interference. In these tunnels the California, Sacramento and Clay street lines would be combined in the California street tunnel; and the Union, Jackson and Washington street lines in that under Jackson street, suitable connections at both ends of the tunnels being arranged to restore the various services to their respective routes. In order to serve the population on top of Nob Hill, stations should be constructed in the tunnels and equipped with elevators and staircases running from the platforms to the surface of the streets. If two tunnels were built these stations could be placed at alternate streets, so that traffic going north and south on Nob Hill would not have to walk more than one block in either direction to get a car at the terminal points or at intervening stations."

PLAN TO TERRACE

HEIGHTS FOR CARRIAGES

To make Nob Hill more accessible Mr. Parsons had the following recommendations:

"California street is 85 feet wide between houses. There are many places in San Francisco where the effective width of sidewalk between area railings and curbs does not exceed six feet, a width that is sufficient, unless the number of pedestrians is great, or unless it is a shopping street, where people stand. Neither of these conditions will ever obtain on California street, where the grade is so steep that the sidewalks are reduced to this width. There will be left for the roadway 73 feet. Instead of running this roadway straight up the hill, it can be carried in a series of inclined terraces having a width of 15 feet, sufficient for two vehicles to pass."

UNUSUAL PROBLEMS ARE MET IN SAN FRANCISCO

"The conditions existing to-day in this section of San Francisco and surely coming in other city districts are abnormal to those of any other city of the same size and promise in the world, and special means must be devised to meet the conditions. In many European cities similar problems have been met by the use of cable cars, but these cities are usually old and small, and the conditions of life are much less complex than those existing in a modern American city, destined, as yours is, to be a leader in the new century. Under these circumstances almost anything is better than your present conditions on many streets, and I believe that a careful study of the matter will reveal that by combining the two methods here proposed practically all your streets may be so graded as to allow for loaded team delivery, and, of course, carriage and cab service. If the work were wisely undertaken it need not be excessively expensive; none of the methods proposed here would be practically free to whom would be value of property would amply compensate; and it could be so designed and executed with the aid of landscape gardening as to greatly beautify your city and give it a unique place among the hill cities of the world.

SUPPLIES STATISTICS

Concerning the reasons for unifying the street railways of San Francisco in one trolley electric system, Mr. Parsons quoted a mass of figures and related much of the material in the following way: "The topography and distribution of the population of San Francisco were considered and the statement was made that density of population suggested the principal consideration in the transit in any district. He found that the street railway system of San Francisco had 288.72 miles of track and that they carried 154,000,000 passengers, in round numbers, per annum. The greatest travel was on the McAllister street line.

After some general analysis, Mr. Parsons said that 50,000 persons are compelled to transfer daily between the Market-street cars and five tributary lines, a great inconvenience to the public. Passengers coming to San Francisco were estimated at 27,500,000. "Of this total about 25,000,000, or say 90 per cent, are suburban passengers, carried to and from San Francisco at the rate of about 7000 daily. The condition of the city is such that the condition of passenger can take a car at any point and go to a destination on the same car without transferring.

AND ADVOCATES SYSTEM

"The conduit system, Mr. Parsons declared, had been a complete failure in Boston; was taken up in New York as the result of an accident and was confined there to Manhattan Island, while roads from the suburbs entered by trolley the northern part of the Manhattan island and extended by means of the East River bridges from Brooklyn. In New York City there were 870.11 miles of track using the overhead trolley, 212.49 miles using the conduit system and 93.47 miles using horsepower. Some conditions were to be found in Europe in a few of the larger capitals, but they played an insignificant part, even London, Paris and Berlin. Glasgow, Liverpool, Manchester and Hamburg had unified on the overhead trolley. No eastern city made use now of the conduit, except Washington and New York.

ADVERTISEMENTS

The Pain Family

You know them; they are numerous, and make their presence felt everywhere. The names of the family are Headache, Toothache, Earache, Backache, Stomach ache, Neuralgia, etc. They are sentinels that warn you of any derangement of your system. When the brain nerves become exhausted or irritated, Headache makes you miserable; if the stomach nerves are weak, indigestion results, and you double up with pain, and if the more prominent nerves are affected, Neuralgia simply makes life unendurable. The way to stop pain is to soothe and strengthen the nerves. Dr. Miles' Anti-Pain Pills do this. The whole Pain family yield to their influence. Harmless if taken as directed.

"I find Dr. Miles' Anti-Pain Pills an excellent remedy for overcoming headache, neuralgia, and distressing pains of all sorts. I have used them for the past seven years in this capacity with the best of results."

MRS. JOE MERRILL, Peru, Ind.

Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will relieve you. If it fails, he will return your money. 25 cents, 50 cents. Never sold in bulk.

Miles Medical Co., Elkhart, Ind.

though, of course, on a somewhat smaller scale than was shown for California street. As an illustration, standard San Francisco street with a width of 68 feet 9 inches has been taken and a gradient of 22 per cent assumed, this being in accordance with the facts as now existing in certain streets. Under these conditions it is found that a terraced roadway 16 feet wide and with a gradient of but 11 per cent can be built, showing that this same method can be applied at a comparatively small expense to make even narrow streets available for the class of traffic heretofore forbidden. The assumption of a 22 per cent grade being practically a maximum, it will be understood that the application of the suggested improvement upon less hilly streets will be still more effective. Thus, upon streets having gradients of 16 per cent, of which there are many in San Francisco, the grade may be reduced to approximately 8 per cent.

"Under this arrangement adopted on Nob Hill it will be better where traffic is heavy to expand it either by widening one of the standard streets, or what would be an improvement of still greater benefit, by purchasing the blocks between the California street and the Union, Jackson and Washington streets, and between Jackson and Jones streets, and between a portion of the latter streets. Where the existing gradients are excessive, there might be given a grand boulevard 32 feet between buildings, permitting sidewalks 14 feet wide, with a space of 34 feet inside for terracing. On this a roadway could be constructed 25 feet wide with gradient of about 6 per cent in lieu of the existing maximum gradient of 19.4 per cent.

HEIGHTS FOR CARRIAGES

"As the buildings to be removed between Washington and Jackson streets are of a simple character, the cost will probably not be excessive, to which, as a partial offset, would be a decided increase in actual and taxable values, with consequent return in annual income to the city. No estimate of the cost of this improvement has been made, as we have no knowledge of the property values.

UNUSUAL PROBLEMS ARE MET IN SAN FRANCISCO

"The conditions existing to-day in this section of San Francisco and surely coming in other city districts are abnormal to those of any other city of the same size and promise in the world, and special means must be devised to meet the conditions. In many European cities similar problems have been met by the use of cable cars, but these cities are usually old and small, and the conditions of life are much less complex than those existing in a modern American city, destined, as yours is, to be a leader in the new century. Under these circumstances almost anything is better than your present conditions on many streets, and I believe that a careful study of the matter will reveal that by combining the two methods here proposed practically all your streets may be so graded as to allow for loaded team delivery, and, of course, carriage and cab service. If the work were wisely undertaken it need not be excessively expensive; none of the methods proposed here would be practically free to whom would be value of property would amply compensate; and it could be so designed and executed with the aid of landscape gardening as to greatly beautify your city and give it a unique place among the hill cities of the world.

SUPPLIES STATISTICS

Concerning the reasons for unifying the street railways of San Francisco in one trolley electric system, Mr. Parsons quoted a mass of figures and related much of the material in the following way: "The topography and distribution of the population of San Francisco were considered and the statement was made that density of population suggested the principal consideration in the transit in any district. He found that the street railway system of San Francisco had 288.72 miles of track and that they carried 154,000,000 passengers, in round numbers, per annum. The greatest travel was on the McAllister street line.

After some general analysis, Mr. Parsons said that 50,000 persons are compelled to transfer daily between the Market-street cars and five tributary lines, a great inconvenience to the public. Passengers coming to San Francisco were estimated at 27,500,000. "Of this total about 25,000,000, or say 90 per cent, are suburban passengers, carried to and from San Francisco at the rate of about 7000 daily. The condition of the city is such that the condition of passenger can take a car at any point and go to a destination on the same car without transferring.

AND ADVOCATES SYSTEM

"The conduit system, Mr. Parsons declared, had been a complete failure in Boston; was taken up in New York as the result of an accident and was confined there to Manhattan Island, while roads from the suburbs entered by trolley the northern part of the Manhattan island and extended by means of the East River bridges from Brooklyn. In New York City there were 870.11 miles of track using the overhead trolley, 212.49 miles using the conduit system and 93.47 miles using horsepower. Some conditions were to be found in Europe in a few of the larger capitals, but they played an insignificant part, even London, Paris and Berlin. Glasgow, Liverpool, Manchester and Hamburg had unified on the overhead trolley. No eastern city made use now of the conduit, except Washington and New York.

ADVERTISEMENTS

The Pain Family

You know them; they are numerous, and make their presence felt everywhere. The names of the family are Headache, Toothache, Earache, Backache, Stomach ache, Neuralgia, etc. They are sentinels that warn you of any derangement of your system. When the brain nerves become exhausted or irritated, Headache makes you miserable; if the stomach nerves are weak, indigestion results, and you double up with pain, and if the more prominent nerves are affected, Neuralgia simply makes life unendurable. The way to stop pain is to soothe and strengthen the nerves. Dr. Miles' Anti-Pain Pills do this. The whole Pain family yield to their influence. Harmless if taken as directed.

"I find Dr. Miles' Anti-Pain Pills an excellent remedy for overcoming headache, neuralgia, and distressing pains of all sorts. I have used them for the past seven years in this capacity with the best of results."

MRS. JOE MERRILL, Peru, Ind.

Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will relieve you. If it fails, he will return your money. 25 cents, 50 cents. Never sold in bulk.

Miles Medical Co., Elkhart, Ind.

PATRICK CALHOUN TALKS FOR UNITED RAILROADS

Desires to Convert Cables Into Electric Lines Where It is Possible.

Patrick Calhoun of the United Railroads, speaking on the general topic, assured the assembled merchants that "whatever difference of opinion may exist in regard to the desirability of developing street railroad transportation in San Francisco, there was one common platform upon which all might stand, which was: Let us do what is best for San Francisco." He said that his associates were not actuated by any narrow and contracted policy. They had expended more than \$3,000,000 in the improvement of the lines of the United Railroads in this city and had greatly improved the physical condition of the roads. Under the plans already formulated, the United Railroads Company contemplated the expenditure of \$8,000,000 to \$10,000,000 more. "It only awaits the adoption of a policy of a wise and far-sighted policy to begin the work."

"With the adoption of electricity," he said, "the trolley roads in other cities have extended into unpeopled suburbs, which are rapidly building up, while your cable roads have left large territories within easy reach of your business centers unpeopled. The census of 1900 shows that 300,000 of your citizens live within a radius of three miles of Kearny and Market streets and only 42,000 in all the territory beyond. For short distances of two or three miles and for travel that has not become congested, the cable is a safe and effective means of transportation. For longer distances and for mobile operation on a large scale, it has not been found so effective as electricity."

HEIGHTS FOR CARRIAGES

To make Nob Hill more accessible Mr. Parsons had the following recommendations:

"California street is 85 feet wide between houses. There are many places in San Francisco where the effective width of sidewalk between area railings and curbs does not exceed six feet, a width that is sufficient, unless the number of pedestrians is great, or unless it is a shopping street, where people stand. Neither of these conditions will ever obtain on California street, where the grade is so steep that the sidewalks are reduced to this width. There will be left for the roadway 73 feet. Instead of running this roadway straight up the hill, it can be carried in a series of inclined terraces having a width of 15 feet, sufficient for two vehicles to pass."

UNUSUAL PROBLEMS ARE MET IN SAN FRANCISCO

"The conditions existing to-day in this section of San Francisco and surely coming in other city districts are abnormal to those of any other city of the same size and promise in the world, and special means must be devised to meet the conditions. In many European cities similar problems have been met by the use of cable cars, but these cities are usually old and small, and the conditions of life are much less complex than those existing in a modern American city, destined, as yours is, to be a leader in the new century. Under these circumstances almost anything is better than your present conditions on many streets, and I believe that a careful study of the matter will reveal that by combining the two methods here proposed practically all your streets may be so graded as to allow for loaded team delivery, and, of course, carriage and cab service. If the work were wisely undertaken it need not be excessively expensive; none of the methods proposed here would be practically free to whom would be value of property would amply compensate; and it could be so designed and executed with the aid of landscape gardening as to greatly beautify your city and give it a unique place among the hill cities of the world.

SUPPLIES STATISTICS

Concerning the reasons for unifying the street railways of San Francisco in one trolley electric system, Mr. Parsons quoted a mass of figures and related much of the material in the following way: "The topography and distribution of the population of San Francisco were considered and the statement was made that density of population suggested the principal consideration in the transit in any district. He found that the street railway system of San Francisco had 288.72 miles of track and that they carried 154,000,000 passengers, in round numbers, per annum. The greatest travel was on the McAllister street line.

After some general analysis, Mr. Parsons said that 50,000 persons are compelled to transfer daily between the Market-street cars and five tributary lines, a great inconvenience to the public. Passengers coming to San Francisco were estimated at 27,500,000. "Of this total about 25,000,000, or say 90 per cent, are suburban passengers, carried to and from San Francisco at the rate of about 7000 daily. The condition of the city is such that the condition of passenger can take a car at any point and go to a destination on the same car without transferring.

AND ADVOCATES SYSTEM

"The conduit system, Mr. Parsons declared, had been a complete failure in Boston; was taken up in New York as the result of an accident and was confined there to Manhattan Island, while roads from the suburbs entered by trolley the northern part of the Manhattan island and extended by means of the East River bridges from Brooklyn. In New York City there were 870.11 miles of track using the overhead trolley, 212.49 miles using the conduit system and 93.47 miles using horsepower. Some conditions were to be found in Europe in a few of the larger capitals, but they played an insignificant part, even London, Paris and Berlin. Glasgow, Liverpool, Manchester and Hamburg had unified on the overhead trolley. No eastern city made use now of the conduit, except Washington and New York.

ADVERTISEMENTS

The Pain Family

You know them; they are numerous, and make their presence felt everywhere. The names of the family are Headache, Toothache, Earache, Backache, Stomach ache, Neuralgia, etc. They are sentinels that warn you of any derangement of your system. When the brain nerves become exhausted or irritated, Headache makes you miserable; if the stomach nerves are weak, indigestion results, and you double up with pain, and if the more prominent nerves are affected, Neuralgia simply makes life unendurable. The way to stop pain is to soothe and strengthen the nerves. Dr. Miles' Anti-Pain Pills do this. The whole Pain family yield to their influence. Harmless if taken as directed.

"I find Dr. Miles' Anti-Pain Pills an excellent remedy for overcoming headache, neuralgia, and distressing pains of all sorts. I have used them for the past seven years in this capacity with the best of results."

MRS. JOE MERRILL, Peru, Ind.

Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will relieve you. If it fails, he will return your money. 25 cents, 50 cents. Never sold in bulk.

Miles Medical Co., Elkhart, Ind.

ARMY PROPERTY SOLD IN HAWAII

HONOLULU, Dec. 5.—David Wahine has been arrested by United States Marshal Henry on a warrant charging him with stealing property of the Federal Government which is used for military purposes. He is alleged to have sold United States army rifle ammunition at a price less than it costs the Government to make the ammunition. Just where he got the cartridges is not known, but as satisfactory explanation was made District Attorney Breckons had him taken into custody.

STUDENTS FIGHT WITH SPECIES

SAN JOSE, Dec. 5.—A telephone message from Palo Alto conveys information of a fight there to-night between fifteen special deputies and about 150 Stanford students, several of whom were severely injured with clubs while the officers, Constable Hill of Palo Alto, it is said, heard that the students had planned to "rough house" a theatrical troupe that was scheduled to present "Frisco Town" at Muller's Hall in Palo Alto to-night. Hill immediately swore in fifteen deputies and went to the theater. A disturbance was started and Hill, in endeavoring to arrest a student, precipitated a general fight during which the college men overpowered the officers. No arrests were made.

JAMES R. PARSONS JR. KILLED IN MEXICO CITY

MEXICO CITY, Dec. 5.—American Consul General Parsons was killed by an electric car shortly after 9 o'clock to-night. WASHINGTON, Dec. 5.—James R. Parsons Jr. was appointed Consul General to Mexico City on April 19, 1904. He was from New York. Parsons had formerly served as Consul at Aix la Chapelle, having been appointed to that office in 1888 and continued until June 1, 1890.

WRECKAGE DRIFTS ASHORE

VICTORIA, B. C., Dec. 5.—A dispatch from the lightkeeper at Carmanah Point reports that a quantity of wreckage has been washed ashore near there. The wreckage includes a hatch bar five feet long with 5702 painted on it, and some white painted lumber like the cabin fittings of a steamer marked "to accommodate for December 1905." The wreckage does not appear waterlogged.

FATE OF THE HEARST CONTEST IS AT ISSUE

Rests with a Decision to Be Rendered in New York To-Day.

SPECIAL DISPATCH TO THE CALL.

NEW YORK, Dec. 5.—Upon the decision which will be handed down to-morrow by the Appellate Division depends the fate of the Hearst contest for the Mayoralty. If the decision be adverse, it is the belief of the attorneys that it will bring to an end Hearst's fight. The question is to be decided by the Appellate Division are:

First—Whether ballot boxes may be opened for a recount.

Second—If they are opened, whether the ballots in them can be counted already counted, can be thrown out.

TRAIN KILLS WAR VETERAN

PAJO ALTO, Dec. 5.—James Marshall, a veteran of the civil war, was killed while walking on the railroad track near Belmont to-day. Marshall, who was over 70 years of age, was frightened by the approach of a train and stepped from the track on which he was walking directly in front of the fast Del Monte express, which was approaching from the opposite direction. He was struck and thrown from the track and was dead when picked up.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

YOUTH IS SLAIN BY RANCHER

Farmer Sends Load of Shot Into Young Man He Says Was About to Attack Him

PLEADS SELF-DEFENSE

Slayer Claims Victim Was Coming Toward Him With Ax and Club in His Hands

SPECIAL DISPATCH TO THE CALL.

SAN DIEGO, Dec. 5.—Daniel E. Bowman, a rancher living about two miles east of Valley Center, this afternoon shot and instantly killed James Woods, the 20-year-old son of Charles Woods, also a rancher, living about one mile from the Bowman place. It is not known positively what led to the killing. Bowman, after the shooting, went to Valley Center and there told W. H. Dinwiddie that he had shot and killed Woods. Pressed for particulars, he stated that Woods had come to his ranch shortly after noon, apparently looking for trouble. Bowman, shortly after his arrival at the Bowman ranch, Bowman says, Woods threatened to kill him and advanced on him with an ax in one hand and a club in the other. Bowman ran into his house and returned to the front door with a shotgun. He raised the gun and shot Woods in the breast, killing the boy instantly. After giving his version of the shooting, Bowman returned to his ranch, where the body of Woods lay until late to-night. No attempt was made to arrest Bowman.

ARMY PROPERTY SOLD IN HAWAII

HONOLULU, Dec. 5.—David Wahine has been arrested by United States Marshal Henry on a warrant charging him with stealing property of the Federal Government which is used for military purposes. He is alleged to have sold United States army rifle ammunition at a price less than it costs the Government to make the ammunition. Just where he got the cartridges is not known, but as satisfactory explanation was made District Attorney Breckons had him taken into custody.

STUDENTS FIGHT WITH SPECIES

SAN JOSE, Dec. 5.—A telephone message from Palo Alto conveys information of a fight there to-night between fifteen special deputies and about 150 Stanford students, several of whom were severely injured with clubs while the officers, Constable Hill of Palo Alto, it is said, heard that the students had planned to "rough house" a theatrical troupe that was scheduled to present "Frisco Town" at Muller's Hall in Palo Alto to-night. Hill immediately swore in fifteen deputies and went to the theater. A disturbance was started and Hill, in endeavoring to arrest a student, precipitated a general fight during which the college men overpowered the officers. No arrests were made.

JAMES R. PARSONS JR. KILLED IN MEXICO CITY

MEXICO CITY, Dec. 5.—American Consul General Parsons was killed by an electric car shortly after 9 o'clock to-night. WASHINGTON, Dec. 5.—James R. Parsons Jr. was appointed Consul General to Mexico City on April 19, 1904. He was from New York. Parsons had formerly served as Consul at Aix la Chapelle, having been appointed to that office in 1888 and continued until June 1, 1890.

WRECKAGE DRIFTS ASHORE

VICTORIA, B. C., Dec. 5.—A dispatch from the lightkeeper at Carmanah Point reports that a quantity of wreckage has been washed ashore near there. The wreckage includes a hatch bar five feet long with 5702 painted on it, and some white painted lumber like the cabin fittings of a steamer marked "to accommodate for December 1905." The wreckage does not appear waterlogged.

FATE OF THE HEARST CONTEST IS AT ISSUE

Rests with a Decision to Be Rendered in New York To-Day.

SPECIAL DISPATCH TO THE CALL.

NEW YORK, Dec. 5.—Upon the decision which will be handed down to-morrow by the Appellate Division depends the fate of the Hearst contest for the Mayoralty. If the decision be adverse, it is the belief of the attorneys that it will bring to an end Hearst's fight. The question is to be decided by the Appellate Division are:

First—Whether ballot boxes may be opened for a recount.

Second—If they are opened, whether the ballots in them can be counted already counted, can be thrown out.

TRAIN KILLS WAR VETERAN

PAJO ALTO, Dec. 5.—James Marshall, a veteran of the civil war, was killed while walking on the railroad track near Belmont to-day. Marshall, who was over 70 years of age, was frightened by the approach of a train and stepped from the track on which he was walking directly in front of the fast Del Monte express, which was approaching from the opposite direction. He was struck and thrown from the track and was dead when picked up.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

TRUCK KILLS WAR VETERAN

Officers Dunlap and Secord of Napa spent to-day at the scene of the shooting and found a revolver, which they believe, belongs to the man who did the shooting. They expect to capture the shooter in a short time.

WOMAN TO SUE A RICH DRUGGIST

Matron's Signature to Deed Said to Have Been Dishonestly Obtained by Britisher

MANY ACRES INVOLVED