Corona on Rocks on Humboldt Bar

Continued from Page 1, Column 5

her stern around northward, describing three-quarters of a circle. Her stern, lifted high on the crest of a terrific billow, came down upon the submerged rocks of the North Jetty, which ground through her steel plates and allowed the water to rush into her hold, at the same time catching her in a grip from which escape was hopeless.

The usual scenes attendant upon shipwreck accidents followed the realization of the passengers that the Corona had gone aground. Most of the passengers, who had been told to stay inside their staterooms while the bar was being passed, rushed into the social hall. Some of the women were hysterical and some of the men were palsied with fear. An hour was spent in giving reassuring words and finally some degree of calm was established.

Later the passengers assembled upon the hurricane deck, where they remained until the rescue work was undertaken at 4:15 o'clock this afternoon. At noon sandwiches were served by the ship stewards.

Soon after the ship struck a boat in charge of Quartermaster Gunn was lowered away. She contained three of the crew and three steerage passengers. This boat capsized at once in the boiling surf and Gunn was drowned. The others succeeded in reaching shore, the life-saving crew under Captain Rennig having gone to their assistance.

A second boat in charge of Second Officer B. V. Joenn was put off, badly battered and leaking like a sieve. This boat reached the shore. Meanwhile T. F. Sothern, night saloon watchman, formerly a marine in the United States navy, stripped to the waist and attempted to carry a line ashore. The small line that he had tied about his waist parted, however, before he had gone far. Sothern was picked up by the life-savers.

Several attempts were made to shoot a line aboard with the Lyle gun, but each time the line fell far short. By a strange trick of chance one of the lines fell athwart the wrecked engine of the Sequoia's January wreck. Finally it was decided by Captain Hennig and the life savers to go out in the billows, and they made as gallant a voyage as ever man undertook, finally reaching the side of the Corona and picking up the line.

Several unsuccessful attempts were made to work early in the day, but it was not until this afternoon that Captain Hennig and his men worked effectively. At that time the ship's boats also commenced working and at 5:45 Captain Boyd, the last to leave the ship, stepped upon the shore. The passengers were brought to this city. Nearly all had been drenched and some were suffering greatly from the cold, exposure and nervous shock. All are being cared for tonight.

The assumption of responsibility by Captain Boyd does not altogether settle that important question. Jay H. Fisher of the American Typefounders Co., of San Francisco, who had been on the bridge with the captain and first mate from 5 o'clock in the morning, declares that Boyd, realizing he was too close to the jetty and under a slow bell, ordered the two quartermasters at the wheel to put her hard apart. The order was repeated. Fisher declares that the wheel was put over hard, but he does not know whether apart or starboard. He was the only passenger on the bridge.

The Corona, which was one of the staunchest vessels on th the coast, lies straddling the north jetty and is a complete loss. All the hand baggage of the passengers was brought ashore.

PASSENGER LIST

Names of Those Who Left This City on Corona

The Corona sailed from here on Thursday with the following passengers:

W. J. Wiley, F. Banks, R. F. Steiers, E. J. Pluke, H. N. Hatch, A. Plumgoff, C. W. Ellis, J. E. Hill, Mr. Sanderson, J. Briggs, J. McKay, H. Boquet, E. E. Ellis and wife, Miss Gaynor, Colonel W. C. Cluff, Mrs. Wappenthel, Mrs. L. N. Sansome, J. H. Parsons and wife, J. Burke, H. Miller, D. L. Holland, H. C. Mell, H. Trinwilth, R. S. Bridgman, R. C. Whitney, M. T. Hearey, W. E. Barney, J. B. Morrison, J. E. Rose, Miss Zeigler, Miss Willer, Mrs. Crichton, R. H. Collier and wife, W. Baxter, Miss Clark, Mrs. Heuster, Mrs. J. Marner and five children, B. M. Howard and two children, Mrs. Reynolds, H. L. Herman and wife, Dr. E. H. Clark, Miss J. Blair, Miss M. Blair, J. H. Fisher, S. E. Warren, N. Richtor, R. A. McDonald, R. C. Smith, N. E. Nesmith, C. Evans and wife, O. P. Downey, R. N. Robarts and wife, D. M. Foltz and wife, F. Lenini, R. Lennon, J. Rasmussen, R. S. Finnarty, W. P. Walters, F. W. Smyth, F. Viktos, F. Smith, K. J. Weiland, Mrs. J. B. Viera and son, J. Ben, S. P. Plassion, Mrs. Duncan, E. Martin, C. W. Oson, S. Meck, J. Johnson, R. Morales, J. Coleman, J. Francisco, C. Christensen, A. Stanford, P. McKelly, A. Leonardo and M. Brane.

The Corona carried a crew of fifty-three officers and men, all told. Her officers were:

Captain Thomas Boyd, First Officer Thomas Roberts, Second Officer A. Jones, Third Officer G. L. Leary, Purser I. W. W. Brown, First Clerk E. Hamilton, Chief Engineer T. Steele, First Assistant Engineer J. E. McCauley, Second Assistant E. J. Murphy, Third Assistant G. E. Prendergast, Chief Steward Charles Franks.

RECORD OF THE CORONA

Worth $100,000 and Was Built in Philadelphia in 1888

The Corona was a vessel of 966 tons register and was built in 1888 in Philadelphia. She was valued at more than $100,000, which was covered by insurance placed in London. The Corona was ashore in Alaska about eight years ago, her commander at that time being Captain Pearce, now port captain at Hilo for the Matson Navigation Company.

Captain Boyd, master of the Corona, was captain of the little steamer Gipsy, which was lost last year as the result of mistaking the light of a Monterey street lamp for an aid to navigation. He has been in the service of the Pacific Coast Steamship Company for more than twenty years and it was on account of his previous good record that he was reinstated at the expiration of the suspension imposed by the Government inspectors for the loss of the Gipsy.

The Eureka run is one of the hardest on the coast, on account of the constantly changing nature of the bar across the entrance to the Humboldt River. The bar was breaking yesterday and a little misunderstanding would account for the mishap to the steamer. The north jetty, over which the seas carried the Corona, is a substantial affair built of huge bowlders. The smallest of the bowlders used in constructing the face of the jetty weighs nine tons, and the fact that many of these 18,000-pound rocks have been swept away at times by the waves attests to the violence of the seas at this particular place.

BILLS SIGNED BY GILLETT

Measures Passed by Legislature That Go on Statute Books

SACRAMENTO, March 1.—Governor Gillett has signed the following bills:

Assembly bill 119—Prescribing duties of board of health.

Assembly bill 126—Relating to putting dead animals in rivers.

Assembly bill 139—General duties of superintendents of schools.

Assembly bill 307—Course of study in primary or grammar schools.

Assembly bill 505—Duties of the Superintendent of Public Instruction.

Assembly bill 538—To procure rights-of-way for reclamation districts.

Senate bill 10—Appropriating money for the Chico Normal School.

Senate bill 15—To create a law library fund.

Senate bill 118—Liens on personal property.

Senate bill 177—Expenses of legal actions.

Senate bill 169—Relating to elections.

Senate bill 289—Providing that marriages may be performed by Justices of the Court of Appeals.

Senate bill 430—To form sanitary districts in the State.

Senate bill 481—Relating to parties prohibited from testifying in certain cases.

Senate bill 251—To accept bequests for Home of the Adult Blind.

Senate bill 527—Postgraduate courses in public schools.

Senate bill 528—Postgraduate courses in high schools.

Senate bill 42—To prevent wearing of G. A. R. or Spanish War Veterans' uniforms by unauthorized persons.

Says Thaw Was Insane When He Shot White

Continued From Page 2, Col. 7

mind," said the witness, regarding the first letter.

"Was the unsteadiness normal or abnormal?"

"Well, it was abnormal in that it was not normal."

"Was the defendant insane?"

"The unsteadiness had perhaps not reached the state of unsoundness or insanity."

Jerome next had the witness take up each one of the nine letters in turn, asking an opinion as to the state of mind of the writer at the time of the writing, taking into consideration everything connected with the case, including Delmas' long hypothetical question.

DELUSIVE STATE OF MIND

"As to exhibit A," said Dr. Evans, "I would say the writer was bordering on instability—that he was over the border."

"You mean he was moving toward insanity?"

"He was further over than when some of the letters were written."

As to exhibits B, C and D, Dr. Evans said they showed a delusive state of mind.

Exhibit F threw no light upon the mental condition of the writer.

"This letter shows a state of mental unsoundness," said Dr. Evans, in reference to exhibit G.

"At last we have got a letter which shows the defendant was insane?" asked Jerome.

"In a degree, yes."

"What sort of insanity was it?"

"I can't diagnose it from letters—no man could."

"You can't tell what form of insanity it was?"

"There are indications that might show one of several kinds. There might be a temporary state of acute mania. There might also be indications of simple melancholia."

Exhibit H, the doctor said, threw no light upon the mental condition of the writer, but exhibit I, the last of the letters, showed mental unsoundness.

"Now," said Jerome, "please answer me plainly. 'Was the writer of these letters sane or insane?'"

"When writing some he was insane. How long that insanity lasted I am unable to tell."

"Those letters were written in 1903. Now, tell me what form of insanity Thaw was suffering from at the time of his marriage—April 4, 1906."

"If that was the same time he executed the will and codicil, I would say he was suffering a temporary attack, due to strain or anxiety."

Jerome now came direct to the issue in the case and asked:

"On the night that he killed Stanford White was this defendant sane or insane?"

"I am firmly of the opinion that he was insane."

"What form of insanity was it?"

"It was an explosive outbreak of adolescent insanity."

"Now, then, he probably was insane when he wrote the letters in 1903?"

"As a matter of general opinion he was deranged—a degree of adolescent insanity, perhaps."

"Is the insanity of adolescence acute or chronic?"

"There are acute outbreaks of adolescent insanity, and I have known many cases to clear up over night."

"Do you consider insanity which lasts from 1903 to 1906 acute or chronic?"

"If the insanity continued it would be chronic, but if there were lucid intervals it could not be so considered."

"Would you keep such a man under treatment?"

"Not necessarily. Pneumonia is a recurrent disease, but if a person had an attack in July he would not be kept under treatment for fear he might have another case in September."

"If a man was crazy, but had lucid intervals for three years, would you call it acute or chronic?"

DISCUSS PARANOIA

"If he had lucid intervals I would not call it chronic."

"You know what paranoia is?"

"I have had some experience with it."

"How many cases of paranoia have you ever treated in your life?"

"I don't know."

"One hundred?"

"I think so."

"Five hundred?"

"I doubt it. It is not a common disease."

"Does a person suffering from paranoia have any lucid intervals?"

"Yes. I have seen many of them, and seen them recover."

"Was this defendant suffering from acute or chronic adolescent insanity when he shot and killed Stanford White?"

"At the time of the shooting there was an acute outbreak."

"Was it acute or chronic adolescent insanity from which he suffered?"

"I am confident that there had been other outbreaks. I believe that when he killed Stanford White it was an acute attack, and, I believe, a recurrent attack."

"Is there such a disease as acute and chronic adolescent insanity?"

"There has been such a classification, and I can picture a case which might be called chronic during the period of one's adolescence—that it is from 10 to 40 years of age."

"Was it acute or chronic adolescent insanity from which this defendant suffered at the time he killed Stanford White?"

Jerome seemed determined to pin the witness down.

"The outbreaks were acute," replied Dr. Evans.

"Of course they were," interposed Jerome. "Did you ever know the outbreak of any lunatic to be other than acute?"

"No," answered the witness after hesitation.

Dr. Evans declared all the evidence in the case was of outbreaks and there was nothing to show a chronic condition.

"How many outbreaks do you think the defendant has had?"

The witness recited the events of writing the letters in 1903, the making of the will in 1905 and the tragedy of 1906.

"In your opinion, then, there were three outbreaks of adolescent insanity?"

"Three that I know of."

Jerome continued his endeavor to have Dr. Evans classify the general form of Thaw's insanity.

PERSONS MENTALLY UNSOUND

"I believe, as a general proposition, that he was mentally unsound," said Dr. Evans, "and that is about as far as I care to go."

"What is your opinion as to the mental condition of the defendant to lead him to arm himself?"

"That he believed that thugs had been set upon him and that he had been advised to do so by a Pittsburg detective."

Dr. Evans declared that Thaw became so wrought up at the mention of Stanford White's name he probably at such times did not understand the full force and bearing that firing of a loaded revolver might have.

"When he put that pistol in his pocket," said Jerome, "do you believe he knew it to be a proper instrument for defending himself from danger?"

"He probably did."

"Doctor, what is the characteristic system of a brain storm?"

"A brain storm," began Dr. Evans——

"Hold on," interrupted Jerome. "I don't want to know all about the brain storm generally. I want to know if brain storms are characterized by calmness or excitement."

Delmas said he thought the witness should be allowed to answer in his own way.

"All I want to know," said Jerome, "is whether a person suffering from an insane brain storm who commits an act of homicide goes about it in a calm, cool and deliberate manner."

"He would not be calm and deliberate in the internal operations of his mind. Outwardly he might be calm or excited. You might not tell from the manner of approach whether there was a storm raging in his mind."

"As I understood, doctor, you say Thaw killed White while suffering from a brain storm?"

"You may call it a brain storm or whatever you like, or a case of mental excitement."

A long argument took place over brain storms between Jerome and the witness.

An adjournment was then taken until Monday.

MAKERS OF NOSTRUMS WEAKEN LEGISLATION

Campbell's Fight Against Medicine Frauds Successfully Met

LOBBYIST THREATENS

Assemblyman Is Told That He Will Be Ruined Politically

By John Taylor Waldorf

CALL HEADQUARTERS, 1007 EIGHTH STREET.

SACRAMENTO, March 1.—"Get out of here, or I'll throw you out."

"I dare you; if you think you can do it, start right in now."

Such was the language used this morning at the desk of Senator McCartney of Los Angeles. It was McCartney who made the threat, and it was Dr. P. C. Campbell, Assemblymen from Contra Costa County, who dared him to do his worst.

The pair were seated side by side. The Senate was in session and the hum and bustle of business prevented the words of either belligerent from reaching the ear of the presiding officer.

McCartney glared, but made no effort to prove his prowess. Dr. Campbell shook his bald head and spat defiantly at an unoffending cuspidor. He waited a few minutes to give McCartney time to prepare himself, but the war cloud grew smaller with every passing moment. Finally Campbell marched out with the air of a man who had just won a medal.

MEDICINE MEN AT WORK

The trouble arose from conflicting measures providing for pure drugs and pure food. McCartney poses as the real and only purifier, and the Senate committee on public health and quarantine, of which he is an influential member, reported adversely this morning on Campbell's bill which followed to the letter the provisions of the national pure food, pure drug law enacted by Congress last year. It was this that caused the clash between McCartney and Campbell. The former had fathered a pure drug bill which had passed the Senate. Campbell declares that McCartney's bill had been amended in the interest of the patent medicine trust, and he was speaking his mind at the time the Los Angeles Senator threatened to "throw him out."

Before the day ended, Campbell was heard from again. The McCartney bill was called up for final passage in the Assembly. Grove Johnson stood as its sponsor and seemed in a hurry to put it through. Campbell asked for a postponement and Johnson refused to consent. This was the signal for more war talk, for Campbell insisted on being heard.

LOBBYIST FOR NOSTRUMS

"This bill has been amended just fifty-seven times," he said hotly, "and each amendment was at the suggestion of a paid lobbyist of the patent medicine trust. Originally the bill was a copy of the national pure food law, but it isn't anything like it now. The lobbyist who has had the changes made wanted me to amend my bill so as to give the druggists a secret trial, and I refused. Think of it! He wanted the bill fixed so that no one should know that misbranded or adulterated drugs has been found in a druggist's possession. My bill is a real copy of the national pure food and pure drug law. It passed this House, but is now being held up in the Senate."

Drew of Fresno protested against any action being taken until he had been provided with a copy of the bill containing all the amendments. He had heard the measure was in the interest of patent medicine proprietors and wanted to investigate before voting upon it. Johnson heeded his plea, and the bill was made a special order for next Monday morning.

PROVIDES SECRET TRIAL

The McCartney measure provides for the secret trial which Dr. Campbell would not sanction, and this feature was injected in the form of an amendment. To make secrecy certain, officials are forbidden to make anything public until after the hearing, which in each case must be held before the State Board of Health, is concluded.

After the postponement Campbell was asked for the name of the paid lobbyist of the patent medicine trust. "His name is Cheatam, and he is well named," answered Campbell. "When I refused to agree to a secret trial amendment to my bill he threatened to ruin me politically."

"What did you say to that?" Campbell was asked.

"I told him to go to h—," replied the doctor. "He can't bluff me."

JOHNSON TO ATTACK THE RAILROAD'S HIRELINGS

Loyalty to City Determines Him to Turn on Long-Time Masters

CALL HEADQUARTERS, 1007 EIGHTH STREET.

SACRAMENTO, March 1.—Grove Johnson intends to pay his respects to Walter Parker, Jere Burke and George Hatton in the House tomorrow when the bill providing for capital removal comes up for passage. Grove believes, like most Sacramentans, that the bill is very vicious legislation and has nothing to commend it but the ambition of Berkeley real estate dealers who have lots to sell.

A new phase has been interjected into the moving project by the stand taken by some of the members of the House supporting the Eshleman anti-racing bill. These members are declaring that they will not support the capital removal unless they are assured that the Senate committee on public morals reports on the Eshleman bill. Irish of Downieville, chairman of the committee, has returned to Sacramento after an absence of nearly a week, but the bill is receiving no more attention than was accorded it while he was away.

Despite the talk of vote trading on the two measures, it was said tonight that fifty-eight members of the House were pledged to support capital removal.

The Evening Bee commends the stand taken by a local contemporary on the political independence of Sacramento in the face of the capital moving agitation and adds:

"That's right, neighbor.

"To hell with the whole damned gang."

LATHAM CLEARED OF CHARGE—Los Angeles, March 1.—Fred G. Latham, president of the Kern River Mining and Milling Company, who was arrested in Bakersfield several days ago, charged with the embezzlement of $1067 of the company's funds, was discharged today at his preliminary hearing. The charge was preferred by H. C. Shippee, secretary of the company.

JAPANESE QUESTION REFUSES TO STAY DOWN

Senators Champing at Bit Forced Upon Them by Roosevelt

ACTION IS DEMANDED

It Is Decided, However, to Postpone the Matter Until Tuesday

CALL HEADQUARTERS, 1007 EIGHTH STREET.

SACRAMENTO, March 1.—Sanford of Ukiah made an unsuccessful effort in the Senate today to have the anti-Japanese measures, introduced by Keane, Black and himself, withdrawn from committee.

"These measures have been slumbering in committee for weeks," Sanford declared, "and the Legislature is avoiding one of its prime duties in refusing to act on them. The people of California are opposed to the naturalization of a people that cannot be assimilated with them, and they have a right to have their sentiment maintained by this body."

Wolfe of San Francisco said he was in favor of having the school segregation and all other questions concerning the Japanese made a special order in time for final consideration before adjournment, but Sanford was not satisfied by having the Senate adopt this parliamentary suggestion, though he had to submit to it.

Caminetti of Amador started the row all over again this afternoon, however, by moving passage of the bill providing for the submitting of school segregation to the electors.

"Neither Mayor Schmitz nor the Board of Education of San Francisco has a right to decide this matter," said Caminetti. "We read that Schmitz and the Board of Education are passing judgment on the question of segregation as though the people had absolutely no say in the matter. It is all wrong. Who is Schmitz and who is the Board of Education to settle a problem so vital to the interests of California with Roosevelt? What right have they to arrogate to themselves this amazing prerogative?"

Miller of Visalia made one of his characteristic and convincing addresses. The President and the Governor of California had advised the Legislature to defer action on legislation affecting Japanese, he said, and there must be some very valid reason for that advice. He thought that any action taken by the Legislature while negotiations between the State Department and Embassador Aoki were in progress would be ill-advised.

Wolfe repeated his willingness to have all questions concerning the Japanese made a special order for Tuesday, and the Senate supported Miller by voting down the Caminetti motion to consider the segregation bill.

BILL IN INTEREST OF UNPAID CONTRACTORS

CALL HEADQUARTERS, 1007 EIGHTH STREET.

SACRAMENTO, March 1.—The Assembly, by a vote of 25 to 35, refused today to reconsider its action on Senate bill 240. This measure, which passed the lower house yesterday, will enable any person, firm or corporation that has ever done street work and failed to get pay to sue municipalities and recover judgment, not only for the contract amount, but interest from the time the work was completed.

If the bill receives the Governor's approval San Francisco will have to pay $100,000 for street paving done thirty years ago. The measure was introduced by Senator Savage in the interest of J. J. Conlin, a former San Francisco contractor, who has made several vain attempts to get his claim past the Supreme Court.

Senator Black's antihazing bill passed the Assembly without opposition. This measure makes both hazers and teachers who permit hazing guilty of a misdemeanor.

Assemblyman Otis' bill to regulate examinations for dental certificates was vigorously opposed, but went through. Stetson of Oakland gave notice of reconsideration.

Senator McCartney's bill changing the order of jury trials so as to have the Judge deliver his instructions before the attorneys argue failed of a passage, but will come up again on a motion to reconsider.

Assemblyman Walsh obtained leave today to introduce a bill, and he put in one to give Alameda County another Superior Judge. Otis of Alameda lost no time in notifying Walsh that he would fight the bill on the floor.

WOMAN SUFFRAGE DEFEATED

SACRAMENTO, March 1.—Wright of San Diego acted as the Sir Galahad of the women suffragists when the vote by which the bill providing for their emancipation was defeated last week came up for reconsideration in the Senate today. Despite his appeal, the Senate repeated its action.

PUBLISHER MUNN DEAD

NEW YORK, March 1.—Orson D. Munn, head of Munn & Co., publishers of the Scientific American, died last night at his home in this city.

FIREMEN INJURED—Pittsburg, March 1.—One fireman was seriously injured and five others slightly hurt early today at a fire in Allegheny that destroyed the Fifth Ward School building, which was valued at $150,000.

INVESTMENTS

FREE FROM TAXATION

Central California Traction Co.'s

5%

First Mortgage Gold Bonds

Interest Payable April 1st and October 1st

PRICE 97½ and Interest

Netting Investors 5½ per cent.

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CALIFORNIA SAFE DEPOSIT AND TRUST CO., California and Montgomery Streets, San Francisco

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From whom Full Information can be obtained.

Chamberlain's Cough Remedy

This preparation is intended especially for coughs, colds, croup whooping cough and influenza and has become famous for its cures of these diseases over a large part of the civilized world.

It can always be depended upon and is pleasant to take.

It not only cures colds and influenza, (grip) but counteracts any tendency toward pneumonia.

It contains no opium or other harmful substance and may be given to a baby as confidently as to an adult.

Carmen Muttering Over Arbitration Award

Continued from Page 1, Column 7

bound to abide by the ruling of the arbitration court until May 1, it would be beneath the dignity of the men to discuss any report that they might break their contract. But there is a great deal of discontent among the men. The platform men feel that they have been unjustly discriminated against, for they feel that they are about as important to the successful operation of the transportation business as is any other craft. And it appears that they have been discriminated against on account of the contract which existed, whereas the contract should have had no bearing on the case whatever.

VIOLATIONS OF CONTRACT

Had it been decided that the violation of the contract had to be considered, we could have proven that the company violated the contract a long time prior to the 18th of April. There was no attempt on the part of the United Railroads to live up to the regulations called for by the contract.

Not a week, scarcely a day, has passed since then that we have not protested to the company against violations of the contract. When it was decided by the board of arbitration at its first sitting that the contract was to have no bearing on the case, we paid no further attention to that matter.

The majority of the board laid great stress on the fact of the old men picking the longest runs, taking this as an evidence that they did not really want an eight-hour day. But if they were called upon to keep house and support a family on 27½ cents an hour they would want to work as many hours as human strength could stand. But that is no criterion that the men prefer the longer work day. It has been an absolute necessity that they get the money.

FOR EIGHT-HOUR DAY

Another objection advanced to the eight-hour day was the fact that it would require more extra men and more short runs. That is only a matter of a slight increase in operating expenses. It does not stand to reason that the platform men are going to continue to work longer than the men working on other occupations in order to save a few dollars for the extra men.

We are prepared to demonstrate to any board of competent street railroad men that an eight-hour schedule can be successfully put in operation in this city. It is absolutely ridiculous to say that it cannot be done. Sydney, New South Wales, a larger city than San Francisco, with a population approximately 500,000, has had its street car system operated under an eight-hour schedule the last fifty years. In fact every city in Australia and New Zealand has an eight-hour day on all railroads, both steam and electric.

MULLALLY'S STATEMENT.

The statement of Thornwell Mullally, expressing the stand of the United Railroads, follows:

The United Railroads does not consider the decision of the majority of the arbitrators to be favorable to it; it considers the decision as a sweeping award in favor of the employes. It considers the raises enormously high and far beyond anything it reckoned the board might possibly do. The requests of the unions were certainly as great if not greater than they expected to receive.

Stations operators get everything in wages and hours asked for, except one-half hour time overlap. Wages $96, $102 and $108 per month; hours, 8½.

Dynamo wipers get more than asked for. Wages, $2.50; hours, 8.

Dynamo tenders get everything asked for. Wages, $2.50; hours, 8.

Linemen—Foremen and journeymen get all the wages asked for, and the construction linemen 8 hours as asked for. The repair linemen also get 9 hours from shop to shop, which is practically 8 hours working time. Wages, foremen, $4.50; journeymen, $4 per day.

Car barn and truck men who were members of the Electrical Union No. 151 on September 6, 1906, get everything asked for. Wages, foremen, $110; journeymen, $85 and $100 per month; hours, 8.

Firemen and water tenders get everything asked for. Wages, water tenders, $3; firemen, $2.75 per day; hours, 8.

Wipers get everything asked for. Wages, $2.50 per day; hours, 8.

Street railway construction men get everything asked for. Laborers not less than $2.25 per day during the first month, thereafter $2.50 per day; hours, 8. Handy men get everything asked for; $2.75 per day; hours, 8.

Night watchmen get everything asked for.

Conductors, motormen and gripmen are gvien a higher wage than asked for, namely: While they asked for $3 per day, they will get from $3.10 to $3.30 per day, as follows: For the first year 31 cents per hour, overtime 37.2 cents per hour; for the second year 32 cents per hour, overtime 38.4 cents per hour; for the third year and over, which includes the great majority of the carmen, 33 cents per hour, overtime 39.6 cents per hour. The number of working hours were not reduced from ten, the board finding that it was impossible to arrange schedules.

The award takes effect from September 6, 1906.

MONEY FOR MEN

The award calls for a division of back pay among the employes of about $417,000. It calls for a division among the employes of the company of about $1,044,000 per year in addition to the wages now paid, based on the present payroll of which additional amount about $319,000 will be divided among the carmen. This total increase means interest at 5 per cent per annum on $20,880,000. This amount will be reduced in some measure when the reconstruction work is completed.

The track construction men get $2.25 to $2.50 per day, whereas the carmen get from $3.10 to $3.30 per day. There is no force in a comparison between the wage of any other employes and the track workers—the wage paid the track workers has nothing to do with what their labor is worth. Everybody in town knows the men working on the track construction are overpaid, but the company was willing to stand this when there was nothing short of a holdup by men who it seems cannot be expected to consider the city's welfare, in order that the city's streets might be closed up and paved promptly, out of consideration for the public, and this wage can in no way be taken as determining values.

The carmen of the United Railroads are now the best paid in the world (except in Butte, Montana, where certain abnormal local conditions prevail). Oakland has recently sought to equal this award. A comparison of the rates will show that they have not done so. The carmen of the United Railroads get a higher average wage than the carmen of the Oakland Traction Company. In March, 1902, the wages of some of the carmen were raised, making the wages of all the carmen employed by the United Railroads higher than those on any similar system in the world. Within one month thereafter the carmen's wages were again raised. The following year the carmen's wages were again raised. In January, 1905, a contract was made with the carmen, running by its terms to May 1, 1907, providing for wages, hours and arbitration. On August 26, 1906, the carmen struck. On September 6, 1906, the company entered into an agreement for arbitration with the Carmen's Union and certain other unions. On September 6, 1906, the carmen returned to work, any increase given by the arbitrators to date from that day. The Carmen's Union immediately began asking and receiving from this company remedies and benefits provided for in the contract, thus acknowledging the same to be in force.

APPLAUDS ARBITRATORS

In choosing the arbitrators, the company requested that the respective arbitrators chosen by the company and the union should be disinterested and impartial. This was flatly refused by representatives of the union. The arbitrators were chosen and selected a third, Judge William H. Beatty, Chief Justice of the Supreme Court of the State of California. Everybody knows that it would be impossible to find anywhere a man of greater integrity, of higher character or more just. After the questions involved had been gone into with great thoroughness, the board of arbitration rendered its decision. The award effects an increase of 50 per cent in the carmen's wages within the past five years. We believe that the public will consider it more than fair to the employes of the company; we believe the fair-minded employes of the company will consider it as being more in their favor than in favor of the company. The company so considers it and knows that a tremendous additional financial burden is laid upon it, but it bows to the decision and has already taken steps to carry it out in good faith. It believes the abnormal raise to have been given for the purpose of preventing industrial strife and purchasing peace between the company and its employes, inuring to the benefit of the public, by tiding the men over by what the board deemed temporarily abnormal conditions. It feels in honor bound to live up to the board's decision regardless of consequences and will do so.

Earnest consideration of these facts is asked of the people of San Francisco, who are interested in transportation and whose interests the company and its employes alike should consider.

The wages awarded are high, the additional expense to the company will be great. The losses and burdens imposed upon the company by the recent disaster and the difficulties with which the company has had to contend have been greater than many realize; but the United Railroads has the courage to meet these conditions, and we have full faith in its ability to overcome the many difficulties with which they have been and are being confronted, and it will continue its efforts to give San Francisco as speedily as possible as good a streetcar service as there is in the world.

San Francisco, March 1, 1907.

160 Styles of Automobiles—illustrations and specifications in Auto Number of News Letter. Now out. A clever issue.

WRECK VICTIMS MAY DIE

Several of the Men Hurt in Nevada Smashup in Critical Condition

LOS ANGELES, March 1.—Forty-two Greek laborers who were injured yesterday morning in a smash-up of a construction train on the Salt Lake Railroad at Leith, Nev., were brought to this city on a special train this morning. The bodies of the three men who were killed remain at the scene of the wreck. Twenty-seven of them are badly hurt. One of them is suffering from a fractured skull and two others suffered the loss of their legs.

At the Byron Mauzy Music Building

Exhibit Grand Pianos

You are invited to visit our Exhibit of Grand Pianos. The makes represented are

SOHMER
BYRON MAUZY
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It is a beautiful showing.

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CAFE FRANCISCO

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First Appearance in San Francisco of the Celebrated Barytone Soloist

BASIL TETSON

Late of the Bostonians.

SATURDAY and SUNDAY EVENINGS

Accompanied by

LADA'S FULL ORCHESTRA

FRENCH Savings Bank

Occupies now its permanent building

108-110 Sutter Street

Above Montgomery Street

COFFEE

Receipt for it: Buy Schilling's Best and grind it yourself. There's a book inside.

Your grocer returns your money if you don't like it.

CARTER'S LITTLE LIVER PILLS.

Genuine Must Bear Fac-Simile Signature

Brent Good

REFUSE SUBSTITUTES.

RECEIVER'S NOTICE

All persons having claims (other than loss claims upon policies of insurance) against German National Insurance Company of Chicago, Illinois, are hereby notified that by an order entered by the Circuit Court of Cook County, Illinois, on January 11th, A. D. 1907, all claims against said Insurance Company (other than loss claims upon policies of insurance) must be filed with the undersigned in Chicago, Illinois, under oath in the forms prescribed by said court within six (6) months from said January 11th, 1907, and that all such claims not so filed will be disallowed and forever barred from participating in the distribution of the assets of said German National Insurance Company.

STATE BANK OF CHICAGO,
Receiver of German National Insurance Company of Chicago, Illinois.
JUDAH, WILLARD & WOLF,
Solicitors for Receiver.

PROPOSALS

PROPOSALS FOR WOOD, COAL, FUEL OIL, MINERAL OIL AND GASOLINE—Presidio of San Francisco, Cal., March 2, 1907.—Sealed proposals, in triplicate, will be received here, and at office of Quartermasters, until 11 a. m. April 1, 1907, and then opened, for furnishing, during the fiscal year commencing July 1, 1907, wood, coal, fuel oil, mineral oil and gasoline for Fort Rosecrans and Presidio of Monterey, Cal.; also at same time, at this office only, for wood, coal, fuel oil, mineral oil and gasoline for Alcatraz Island, Fort Baker, Benicia Barracks, Fort Mason, Fort McDowell, Fort Miley, Presidio of San Francisco, San Francisco, Cal., and Depot of Recruits and Casuals, Angel Island, Cal., and mineral oil and gasoline for Fort Barry, Point Bonita, Cal., during the fiscal year commencing July 1, 1907. Preference given to articles of American production, conditions of quality and price (including in the price of foreign productions the duty thereon) being equal, and such preference given to articles of American production produced on the Pacific Coast to extent of consumption required by the public service there. Information furnished on application to quartermasters at Fort Rosecrans and Presidio of Monterey, or to undersigned. JNO. L. CLEM, Chief Quartermaster.

PROPOSALS for Coal—Office of General Superintendent Army Transport Service, San Francisco, Cal., March 1, 1907—Sealed proposals, in triplicate, for furnishing and delivering on board army transports at San Francisco, average steam coal, as may be required, will be received at this office until 12 m. April 1, 1907, and then opened. Information furnished on application. Envelopes containing proposals should be indorsed "Proposals for Coal," addressed to General Superintendent Army Transport Service.

PROPOSALS FOR LAUNDRY WORK—Office of General Superintendent Army Transport Service, San Francisco, Cal., March 1, 1907. Sealed proposals, in triplicate, for laundry work for army transports at San Francisco, will be received at this office until 11 a. m. April 1, 1907, and then opened. Information furnished on application. Envelopes containing proposals should be indorsed "Proposals for Laundry Work," addressed to General Superintendent Army Transport Service.