AMUSEMENTS

VAN NESS THEATER
Van Ness and Grove. Phone Market 500.
MATINEE TODAY
LAST TIME SUNDAY NIGHT.
A Superb Play—Superbly Played.
SALOMY JANE
Paul Armstrong's Drama of the West.
Beginning Next Monday Night
First San Francisco Engagement of OLGA
NETHERSOLE
And Her London Company, Including
FRANK MILLS
Entire First Week, Including Sunday Night—Matinees Wednesday and Saturday,
"SAPHO"
Second Week—Mon. and Fri., "THE AWAKENING"; Tues. Eve. and Wed. Mat., "CARMEN"; Wed., "THE LABYRINTH"; Thurs., "ADRIENNE LECOUVREUR"; Sat. Mat., "CAMILLE"; Sat., "SECOND MRS. TANQUERAY."
SEATS READY—Prices $2 to 50c.

MILAN OPERA CO.
CHUTES THEATER
LAST TWO NIGHTS
Only Matinees Today and Tomorrow
"FAUST" Matinee Today
And Tomorrow Night, with Ferrabini, Parola, Arcangeli, LOMBARDI.
"CAVALLERIA" AND "PAGLIACCI"
TONIGHT
With Gonzales, Balestri, Pacini, Bertozzi, Pinnazzoni and Signorini.
"MIGNON" Tomorrow Matinee
With Padovani, Bertozzi, Parola, Wulman.
Seats on sale for all performances at Sherman, Clay & Co.'s, Van Ness av. above California st.
Reserved seats—$2, $1.50, $1, 50c. General admission 50c.

DORA PARK
& OPERA HOUSE
OAKLAND.
DIRECTION H. W. BISHOP.
LAST WEEK OF THE ALAMEDA COUNTY EXPOSITION and CARNIVAL
LAST WEEK OF
SHIP AHOY
The Carnival of Fun and Melody.
Next Monday Night
RIP VAN WINKLE
Seats now on sale at Sherman, Clay & Co.'s, Thirteenth and Broadway, Oakland.

NOVELTY THEATRE PHONE WEST 3990
LOVERICH & LUBELSKI—PROP'S. & MGR'S.
Direction Gottlob, Marx & Co.
MATINEE TODAY—TONIGHT LAST TIME
LOUIS JAMES
AS
FALSTAFF
In a Superb Production of
THE MERRY WIVES OF WINDSOR
Commencing SUNDAY NIGHT and Continuing All Week, Except Wednesday Evening and Saturday Matinee.
Louis James in "THE COMEDY OF ERRORS"
Wednesday Evening and Saturday Matinee, "MERCHANT OF VENICE."

Orpheum
ELLIS ST. NEAR FILLMORE.
Absolutely Class "A" Theater Building.
MATINEE TODAY AND EVERY DAY.
A BIG NEW SHOW
MINNIE SELIGMAN and WILLIAM BRAMWELL in the comedy sketch, "A Dakota Widow"; 8—VASSAR GIRLS—8; LUCY and LUCIER in "A Fool's Errand"; BARTHOLDI'S COCKATOOS; CHRISTINA NEILSEN; BELL-CLAIRE BROTHERS; BERRY and BERRY; NEW ORPHEUM MOTION PICTURES and Last Week of "A NIGHT WITH THE POETS."
PRICES—Evenings, 10c, 25c, 50c, 75c. Box Seats, $1. Matinees (except Sundays and Holidays), 10c, 25c, 50c.
PHONE WEST 6000.

PRINCESS THEATER
Ellis near Fillmore—S. Loverich, Manager.
Mat. Daily at 2:30—Evenings at 8:15.
Sam Sidman & Co., including 20 High Class Musical Artists, presenting
"THE JAIL BIRDS"
Una Clayton & Co. in the great comedy playlet
"WHAT'S IN A NAME"
Geo. Delmas—Aerial Marvel.
Lockwood and Drayson—Change Artists.
The 4 Claysons—Musical Artists.
Bothwell Browne, presenting "The Gibson Girl."
Davis and Walker Parker—Comedians.
Princess Motion Pictures.
Prices—Evenings, 10c, 25c, 35c, 50c.
Matinees—10c and 25c.

NEW ALCAZAR THEATER
Tel. West 6036
ABSOLUTELY "CLASS A" STRUCTURE
CORNER SUTTER AND STEINER STS.
Belasco & Mayer, Owners and Managers.
MATINEES TODAY and TOMORROW.
TONIGHT and TOMORROW Night Last Times of
GENESEE OF THE HILLS
MATINEES SATURDAY AND SUNDAY
PRICES—Nights, 25c to $1; Mats., 25c, 35c, 50c.
Mon., Oct. 7.—"WHEN KNIGHTHOOD WAS IN FLOWER."

AMERICAN THEATRE
Market and Seventh Sts.
THE HOUSE OF SAFETY AND COMFORT WILL REOPEN ON
SUNDAY MATINEE
OCTOBER 6th
Inaugurating the Fall and Winter Season of High Class Eastern Attractions With
GEORGE M. COHAN'S
"Little Johnny Jones"
Seats Reserved From 25c to $1.50.
Sale of Seats Now On

CENTRAL THEATER
ERNEST E. HOWELL—Proprietor and Manager.
Sixteenth and Eighth streets....Phone Market 777.
Home of Melodrama
Matinees Saturday and Sunday.
TONIGHT and All the Week, the Splendid Scenic Melodrama,
RULED OFF THE TURF
PRICES—15c, 25c and 50c.
Next Week, Beginning Monday Night, the Intensely Thrilling Melodrama, "THE AMATEUR DETECTIVE," or "THE BEST MAN WINS."

President Escorted by Guard of Confederate Veterans

Citizens of Memphis Give Royal Reception to Roosevelt on Arrival at Convention

MEMPHIS, Tenn., Oct. 4.—With bands playing, children singing and enthusiastic men shouting the slogan of deep waterways, Memphis threw wide her gates this afternoon to President Roosevelt, a score of governors and many other distinguished men of the Mississippi valley. The president arrived on the steamer Mississippi shortly after 1 o'clock.

The bluffs overlooking the river were packed with people, who gave the chief executive a warm welcome.

The president was conducted to a carriage by Governor Patterson of Tennessee and Mayor Malone of Memphis and the most imposing parade ever given here was begun. The president was continuously cheered throughout the march. The city was a waving mass of color. When the president's carriage turned into Main street he was saluted by a regiment of Confederate veterans, who from that point acted as a bodyguard. The president arose and warmly greeted the grizzled warriors of a half century ago.

Despite a lively downpour of rain, which lasted until noon, the streets were jammed with people. Passing north, in Second street, 2,000 school children were seated on a decorated arch and sang patriotic airs as the president passed. The president arose in his carriage and bowed repeatedly to the little ones.

Arriving at the Auditorium rink, where the deep waterways convention is being held, President Roosevelt alighted and, after chatting with several friends, ascended the platform. The huge structure filled up rapidly and when Governor Patterson arose to present the president an immense assemblage greeted him.

President Roosevelt departed from his printed speech in several instances. In speaking of the Confederate guard of honor, he said it was a touching sight to see these old Confederate soldiers carrying the flag of this great union. If any one wanted to know how they would fight for that flag, let him ask the boys in blue how they fought against it.

He said with emphasis that he was as much the president of the south as of the north and was devoted to its interests. He said he was half a southerner, and when he told of two or three of his uncles having worn the gray he was tremendously applauded.

The president said that it had come to the point where a remark of his that honesty was the best policy was likely to lead to a run on the banks. He did not want to punish any one except for wrong doing, but he would punish the wrong doer who was poor as freely as the one who was rich.

"I will use my utmost power to stamp out murderous and lawless anarchy," he declared, "and I will no more stay my hand because a wrong doer masquerades as a labor leader than if he masquerades as a captain of industry. I have heretofore expressed myself on the subject of undesirable citizens and I stand by what I said alike when he is a great capitalist who wins a fortune by chicanery and wrong doing and when he is a man who under the guise of standing up for labor preaches and encourages violence."

The president said in part:

NO CHANCE FOR MONOPOLY

These natural highways, the waterways, can never be monopolized by any corporation. They belong to all the people, and it is in the power of no one to take them away.

Wherever a navigable river runs beside railroads the problem of regulating the rates on the railroads becomes far easier, because river regulation is rate regulation. When the water rate sinks, the land rate cannot be kept at an excessive height. Therefore, it is of national importance to develop these streams as highways to the fullest extent which is genuinely profitable. Year by year transportation problems become more acute, and the time has come when the rivers really fit to serve as arteries of trade should be provided with channels deep enough and wide enough to make the investment of the necessary money profitable to the public. The national government should undertake this work. We should act on the same principle in improving our rivers that we should follow in improving our harbors. The great harbors are of consequence not merely to the immediate localities, but to immense stretches of country; and the same is true of the great rivers. Planned and orderly development is essential to the best use of every natural resource, and to none more than to the best use of our inland waterways. It is evident that their most urgent need is a far sighted and comprehensive plan, dealing not with navigation alone, nor with irrigation alone, but considering our inland waterways as a whole, and with reference to every use to which they can be put.

RIVERS IN CALIFORNIA

Plans for the improvement of our inland navigation may fairly begin with our greatest river and its chief tributaries, but they cannot end there. The lands which the Columbia drains include a vast area of rich grain fields and fruit lands, much of which is not easily reached by railways. The removal of obstructions in the Columbia and its chief tributaries would open to navigation an inexpensive freight transportation fully 2,000 miles of channel. The Sacramento and San Joaquin rivers, with their tidal openings into San Francisco bay are partly navigable now. Their navigation should be maintained and improved, so as to open the marvelously rich valley of California to inexpensive traffic in order to facilitate both rate regulation and the control of the waters for other purposes.

Another important group of questions concerns the irrigation of arid lands, the prevention of floods and the reclamation of swamps. Already many thousands of homes have been established on the arid regions, and the population and wealth of 17 states and territories have been largely increased through irrigation. Yet this means of national development is still in its infancy, and it will doubtless long continue to multiply homes and increase the productiveness and power of the nation.

The reclamation of overflow lands and marshes, both in the interior and along the coasts, has already been carried on with admirable results, but in this field, too, scarcely more than a good beginning has yet been made. Still another fundamentally important question is that of water power. Its significance in the future development of our whole country, and especially of the west, is but just beginning to be understood. The plan of the city of Los Angeles, for example, to bring water for its use a distance of nearly 250 miles—perhaps the boldest project of the kind in modern times—promises not only to achieve its purpose, but in addition to produce a water power sufficiently valuable to pay large interest on the investment of over $23,000,000.

PREVENTION OF FLOODS

Forests are the most effective preventers of floods, especially when they grow on the higher mountain slopes. The national forest policy, inaugurated primarily to avert or mitigate the timber famine, which is now beginning to be felt, has been effective also in securing partial control of floods by retarding the runoff and checking the erosion of the higher slopes within the national forests.

I have asked the waterways commission to take account of the orderly development and conservation, not alone of the waters but also of the soil, the forests, the mines and all the other natural resources of our country.

Many of these resources which we have been in the habit of calling inexhaustible are being rapidly exhausted, or in certain regions have actually disappeared. Coal mines, oil and gas fields, and iron mines in important numbers are already worked out. The coal and oil measures which remain are passing rapidly, or have actually passed, into the possession of great corporations, who acquire ominous power through an unchecked control of these prime necessities of modern life; a control without supervision of any kind. We are consuming our forests three times faster than they are being reproduced. Some of the richest timber lands of this continent have already been destroyed, and not replaced, and other vast areas are on the verge of destruction.

Our public lands, whose highest use is to supply homes for our people, have been and are still being taken in great quantities by large private owners, to whom home making is at the very best but a secondary motive subordinate to the desire for profit. To allow the public lands to be worked by the tenants of rich men for the profit of the landlords, instead of by freeholders for the livelihood of their wives and children, is little less than a crime against our people and our institutions.

CONSISTENT POLICY

Matters of such grave moment should be dealt with along the lines of consistent and well thought out policy, without regard to any change of administration or of party at Washington. Such questions as the upbuilding and maintenance of the United States navy, the completion of the Panama canal in accordance with the plans now being carried out, and the improvement of the Mississippi river, are not party questions. I am striving to accomplish what I can in such matters as these because the welfare of the nation imperiously demands the action that I am taking. It is action in the interest of all the people, and the need for it will be as great long after I have passed out of public life as it is now. On these great points that I have mentioned, as on others I could mention, from the standpoint of the nation the policy is everything, while it is of little importance who carries it out, so long as it actually is carried out. Therefore, I hope you will see to it, according to your best endeavor, that the policy is accepted as permanent, as something to be persevered in because of the interest of the whole people, and without regard to any possible political changes.

Before closing let me say a word upon the subject of the regulation of the railways by congress under the interstate commerce clause of the constitution. Some corporations have become so habituated to disregarding everything but their own wishes and interests that the effort to establish a proper supervision over them has aroused on their part a curiously unreasonable antagonism.

In the matter of supervision of the great railway corporations we are acting as all civilized governments have already acted or are on the point of acting. The unrestricted issue of railway securities without any supervision and under circumstances which often result in the gravest scandal, should not be permitted, and only by governmental action can it be prevented.

I am sorry indeed when it happens that big men who do wrong have involved smaller men with no bad intentions to such an extent that they suffer when we force the undoing of the wrong. But we cannot hold our hands for such a consideration. The responsibility for the suffering of those innocent outsiders lies, not with us who put a stop to the wrong and punish the wrongdoers, but with these wrongdoers who mislead their victims.

RAILROAD IS COMPLETED TO PICTURESQUE SAN JUAN

Whistle of the Locomotive Will Disturb Sleepy Atmosphere of the Historic Mission

The quaint little town of San Juan and its picturesque mission, which all these years has been outside the pale of the excursionist, is to have the serenity of its peace disturbed, for the San Juan Pacific has been completed and the town and mission will be in direct rail communication with the rest of the world.

The San Juan Pacific has been built by a cement company which discovered in the hills back of the town large deposits of marl, clay and lime rock, which can be converted into cement. Work will be started at once and San Juan, which has slumbered ever since the advent of the white man in California, will be resonant with the hum of industry soon.

The mission is the best preserved in the state, and is surrounded by grounds which are beautifully kept, and there are not a few who lament the fact that the railroad will destroy the dreamy atmosphere of the place.

At one time or before the advent of the railroad, San Juan was a flourishing village as it was on the stage route between San Jose and Santa Barbara. People who now visit San Juan leave the Southern Pacific at Sargent and stage the rest of the distance. The new road connects with the Southern Pacific at a station called Chittenden, about 40 miles south of San Jose, and runs for nine miles up the beautiful San Juan valley.

CALIFORNIA LITERATURE FOR NEW YORK LIBRARIES

Promotion Committee Is Asked to Send Its Magazine to Twelve Branch Stations

Inquiries about California are increasing constantly in New York, owing to the steady and persistent work of the California Promotion committee, and the public library of that city has found that it requires more literature in order to supply the demand. It has requested the committee to supply California literature and the committee's magazine, "For California," to the following 12 branches: Fifty-eighth street branch, 121 East Fifty-eighth street; Tremont branch, 1866 Washington avenue; Ottendorfer branch, 135 Second avenue; Rivington street branch, 61 Rivington street; Muhlenberg branch, 209 West Twenty-third street; Kingsbridge branch, 3041 Kingsbridge avenue; Washington Heights branch, 922 St. Nicholas avenue; Mott Haven branch, 321 East One Hundred and Fortieth street; Tottenville branch, Amboy road, Tottenville, N. Y.; St. George branch, Stuyvesant and Hyatt streets, St. George, N. Y.; Stapleton branch, Canal and Brooks street, Stapleton, N. Y.; Port Richmond branch, 12 Bennett street, Port Richmond, N. Y.

The committee has complied with the request, and hereafter California books and magazines can be found in all these libraries.

AMUSEMENTS

BASEBALL
RECREATION PARK
Valencia st. between Fourteenth and Fifteenth.
OAKLAND vs. PORTLAND
Wednesday, Thursday, Friday and Saturday .....3:00 p. m.
SUNDAY .....2:30 p. m.
RESERVED SEATS at grounds and H. Harris & Co.'s, 1546 Fillmore st.

Father McMullen Will Take Charge of St. Mary's Church

REV. ORISON J. McMULLEN, NOTED PAULIST MISSIONARY, WHO WILL TAKE CHARGE OF ST. MARY'S CHURCH.

Rev. Orison J. McMullen, a Paulist missionary whose eloquence has won him a widespread recognition in the east, has arrived in San Francisco to take the place of Rev. John Marks Handly, who has had charge of St. Mary's church, California and Dupont streets. Father Handly has spent the regulation five years in San Francisco, and in accordance with the rules of his order has been given a new field, having been assigned to missionary work in the eastern states.

Father McMullen has been engaged in missionary work in New York for the last five years, and while there his eloquence and abilities as a preacher won him considerable attention. He will continue his work in San Francisco for the next five years, his opening sermon to be preached at St. Mary's church at the 11 o'clock mass next Sunday.

A new feature which has been adopted at St. Mary's for the month of October is a special devotional service, commencing at noon.

SEVERAL STORE KEEPERS SWINDLED BY YOUTH

Represents Himself as Nephew of Well Known Hat Manufacturer and Gets Various Articles

A youth about 20 years of age, representing himself as a nephew of B. Triest of Triest & Co., hat manufacturers, has swindled a number of store keepers and has fled from the city with his booty.

Radke & Co., jewelers, at Bush street and Van Ness avenue, notified the police yesterday that they had been swindled out of a diamond stick pin valued at $85 by the youth. The firm received a telephone message on Thursday purporting to be from Triest, the hatter. It was to the effect that his nephew was leaving the service of the company, and it was desired to present him with a diamond stick pin which he would call and select. In about an hour the youth called and after selecting the pin he asked that the bill be put in a sealed envelope addressed to his uncle.

Radke telephoned to Triest yesterday asking if he were satisfied with the pin and was informed that although the youth bore the name of Triest he was no relation and was not known except from recent complaints made by store keepers of being swindled in like manner.

Radke discovered that the young swindler lived at 1729 Laguna street and on going there he learned that he had left for Sacramento.

CORNELL UNIVERSITY CLUB TO MEET TONIGHT

David Starr Jordan of Stanford Will Speak on Recent Australian Experiences

The Cornell University club of northern California will meet at Tait's restaurant, Van Ness avenue and Eddy street, at 7 o'clock this evening. After dinner President David Starr Jordan of Stanford university will speak of his recent trip to Australia.

MAY ATTACH CASEY'S SALARY

Michael Casey, president of the board of public works, has been ordered to appear before Judge Hunt Monday next at 1:30 o'clock to show cause why his salary should not be attached in satisfaction of a judgment for $2,700 obtained by Charles D. Taylor against a former board of works, of which Casey was a member.

Imitators are not loved by true Americans, nor is the manufacturer who endeavors to imitate a well advertised article by using a similar trademark or package, hoping to fool the public. Do not be fooled—insist on getting what you ask for.

COURVOISIER AGAIN HELD

Gerald A. Courvoisier, who was held for trial on Thursday by Police Judge Conlan on a charge of forgery, was held yesterday on a charge of felony embezzlement. He is accused of embezzling $450 from the Commercial News publishing company, by whom he was employed. Another charge of forgery was booked against him yesterday.

COOKS WILL CONTINUE STRIKE CONTRIBUTIONS

Marble Workers Favor Proposition to Raise Firemen's Salaries

TO ISSUE NEW CARDS

Furniture Handlers Will Hold Special Meeting October 11

Cooks' union No. 44, at its meeting last Thursday night, at which William Schneider, the president, was in the chair, discussed payments to the strike fund. It was decided to continue making contributions to that fund in proportion to the ability of the union to do so, according to the condition of the treasury. During the evening the union obligated five candidates and received 12 applications.

* * *

At the meeting of the San Francisco labor council last night William P. McCabe tendered his resignation as secretary, on the ground that he having accepted a nomination for a political office it was, in his opinion, for the best interest of the council that he should retire from active duty. The resignation was adopted by a vote of 41 to 33.

The cooks' union by letter asked that the council take some action in regard to the city authorities refusing to admit members of the union to the city hospital to be treated for sickness and injuries.

A delegate from that union said that he thought the council, with "its present influence," ought to look into this matter. "The council," he said, "can take up political matters, and I do not see—"

The speaker was called to order by the president, who told him that he must confine himself to the matter in issue.

"Well," continued the speaker, "I move that the chair appoint a committee of three to go before the board of health to inquire into the matter and I would suggest that the chair name on the committee three delegates who have a 'pull' with the administration."

The chairman named several delegates, but all declined. The mover of the motion suggested that the president be one of the committee, but he declined on the ground that he has "no pull." Finally Michael Casey, Vice President Alexander and Secretary McCabe were named as the committee.

The council was asked for an indorsement of the amendment to the charter to increase the pay of policemen. The matter was laid on the table by a vote of 69 to 30.

The electrical workers reported that the district council had declared a strike against the city electric company which pays $4 a day for 8 hours' work, and had ordered the men out. The delegate said: "The men who work for the company are all members of No. 151, which has been trying for two weeks to amalgamate all unions in this city, but the district council, in order to down No. 151, orders a strike against a fair company. It is a dirty shame that the district council should act so."

The delegate was requested to bring the matter before the council by letter.

The reason that the strike was ordered is because the companies in other cities and in Nevada are unfair, and, because the local company is under the same management, makes it unfair. The members of No. 151 quit work under the orders of the district council, not wishing to be classed as scabs.

Timothy Reardon of the steam fitters was elected the council's delegate to the American federation of labor that is to meet in Norfolk, Va., November 11.

The election of a new secretary was laid over for a week and in the meantime McCabe will continue to act.

Delegates O'Brien, Sistron and Boxe were appointed a committee to represent the council at a meeting of the Moyer, Haywood and Pettibone defense league tomorrow morning in Bent's hall to arrange for a reception to William D. Haywood, who will visit this city in a few weeks.

Richard Cornelius said that he had a report to make on the car situation and called for an executive session. This was put to a vote and such a session ordered.

* * *

At the last meeting of local 44 of the international association of marble workers the balance due the building trades council was ordered paid. F. McGlade was appointed business agent until the end of the current year. The members of the union were requested to vote in favor of the proposed amendment to ameliorate the condition of the members of the fire department. The applicants for membership, having passed a satisfactory examination, were obligated. The business agent reported all members of the union at work.

* * *

Furniture handlers' union No. 1, at its last meeting announced that there would be a special meeting on October 11, at which time new cards would be issued. Failure to attend will subject the absentees to an irrevocable fine. Several applications for membership were presented and one candidate was obligated.

* * *

Shade workers' union No. 1 will hold its quarterly meeting in Improvement hall next Monday night, when there will be a roll call of those members who failed to parade on labor day. Such as cannot present a constitutional excuse for not parading will be fined as the laws of the union provide. Several candidates will be presented for membership.

Gossip in Railway Circles

"You look kind of sad, Jake," said one colored gentleman to another colored gentleman in the Flood building the other day. "Am you bilious or am you in lub?"

"Nope," replied the disconsolate one. "Ruby's fond of me as ever, but the boss nearly done gone and fired me."

"Fired you. And what would Harriman say if he heard you'd be gone and resigned."

"Dunno; but we was agwine to Mexico. Drat the Mexicans. Our kyar was attached to the reg'lar train, and we was to be cut out at Spofford Junction. The gen'leman in the Pullman was a part'cler fren of mine, and I jest go in to that heah kyar with all the boots to polish 'em. Dunno what was the matter with that moot faced engineer man, but he pulls into Spofford on time, and Lord bless you I had to get out in a hurry and clean forgit all 'bout 'em tarnation shoes.

"Lord, you'd have a thought you were somewhere else but on a kyar with gen'lemen. Talk about the languidge. Why, Mr. Bancroft isn't in it with them traffic men and the operating men are pow'ful hard cussers.

"What did they do? Bought shoos in Mexican town and each time the boss's corn cuts up he sends for me and cuts me up. If it warn't for Ruby I'd resign."

* * *

President E. T. Jeffery of the Denver and Rio Grande and also of the Western Pacific, in his yearly statement has the following to say of the Western Pacific which will be of interest to everybody in the west:

Former reports have explained at length and fully the relations with the Western Pacific, and the carefully matured plans for constructing a low grade line between Salt Lake City and San Francisco. Work has been delayed by the general scarcity of labor throughout the country, accentuated, so far as the Western Pacific was concerned, by the demand for labor in San Francisco following the calamity which befell the city. At the close of the fiscal year there were 117 miles of track laid and grading was proceeding more actively than it had during the preceding 10 or 12 months. The most retarding feature just now is the slow progress at certain important tunnels, on the completion of which must depend the opening of the through main line. It is hoped and believed that the Western Pacific will have a continuous line of rails from Salt Lake City to Oakland by September 1, 1908, or very soon thereafter.

* * *

The new adjustment of the rate on vegetables east will, it is thought, be satisfactory to the grower. There are about 6,0000 cars yearly sent away, and as there will be a great many more sent next year, the new rates will help shipments considerably. The change has been made in line with the desires of the shippers in the interest of the growers and in some cases the rates have been reduced and in other cases restored to those that had been in effect for some years in the past. The rates are as follows: Missouri river, 95 cents per 100 pounds; Mississippi river, $1; Cincinnati, $1.10; Pittsburg, $1.15; Atlantic seaboard, $1.25.

* * *

"A. A. Allen, vice president and general manager of the Missouri, Kansas and Texas, is the man to handle correspondence," remarked a stenographer as he looked ruefully at his note book. "Allen is sparing in everything, and as an economist there is not his equal in the world. He cuts down salaries as well as the quality of paper, and also everything which savors of loss of time. His letters are never more than 10 lines long.

"For instance, he would receive one asking permission to build a depot. Allen's reply would be, 'Why?' Then came the reasons, and his answer was, 'What is the cost?'

"His chief clerk, E. M. Collins, who was the Luther Burbank of the railroad world, inasmuch as he was always trying to develop men to their fullest capacity, arose to be general manager and died early through overwork. Collins went Allen one better in the brevity of his correspondence. Instead of using the word 'why' he would simply use the interrogation mark. Both men asserted that too much time was lost in writing long letters, as no one ever read them through carefully."

* * *

The Southern Pacific and the Santa Fe have isued notice that on and after October 7 switching between industries and warehouses on all stations in California will be 25 cents a ton, minimum $5 a car, except on crude oil, which will be minimum $10 a car. If switching is from one industry on the Southern Pacific tracks to another on the Santa Fe, or vice versa, the charge will be 25 cents a ton, minimum $5 a car, for each line, or $10.

* * *

H. J. Merrick, superintendent of freight transportation of the New York Central lines, says in his weekly report that there is a demand for all classes of equipment on all railroads, which tends to a continued shortage for some time to come. He instructs all agents to obtain the best possible results out of equipment.

* * *

F. W. Thompson of the Rock Island lines left Thursday evening for Los Angeles.

SECURES DIVORCE ON GROUND OF DESERTION

Grant Hicks Tells Story of Wife's Strange Disappearance

Grant Hicks secured a divorce from his wife, Lilian, in Judge Hebbard's court yesterday on the ground of desertion. His story was that shortly after a baby was born his wife took the child, wrapped in a shawl, to the house of Hicks' mother, saying, "Here's you son's child. I'll call for the shawl later." The woman then disappeared and was not seen for a long while, but after the earthquake she turned up and asked to have the baby. She took it, disappeared once more and has not since been seen by Hicks or his mother.

"I will never get out of the house unless I go out dead," shouted Dennis Keefe in Judge Troutt's court yesterday. His former wife, Johanna, who secured a divorce from him some time ago, had him brought into court to show cause why he should not be compelled to leave the house in which they lived before the divorce, and in which they have since been living, situated in Kentucky street. After hearing the facts Judge Troutt ordered Keefe to leave the house, but the man declared that he would appeal the case. As he left the court he cried out that he would never leave the house unless carried out dead.

Clifton G. Kellner, a book maker, was ordered by Judge Graham to pay his wife, Anita J. Kellner, $100 a month alimony pending the determination of the divorce charge she has brought. Kellner claimed that he was not able to pay the amount, but the evidence of his wife was to the effect that he had told his mother he could pay $100 a month and more, if necessary, but would not do so unless he could have the child. Mrs. Kellner also said her husband had been "running around with another woman," and that he had been seen with this woman in an automobile the night before.

When Judge Graham attempted yesterday to reconcile Minnie Kelly with her husband, Edwin L. Kelley, whom she was suing for alimony pendente lite, Kelley remarked hotly, "How could I live with her again after all she has done. She grabbed a butcher knife when I returned home after looking for work one day and said, 'I will cut your heart out if you don't get work.'" The wife, who had been previously divorced twice, seemed as bitter as Kelley and charged him with taking another woman to the theater. The judge gave up the endeavor to make peace and ordered Kelley to pay his wife $25 a month until the case was decided.

Divorce complaints as follows were filed yesterday: Mary Burnetta Spencer against A. Spencer, cruelty; Jessie Baer against Frank Baer, extreme cruelty.

Judge Seawell granted a divorce to William Otto Zahn from Marie Zahn on the ground of desertion.

Truth and Quality

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(Organized 1902)

PROMOTION: The act of promoting; advancement; ENCOURAGEMENT.—Century Dictionary.

The California Promotion committee has for its object the PROMOTING of California as a whole.

It has nothing to sell.

Its energies are devoted to fostering all things that have the ADVANCEMENT of California as their object.

It gives reliable information on every subject connected with the industries of California.

It gives ENCOURAGEMENT to the establishment of new industries and invites desirable immigration.

It is not an employment agency, although it gives information regarding labor conditions.

It presents the opportunities and needs in all fields of business and professional activity.

The committee is supported by popular subscription and makes no charge for any service rendered.

Affiliated with the committee are 100 commercial organizations of the state, with a membership of over 20,000.

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Headquarters of the committee are maintained in San Francisco in California building, Union square.

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