Both Sides Hurl Defiance

Says Calhoun Is to Blame for Trials of City

By the Streetcar Men's Union Committee

One week of the strike has passed away, and what is the result of it all? Patrick Calhoun has done what is prohibited by our laws and constitution—he has raised a private army and has shot down innocent people in the streets of San Francisco and our government has done nothing to bring him to justice.

Two funerals have been the result of Mr. Calhoun's insensate attempts to overturn all law and order in San Francisco, and Patrick Calhoun is still at large.

During this trying time the carmen have done everything to keep the peace. That the peace has been violated has not been our fault, but the fault of Patrick Calhoun.

We are quite satisfied with the conditions of things as far as the carmen are concerned. We have kept our heads; the violence has been committed by Patrick Calhoun. The public can now see him steeped to the lips not only in bribery but in blood.

The people of San Francisco now understand that this is not a mere dispute about hours and wages any longer. It has become a determined effort to destroy the unions. Patrick Calhoun has imported his ruffians from all over the country; he is filling them up with bad whisky; he is paying them a higher wage than we ever thought of demanding. Does any one now think that he could not afford to give us $3 a day for eight hours' work, when he is giving his strike breakers $3.50, with free victuals and unlimited whisky for doing nothing at all?

The dishonesty of Patrick Calhoun must be apparent even to the meanest intelligence. He talks of a free market and a free bargain. Is it a free market that is surrounded by the hireling guns of his janissaries? Is it a free bargain where drunken strike breakers would compel us to work at a rate fixed by Patrick Calhoun?

Mr. Calhoun cannot get competent men here or anywhere to run his cars for the rates he offers us. Let the public understand this: he is importing the scum of creation to run his cars at wages far above the market rates in the hope to break our spirit. If we should be so debased as to forget our manhood and go back to work for him he would give us starvation wages and his bullies of today, with their pockets full of the money of Judas, would swiftly slink through the tenderloin to jail or to the criminal's grave.

The name of Calhoun is associated for all time with the vain attempt to perpetuate black slavery. What the grandfather tried to do in the south with colored people the grandson is trying to do in California with white people. But Patrick Calhoun, learn the lesson of history. The hands on the dial of progress never move backward. The splendid chivalry of the south was not able to retard the decrees of God that his children should be free. Do you imagine that your infamous hirelings shall reduce us from the position of free men in this land, which with so many toils we have held and shall ever hold for liberty?

Patrick Calhoun, this is a bigger proposition than you dream of, impregnated as you are with the spirit of mammon. You do not know what it is to deal with men. The carmen of San Francisco know their rights. They know their moral rights, their economic rights and their legal rights, and they are resolute to defend them. Spend like water on your wretched hirelings the money of the eastern and foreign dupes that trust you, but deny a fair wage to honest men, honestly working, and what will you have? Dead sea fruit, bitterness and ashes.

Can you not see that you are already beaten? Can you not see that it is not fear of a mob that keeps the people off your cars? You have not the men to operate your cars, and your imported thugs will be worse than murderers on our heavy grades and your dilapidated tracks. The people shun your cars as they shun the plague. It is as much as their own lives are worth to trust themselves on them with the drunken incompetents you have running them, and over and above all, every honest man that looks at them sees them stained with innocent blood.

Cars Are to Run on Four More Lines Today

By Patrick Calhoun

Apparently the worst days of the strike are over. We ran 50 cars for seven hours today and there was no riot. Our men were not molested, save in minor instances. The receipts of the day from cash fares amounted to more than $500. I have not received the exact report as yet, and it may run to more than $600, I am told. This shows that 10,000 persons rode on the cars that were operated on two lines yesterday.

Today we shall operate six lines; two more on the north side of Market street in addition to those that were running yesterday, and the Mission street and the Valencia and Twenty-ninth street lines. On the north side of Market street the cars will be started at 8 o'clock in the morning and remain in operation until 7 o'clock in the evening. On the Mission and Valencia lines the cars will be run between the hours of 11 in the morning and 4 in the afternoon. The cars will be run on the regular schedules.

I am informed that over 200 of the older men formerly employed by the company are anxious to return to their work.

The linemen voted at their meeting yesterday afternoon, I am told, to indefinitely postpone any action on the question of a strike by their union, and if there is any further serious trouble I do not apprehend that it will come from sympathetic strikes.

I have not received a visit from President Mahon of the international carmen's union, who arrived in the city on Saturday night.

I consider that the numbers that rode on the cars yesterday and the day before made it plain that as the service is gradually resumed there will be no difficulty in the matter of patronage of the road on the part of the public.

There are other men hired by the company now on their way to San Francisco, but I cannot speak more definitely as to their arrival.

Gillett Holds Conference With Officers of Militia

CONTINUED FROM PAGE 1, COLUMNS 4 AND 5

we are needed the Seventh regiment will be the first to be called out, and the others will soon follow. Arrangements for transportation and subsistence have been made, and now we are simply waiting. It is my opinion that if we are needed the Seventh regiment will be the first to the city authorities do their duty they will not need any assistance. After what I have seen today I can say that the San Francisco police force is an efficient body of men, but that it must be properly handled."

Governor Gillett was expected at headquarters during the afternoon, but was busy in another part of the city and did not appear. Among those who called and did not see him was General Funston, commander of the department of California of the United States army. The visitor, who wore civilian attire, said that he had called merely to pay his respects to the governor. When asked what he thought of existing conditions he answered:

"I have no doubt that the city and state authorities can handle the situation. It is my belief that there will be no necessity to call for federal aid."

Governor Gillett, accompanied by his wife, took an automobile trip through the Western addition. They went as far as Golden Gate park. Part of the time the governor shaped his course along the streets in which the United Railroads was operating cars. He paid especial attention to the behavior of the crowds and the conduct of the police. Both in the morning and in the afternoon the governor pursued his personal investigations. At noon he had luncheon in the Palace. There a conference was held. Those who discussed the situation with the governor were Adjutant General Lauck, Judge Advocate William P. Humphreys, Colonel Wilhelm, Colonel George H. Pippy, Colonel Beck and Captain W. H. Reed. All had been posting themselves on conditions and none had any fault to find with the morning's work of the police.

At the close of the day Governor Gillett thus summed up his conclusions:

"Peace has been maintained, the police have done good work and I have seen nothing today to justify interference at this time. I am waiting for developments. The state does not wish to take a hand and will not do so unless such action becomes absolutely necessary. As for asking for federal aid, that would be resorted to only as an extreme measure. If blood is flowing and the state has not sufficient force to stop the conflict the federal government will be asked to lend assistance, but I do not think that conditions will ever reach such a calamitous stage."

General Wankowski of the First brigade of state troops, which includes the Seventh regiment, took an automobile trip through the danger zone with Major Jones, quartermaster of the Second brigade, and Lieutenant Morsehead. The party rode on a Turk street car back to town. General Wankowski reported a quiet trip and expressed himself as pleased with the work of the civil authorities.

Colonel D. A. Smith of the Fifth regiment spent the greater part of the day at the governor's headquarters. His men, like those of the Seventh, are ready for service whenever they are wanted.

Acting under instructions, General Wankowski has made all the necessary commissary arrangements. So complete and thorough are the preparations for active service that 3,000 well drilled and well equipped men could be assembled in San Francisco in 19 hours. The state soldiers available at this time are three 12 company regiments of infantry, three troops of cavalry, two companies of signalmen and seven divisions of naval militia. The infantry regiments are the Second, commanded by Colonel H. I. Seymour, and consisting of companies from various interior towns from Chico on the north to Bakersfield on the south; the Seventh, commanded by Colonel S. H. Findley, and made up of companies from south of Tehachapi, and the Fifth, commanded by Colonel D. A. Smith, and consisting of companies from the bay counties. The latter regiment has four San Francisco companies. The troops of cavalry are at present stationed at Salinas, Sacramento and Los Angeles, one in each city. There is one company of signalmen in San Francisco and another in Los Angeles. The seven divisions of the naval militia are within easy reach. They are commanded by Captain George W. Bauer of the United States steamer Alert.

In conference with the provisions of act of congress known as the Dick bill the state militia has been greatly improved and is now for the first time in condition for hard service. Its officers say it is as ready and as fit for action as the regular army.

BRITISH RAILWAY HANDS THREATEN BIG STRIKE

Remarkable Demonstrations Are Held Throughout United Kingdom

LONDON, May 12.—Remarkable demonstrations were made today by railway employes throughout the United Kingdom in demanding redress for various grievances, including betterment of conditions of work and recognition by the different companies of the men's trade societies. Twenty thousand men assembled in Hyde park and other places and endorsed the decision of the conference held recently at Birmingham at which a plan of campaign was adopted for the calling of a strike at the beginning of August if they failed to receive acceptable concessions from the companies concerned. It is asserted that the companies are making the lives of the men unendurable by their craze for economy in order to increase dividends.

STRIKE STOPS BUILDING

CHICO, May 12.—Ten members of the Master builders' association declared for the open shop yesterday under their signatures. Upon learning this the members of the carpenters' union communicated with the San Francisco headquarters and were advised to strike and they immediately quit work. The paper hangers' and decorators' union also has declared a sympathetic strike. Building operations generally are now at a standstill.

Charles J. Rousseau Jr., architect of 820 Stanyan street, begs to announce to his many friends and patrons that he has no connection whatever with the firm of Chas. M. Rousseau & Co., architects, or with the troubles of Mrs. Alicia McCone and her building on Turk street. CHAS. J. ROUSSEAU.

YALTA, May 12.—Grand Duke Nicholas Nicholaievitch was married here today to Princess Anastasia of Montenegro.

Survivors of the Wreck Complain Bitterly of the Delay of the Relief Train on Its Return Trip

Held Up for Hours on Desert With the Dead

Continued from Page 1, Column 1

ing of cruel maiming and mangling and destruction of life, the more appalling grows the catastrophe. Thirty-two is the number of dead—18 members of the Mystic Shrine, 9 women and 5 trainmen. More than a score were injured, and several of these will be added to the death roll.

The cause of the accident is still a matter of doubt. The easiest explanation is that the switch was defective. Several survivors declare that they examined the rail and can testify to the gross carelessness of the Southern Pacific. It appears impossible, however, to gain any intelligent light on the matter because of the battered condition in which the rails and ties were left after the engine and coaches had bumped over them, which they did, for a distance of 100 yards. No one has been found who examined the lock of the switch to ascertain if had been tampered with.

The wreck occurred exactly at 2:30 o'clock, 1 hour and 40 minutes after the conclave visitors, forming a merry party, had spent all the morning sight seeing in Santa Barbara. The statement that the train was making terrific speed when it struck the defective track is borne out by the fact that it had covered the 60 miles of curves and difficult track between here and Honda in exactly 100 minutes.

There was no warning of the impending calamity. The special plunged upon the defective switch and in an instant the big locomotive, baggage car, diner and Pullman were hurled together in a huge heap of wreckage. The engine shot forward on the broken track, tearing up the rails and ties and twisting the huge iron spans into all shapes. The baggage car half buried itself in the sand on the right side of the locomotive. It was smashed almost to kindling wood.

The dining car, in which were thirty-two people eating their noonday repast, leaped into the air and was thrown entirely on top of the demolished locomotive. Nearly every person in this coach was instantly killed. Scores were scalded by steam escaping from the disconnected pipes in the kitchen of the diner.

FIRE ADDS HORROR

The terror and turmoil of the scene was awful. Many who escaped instant death in the first impact were crushed by the oncoming rear coaches, which were hurled upon the wreckage. Others, pinioned in the debris, were roasted alive. The wreckage caught fire from the coals of the engine, but was extinguished in a few minutes by those passengers who had escaped injury.

Engineer Frank Champlain was pitched with his cab 25 feet beyond the engine and got up and ran three-quarters of a mile seeking help before he discovered that his arm was broken and that he was severely scalded.

A man standing behind his wife in the baggage car was hurled through a huge rent in the roof and alighted in soft and yielding sand almost uninjured. His wife was forced through the floor and wreckers had to lift tons of baggage to get her body out.

But the unfortunates who occupied every seat in the dining car were caught in a veritable death trap. Only two of the nine men of the diner crew are numbered among the dead. The remainder, though cooped up in the narrow kitchen and pantry, sustained but a few cuts and bruises.

The last call for luncheon had just been sounded a few moments before the disaster. Rajah temple of Reading, Pa., occupied the last car on the train and were the last ones to go forward to the diner. The car was filled almost entirely with Reading people when the wreck occurred.

An instant after the smash those in the rear coaches who were not rendered insensible or otherwise incapacitated by the terrific impact jumped from the train to render aid, but the grewsome scene before them unfitted many for the work that they had to do in the long hours before relief arrived.

OVERCOME BY SCENE

Frightened men, peering through the windows of the undamaged sleeper, fainted when they saw the bodies of their friends strewn along the roadside, blood from the gaping wounds staining the sand drifts all about. Men who toiled hard at the task of rescue collapsed completely, many of them before the work was finished.

Mrs. John W. Cutler of Binghamton, whose husband is also among the killed, was in the baggage car at the time of the crash, where she had gone to rearrange a trunk. Her body was driven literally through the floor, and the wrecked car had to be jacked up and piles of baggage removed before it could be released. Mrs. Fred Grummond of Binghamton was with her and also went down under the tons of baggage and broken timber.

When rescuers burrowed their way to where the two women lay the living one reached out and grasped the feet of one of the men and shouted

"I'll not let go until you get me out."

Then a gust of scalding steam enveloped her and she was terribly burned. She was rescued alive, however, and was among those taken to San Luis Obispo.

When Miss Cora Young of Cleveland was taken from the shattered diner she was still living, but frightfully injured. Her entire body had been showered with boiling water, and when women friends removed her corset the imprint of the stays was left deep in the scalded flesh.

DEEDS OF HEROISM

There were countless deeds of courage and heroic sacrifice. A. D. Hagerman of Reading refused the aid of his brother nobles after they had dragged him, fatally hurt, from the wreck.

"I am dying," he said. "Go help the women."

Sander Deabald of Cleveland worked heroically but unavailingly to save the lives of two women pinned beneath the diner. The flames had broken out amid the wreckage and were burning all about the prostrate forms of the women. Burrowing his way down into the smoldering, splintered woodwork, Deabald, with a hose which he had wrenched from a coach connection, spouted water from an adjacent tank and extinguished the flames. Then he reached down and after cutting away the broken timbers that held her fast took Mrs. William W. Essick of Reading from the ruins. She was begging pifeously for relief when Deabald reached her.

As he lifted her from the wreckage a stream of boiling water poured over her, searing her body terribly. Women passengers sought to remove her upper garments, but fainted when the flesh came off with them. She expired in a few minutes after being carried out on the sand, and Deabald was forced to return to his sleeper, unable to endure the harrowing scenes on every hand.

"It was the most horrible sight I ever laid my eyes on," he said today. "Whenever I touched her the print of the fingers remained in the almost fluid flesh."

BEREFT OF FAMILY

Henry J. Fisher of Cleveland went under protest with his wife and her daughter, Miss Cora Young, and Mrs. John W. Cutler to the baggage car. The three women were killed and he escaped almost unharmed from the wreck of the baggage coach. Today, wandering dazedly about the streets, Fisher asks mournfully

"How did I escape? Why should they die and I live?"

A. D. Wasson of Buffalo was eating at a corner table. He was within six inches of the hot water tanks. When the rescuers neared him he smiled encouragingly. Dragged from under the range of the scalding steam, he murmured "Thank God" and died. His wife and their 3 year old baby were with him on the train and escaped injury.

Charles M. Tyson of Buffalo is ill at the Potter hotel here, completely unnerved by his experiences. He faced death many times in dragging from the debris the bodies of friends. He finally collapsed under the strain.

It was some time after the wreck occurred before word of it reached the outside world. As soon as one of the uninjured trainmen could make his way to the station word of the wreck was flashed to railroad headquarters here and at San Luis Obispo. Immediately special trains were arranged for and a corps of physicians and nurses gathered hurriedly together was quickly on the way. At 4 o'clock the relief special left this city. It made the run to Honda station, 61 miles, in an hour and a half. Simultaneously another special left San Luis Obispo, also equipped with nurses and doctors. It arrived after a run of about the same distance shortly before the one that left this city.

BODIES LAID OUT ON SAND

Already the work of rescue had been nearly completed by those who had escaped the disaster unhurt. Twenty-five bodies lay in rows on the sand beside the track. The injured, many of them unconscious and dying, were scattered about the vicinity on piles of bedding and plush seats brought from the Pullmans. The more fortunate ones were attempting to give succor to the sufferers.

It was determined at once to remove the injured to San Luis Obispo and bring the dead to this city. The work of placing them upon the two trains was quickly accomplished. Before the special bearing the injured had reached San Luis Obispo five more had succumbed to their terrible wounds.

Physicians and nurses worked over the survivors incessantly. Arriving at its destination the train was met by a score of ambulances and automobiles and the injured were quickly carried to the two sanatoriums.

Meanwhile the train returning to this city with its load of dead was sidetracked at a lonely switch for the passage of other trains. Far out on the sandy desert, miles from any habitation or from any wire communication with the outside world, the special waited for two hours, while train after train of Shriners, bound from Los Angeles to their eastern homes, swept by. In the darkness the occupants of these trains did not know that they were passing the funeral train of their brethren.

RELIEF TRAIN DELAYED

The train was to arrive in this city at 9 o'clock. At that hour every dead wagon, together with many other vehicles, were assembled at the local Southern Pacific station to transport the bodies to the morgue. They had to wait till after midnight for the arrival of the train. Three local undertaking parlors were filled with bodies of the victims. Many of the dead were so badly burned and mutilated as to be almost unrecognizable. The undertakers' rooms were besieged by crowds of Shriners who were still in the city. By daylight all of the dead had been identified.

When the relief train arrived at Sutton on the way to the wreck, Miss Maria Fuller, 19 years old, of 1010 South Burlington avenue, Los Angeles, jumped aboard.

"I want to go with you to the wreck," she said to Dr. W. A. Taylor, the Southern Pacific division surgeon, who had charge of the train. She was going to San Francisco with the Shriners, but was happily with the Detroit-Rhode Island-Boston-Hartford templars.

"You can't go," replied the surgeon. Ten minutes later, when the train was clipping miles at the rate of 50 an hour, a wisp of dark brown hair blowing up above the front car platform drew the attention of Dr. Taylor and the conductor. A moment more and they had dragged the girl from the tender brakebeam of the speeding engine. Brought into the car, Miss Fuller smiled away the doctor's glowering looks.

"I really had to go," she said. "I am a member of Southgate lodge, Eastern Star, and I am pledged to give aid whenever I can." On the way back she did her best to comfort Mrs. A. D. Wasson, whose husband was killed.

WATER CAR WAS NEAR

An eye witness states that the loss of life would have been much greater but for the fact that a carload of water stood upon a sidetrack within a few feet of the wreck. The overturned cars immediately took fire, and but for the presence of this water would have burned from end to end.

Loud praise is bestowed upon a flagman's wife, whose house stood near the scene of the disaster, for the noble work she did in preparing and serving coffee to the wounded. She made many trips with cans of coffee and other food.

Fortunately for the injured, there were five doctors among the surviving Shriners on the train, and by the time that the San Luis Obispo and Santa Barbara relief trains had reached the scene the more seriously wounded had received surgical attention.

The wrecked train was made up of baggage, diner and five Pullmans, carrying Shriners and their wives from eastern New York and Pennsylvania. Ismailia temple of Buffalo and Rajah temple of Reading, Pa., suffered the heaviest loss of life and many prominent families in these and surrounding cities will wear mourning as the result of the accident.

SURVIVORS UNNERVED

Several of the surviving women were in a fainting condition when they arrived here in the relief train last night, owing to the nervous shock of the wreck and the fact that they had been without food for 11 hours. Those who escaped from the wreck and whose nearest and dearest were not numbered among the dead and dying, made a rush from the train to the various hotels, their one object seeming to be to escape from all reminders of the catastrophe. Those whose friends and relatives lay stretched across the seats of the forward coach were too distracted to be of any service to the corps of doctors and undertakers and were not allowed in the death van. Only one or two of the passengers were willing to say anything about their experiences, all being utterly used up from the trying hours which followed the wreck.

William H. Doherty, a member of the board of police commissioners of Buffalo and a prominent Shriner of Ismailia temple, gave a vivid word picture of his experiences and the hardships that followed the smashup.

"I was in one of the rear coaches of the train when the engine jumped the track," he said, "and to this fact I undoubtedly owe my life, for every one that was killed was either in the diner or the next coach. We were traveling along at a good rate of speed but not an excessive one, when the crash came, and before any one realized what had happened the cars were piled up and every one was thrown violently from his seat. Those of us who could got clear of the wreckage of seats and windows and rushed outside to help the unfortunate who were under the forward cars.

PITIFUL CRIES FROM WRECK

"I cannot describe what we saw. It was far too horrible. The engine was lying on its side and the light baggage car was also overturned with the heavy diner on top of it. From beneath the mass of debris came the most horrible cries of agony and calls for help, and throughout the length of the wrecked section there were battered heads and disfigured faces, some already beyond aid, while others begged to be liberated from the entanglement.

"It was hours before the relief trains arrived and all during the wait the survivors did what they could to help. They saw some terrible sights."

Another passenger who had something to say about his experiences was J. H. Prescott of Buffalo. "I was dazed when the crash came and didn't realize what had happened until I heard the grinding of the cars and and the cries of the wounded," said he. "One look outside showed me that the wreck was one of the worst in the history of railroad disasters and I immediately set to work with the rest of the uninjured to try to extricate those who were caught under the forward cars. It was grewsome work, I can tell you."

WISHES TO FORGET SIGHTS

"I'll never forget some of the things I saw and heard if I live to be 100," said Albert H. Hodson of Palmyra, N. J., a prominent Shriner of Rajah temple, who escaped without injury and did valiant service in rescuing the wounded. "I would give $1,000 if I could forget some of the things, and there are others that I want to remember, for some of the dying showed wonderful pluck and unselfishness.

"One of the things that I want to forget is what a woman lying beneath two dead bodies and pinned under the burning diner said to me. She begged me to take an ax and cut a leg off of one of the dead to let her out. She was soon after rescued, but, I am glad to say, without mutilating the dead."

No San Franciscans were among the killed. On the return of the relief train it was found that one man had become violently insane from the strain and he was taken to a hospital for treatment.

Six negro members of the train crew were also removed to one of the local hospitals for treatment.

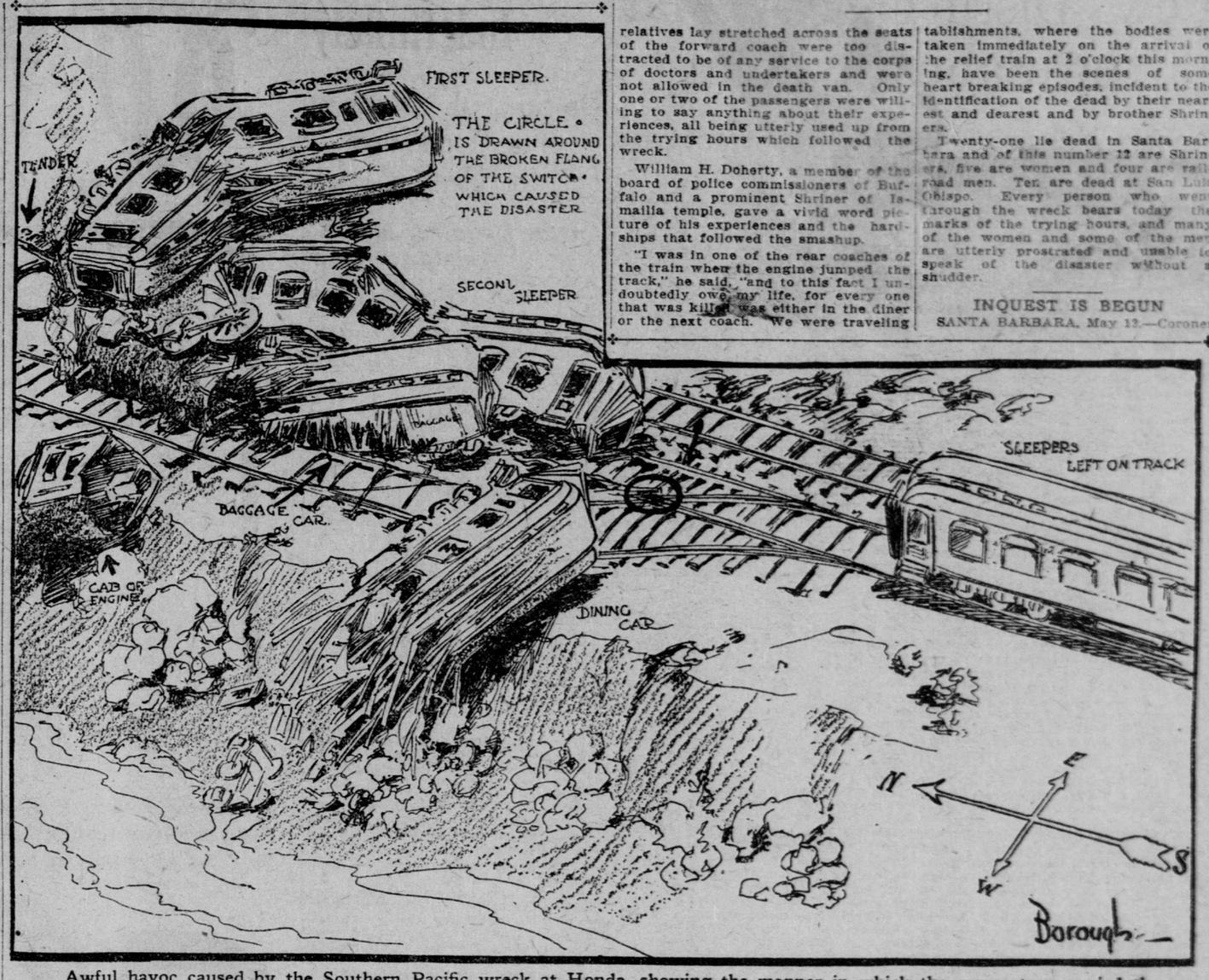
Today the various undertaking establishments, where the bodies were taken immediately on the arrival of the relief train at 2 o'clock this morning, have been the scenes of some heart breaking episodes, incident to the identification of the dead by their nearest and dearest and by brother Shriners.

Twenty-one lie dead in Santa Barbara and of this number 12 are Shriners, five are women and four are railroad men. Ten are dead at San Luis Obispo. Every person who went through the wreck bears today the marks of the trying hours, and many of the women and some of the men are utterly prostrated and unable to speak of the disaster without a shudder.

INQUEST IS BEGUN

SANTA BARBARA, May 12.—Coroner Ruiz began the inquest this afternoon on the bodies of the victims of yesterday's wreck. Joel H. Prescott of Buffalo was the first witness. He testified that the train was running at a high

Continued on Page 4, Middle Column 1



Awful havoc caused by the Southern Pacific wreck at Honda, showing the manner in which the momentum carried the passenger coaches over the engine, tender and baggage car. From a sketch made for The Call by H. Thornton of Meridian, Miss., the railroad expert, who was with the ill-fated Shriners' party.

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ASK AGENTS SOUTHERN PACIFIC

PROPOSALS

PROPOSALS for forage and straw, San Francisco, Cal., April 15, 1907—Sealed proposals, in triplicate, will be received here, and at the office of Quartermasters, until 11 a. m., May 15, 1907, and then opened, for furnishing, during the fiscal year commencing July 1, 1907, forage and straw for Fort Rosecrans and Presidio of Monterey, Cal.; also at same time, at this office only, for forage and straw during the same period for Alcatraz Island, Fort Baker, Benicia Barracks, Fort Mason, Fort McDowell, Fort Miley, San Francisco, Presidio of San Francisco, San Francisco, Cal., for shipment to Honolulu, H. T., and Depot of Recruits and Casuals, Angel Island, Cal. Preference given to articles of American production, conditions of price and quality (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 the extent of consumption required by the public service there. All information furnished on application to quartermasters at Fort Rosecrans and Presidio of Monterey, or to undersigned. JNO. L. CLEM, Chief Quartermaster.

PROPOSALS For Army Transportation—Depot Quartermaster's Office, 1086 North Point St., San Francisco, Cal., April 16, 1907.—Sealed proposals in triplicate will be received at this office until 11 a. m., Wednesday, May 15, 1907, for fiscal year ending June 30, 1908, as follows: Between (either direction) San Francisco, Honolulu, Guam, Nagasaki and Manila; between Honolulu, Guam, Nagasaki and Manila; between Guam, Nagasaki and Manila, and between Nagasaki and Manila. Bids to specify rates for transportation between the aforementioned ports for passengers, freight (including livestock) and remains of officers, soldiers and employes of the Government. Full information will be furnished on application to Lieutenant Colonel J. B. BELLINGER, Deputy Quartermaster General, U. S. A., Depot Quartermaster.

PROPOSALS for Construction—San Francisco, Cal., May 13, 1907 (Readvertised).—Sealed proposals, in triplicate, will be received here until 11 a. m., May 23, 1907, and then opened, for furnishing all material and erecting a double set of noncommissioned officers' (hospital corps sergeants') quarters at the Presidio of Monterey, Cal., according to plans and specifications on file in this office and office Qr. Mr., Presidio of Monterey. Preference given to articles of American production, conditions of price and quality (including in the price of foreign productions the duty thereon) being equal. All information furnished on application to the chief quartermaster, department of California, Presidio of San Francisco, or the Qr. Mr., Presidio of Monterey, Cal. JNO. L. CLEM, Chief Quartermaster.

OFFICE Purchasing Commissary, U. S. Army, 1006 North Point st., San Francisco, Cal., May 4, 1907—Sealed proposals, in duplicate, for furnishing and delivering on or about June 22, 1907, subsistence stores in accordance with specifications and conditions set forth in circular No. 3, war department, office commissary general, Washington, D. C., February 12, 1907, will be received at this office until 11 o'clock a. m. May 14, 1907, and then opened. Information furnished on application. C. R. KRAUTHOFF, major, commissary.