TRAIN SERVICE AT STANDSTILL IN THE SIERRAS

Neither East Nor West Bound Engines Able to Plow Through Drifts

Southern Pacific Wires Down and No Reports Received of Passengers

west, and British Columbia is having a difficult time. Trains are blockaded and the extreme cold interferes greatly with train movements.

California railroad traffic over the Sierra Nevada mountains is demoralized. Time tables are snowed under and obliterated. Both the Western Pacific and Southern Pacific trains are tied up. The Western Pacific is tied up both ways by the heavy snowfall in the Feather river canyon. Westbound trains are held at Portola and eastbound trains at Belden.

All of the Southern Pacific wires are down between Truckee and eastern points and the local offices have no advices as to how many passengers there are on the trains that are stalled. It is presumed that all of these westbound trains are laid up at Sparks.

SHEDS CAVE IN

The delay to the eastbound trains is being caused by a heavy snowslide in the snowsheds between Cisco and Yuba Pass, stations about four miles apart. There are from 250 to 800 feet of the sheds that have been caved in by the slide. There was a slide near Prosser creek, a short distance east of Truckee, and the local operating officials of the Southern Pacific are of the opinion that this was repaired Friday morning early, as all trains that were stalled Thursday on this side of the Sierra are reported as having gone through.

General Superintendent J. M. Davis and Superintendent Sheridan of Sacramento have gone to the snowsheds and are working hard with the crews in trying to clear the lines.

Snow fell at Placerville to the depth of two and a half feet Thursday night. At Emigrant gap there was 66 inches of snow. The heavy rains have swollen the rivers to the north and east of Stockton and a large amount of water has been turned into the $500,000 diverting ditch.

ROTARIES PLOW THROUGH DRIFTS

Southern Pacific Able to Clear Small Part of Blockaded Line

[Special Dispatch to The Call]

SACRAMENTO, Jan. 13.—A storm that is capping the Sierra with many feet of snow and deluging the foothills and valley south of Colusa with rain is raging in this part of the state with a fury that is seldom known. The Southern Pacific company, with the aid of more than 300 workmen and several snow plows and rotaries, has forced a temporary way over the mountains to start the eastbound and westbound overlands. The Western Pacific company has ordered the eastbound overlands at Oroville and Belden back to Oakland to wait until the storm subsides.

Outside of a washout on the Placerville line no great damage has been done by the water in the Sacramento valley, but in the San Joaquin, the Calaveras has risen so rapidly, together with Mormon slough, that Weather Observer Taylor has sent a warning to the residents around Linden at the junction to beware of a flood from the back waters. A similar warning has been sent the Stockton chamber of commerce with several days' rain in sight.

The Southern Pacific kept snow plows and a large force of men at work until the way was cleared sufficiently to permit trains 6 and 10, stalled at Emigrant Gap and Colfax, respectively, to continue east and to allow the trains stalled at Sparks to resume the westward run.

At noon today there was nine feet of snow at the summit, and it was still falling heavily. A Truckee residence is said to have collapsed beneath the snow, and residents are said to be offering men $1 an hour to clear the snow from the roofs.

On the Western Pacific a fierce storm rages between Keddie and Portola, particularly at Spring Garden, and as fast as the plows and workmen remove the drifts the openings are filled. The Western Pacific has communication as far east as Belden and has two crews of 30 linemen each, one working west from Portola and the other east from Belden.

There is six feet of snow at Portola, five feet on the level at Spring Garden and from 10 to 12 feet in the cut.

At Sterling City the roof of a shed collapsed on Miss Fannie Grant and seriously injured her. Near Oroville E. V. Walsh became lost in the snowstorm at Bald Creek canyon and nearly froze to death.

At Sacramento the rain fell at the rate of a tenth of an inch an hour. The total for the storm is 2.18. The biggest fall in the valley was at Folsom, with the result that the American river has started to boom. Yesterday's rise of six feet in the American river at Folsom was responsible for the rise of 7.6 feet in the Sacramento river at this point.

Advices received from Blue canyon by the Southern Pacific officials here at 10 o'clock are that rain is falling heavily there and it is feared that many snowslides will result if it continues.

Engines Dead

KALISPEL, Mont., Jan. 13.—While the weather has somewhat moderated and headway can be made on the snow, the presence of eight dead engines and three dead rotaries at various points has hindered the work on the Great Northern road. Superintendent Smith telephoned from the snowdrifts today that trains would get through the Rocky mountains tomorrow.

Power Wires Down

CARSON, Nev., Jan. 13.—One of the heaviest storms in many years is raging in this section today. Six feet of snow is reported at the Glenbrook summit, with a stiff wind drifting it into the canyon. Electric and power wires are badly disabled.

Express Gets Through

VANCOUVER, B. C., Jan. 13.—As the result of the strenuous efforts of a big rotary, backed by half a dozen locomotives and a large gang of men, the Canadian Pacific railway has succeeded in getting the first delayed express through the drifts in the vicinity of North Bend. Unless unforeseen delays occur, the first of the westbound delayed trains will arrive Saturday evening about 7 o'clock. This will be the express which was due here last Monday evening, but was held up in the vicinity of North Bend.

Trains Go Through

RENO, Nev., Jan. 13.—With more than two feet of snow on the level and with the drifts piling up, this city is experiencing its greatest storm since the big blockade of 1889 and 1890. The first train from the west passed through here late this morning. More than 300 feet of snowsheds are down west of Truckee. A snowslide at tunnel 13, east of Summit, caused the blockade of yesterday and last night. The track west of Truckee has been cleared and this will enable the railroad to resume traffic to a limited extent. A snowslide at Mystic, east of Truckee, was cleared in a short time today.

Stockton Protected

STOCKTON, Jan. 13.—The heavy rains of the last few days have greatly swollen the rivers and streams north and east of this city, with the result that a large body of water has been turned into the $500,000 diverting canal erected to protect this city since the last high water of several years ago. The canal is undergoing its first test. The east bank of the canal is overflowing, but a great volume of water is being carried into the San Joaquin river. Many more inches of rain will have to fall before the west bank will overflow.

Sheds Caved In

AUBURN, Jan. 13.—Eastbound trains are held at Colfax until the track can be cleared of several miles of snowsheds which have broken down near Cisco, Placer county. Two hundred men passed through here this afternoon on the way to Cisco to shovel snow. No trains are coming through from the east.

Oakland Drenched

OAKLAND, Jan. 13.—Rain fell steadily today, a few very heavy showers occurring with the steady downpour. At 8 o'clock this morning four-fifths of an inch had fallen during the previous 24 hours. It is estimated that, including the downfall today, a total of four inches of rain has fallen during the present storm.

ONLY ONE "BROMO QUININE"
That is Laxative Bromo Quinine. Look for signature of E.W. Grove. Used world over to Cure a Cold in One Day. 25c.

RAILROADS ROB STATE JOHNSON CITES RATES

Special Message From Governor Accompanies Commission Bill

GOVERNOR HIRAM W. JOHNSON

SACRAMENTO, Jan. 13.—The railroad commission bill was introduced in both houses of the legislature today. It was immediately followed by a message from Governor Johnson urging its passage and citing many specific instances of existing freight rates in California which he regards as unsatisfactory. The message follows:

"There has been presented to you today a bill the design of which is to accord the railroad commission of the state of California the amplest power to act intelligently and justly and with firmness and precision in matters arising between the people on the one hand and the railroads of the state upon the other. The bill has been prepared after great deliberation and study and comes to you with the sanction of those who are familiar with the subject embraced within it. It is presented now in pursuance of the policy that has been announced by the various parties within the state of California and in pursuance of the policy that was outlined at the commencement of this administration. I am sure that I need not ask that it receive from you the closest scrutiny and that it be taken up at the earliest moment consistent with your labors and compatible with a clear understanding of its provisions. That the necessity for action exists in the matter of fixing railroad rates within the state of California is demonstrated by the rates themselves, and that you may thoroughly understand this necessity and may realize the excessive charges with which the people of this state have been burdened, I quote to you some of the rates that I am informed are now being charged our people. No other demonstration than the mere recitation of these figures is necessary in behalf of any measure designed to afford the people of the state of California adequate relief from the extortion of the transportation companies.

"The distance from River station in the city of Los Angeles to San Pedro station in San Pedro is 23 miles. The freight rates average on the San Pedro road for this distance about $2 a ton. Merchandise rates in carload lots range from 8½ to 15 cents a hundred pounds, or from $17 to $30 a ton. These rates are identical with the rates charged between San Diego and Los Angeles, a distance of 120 miles. The rates charged from Los Angeles to San Pedro are practically eight or nine times higher than the average rates on all railroads throughout the United States. The effect of this is to put Los Angeles, instead of 23 miles from deep water, commercially more than 120 miles from deep water, and this in the case of Los Angeles from its own harbor, within its own city limits. The rate, I am informed, on sugar from San Pedro to Los Angeles is $2 a ton; from Honolulu to San Pedro, $1.75 a ton. To Imperial valley Los Angeles looks for much of the produce in the way of livestock, vegetables and grain that it uses. The freight rates from the valley to Los Angeles are wholly out of proportion to those charged for like distances in other parts of the country.

"From San Francisco to Fresno is approximately 200 miles over practically level country. The first class rate, which covers less than carload movements of high class goods like groceries, is 55 cents per hundred; the fourth class rate applying on canned goods, sugar and other staples is 44 cents for less than a carload, and 42 cents for 100 pounds in carload lots. The rate to Bakersfield first class is 83 cents per hundred, and in the fourth class, including sugar, canned goods and other similar staples shipped in carload quantities, the rate is 55 cents per hundred. Rail tariff from San Francisco to Boston or New York is only 85 cents per 100 pounds for carload shipments in fourth class, as compared with the charge of 42 cents for carloads fourth class for a haul of 200 miles from San Francisco to Fresno. Goods of the same class can be shipped to New York via steamship, including two transfers at the isthmus of Panama, for 40 cents per 100 pounds, and this is 2 cents per 100 pounds less than the present carload rate on similar types of goods for a haul of 200 miles from San Francisco to Fresno; and in the shipment to New York via steamer there are not only two transfers at the isthmus but a haul over the Panama railway of approximately 50 miles.

"I quote to you now some of the rates in this state as compared with like distances in other parts of the United States. These comparisons have been very kindly furnished me by Mr. William R. Wheeler of San Francisco, and the comparisons are made of localities where the conditions are as nearly as possible similar with those existing in California. In this connection it may be observed that the operation of railroads in the two great valleys in this stae is as nearly ideal as it would be possible to find anywhere in the world. The valleys are practically level, climatic conditions are advantageous and the oil fuel supply is cheap and close at hand.

"From Stockton to Fresno the short line rail distance is 122 miles, and the average rate per ton per mile is 5.11 cents. The rate of the Union Pacific railroad, Omaha to Havens, Neb., 116 miles, averages 3.92 cents, and by the same road, Kansas City to Junction City, Kans., 139 miles, 3.72 cents. The rate established as maxima by the railroad and warehouse commission of Minnesota for 120 miles average for the 10 classes 2.83 cents per ton per mile; those established by the railroad commission of Illinois average 2.65 cents, and those established by the railroad commission of Iowa average 2.13 cents for the same distance.

"From Stockton to Goshen the distance is 156 miles and the average per ton per mile rate is 4.62 cents. The rate from Kansas City, Mo., to Abilene, Kan., via the Union Pacific railroad, 163 miles, averages 3.27 cents. From St. Louis to Tipton, Mo., 163 miles, via the Missouri Pacific railway, the rates average 3 cents. From Chicago to Rio, Wis., via the C. M. and St. P. railway, 164 miles, 2.55 cents. The rates established respectively by the three commissions mentioned, for a distance of 155 miles, average 2.62 cents, 2.24 cents and 2 cents per ton per mile.

"The distance, Stockton to Bakersfield, is 229 miles, the rates averaging 4.24 cents per ton per mile. From Omaha to Lexington, Neb., via the Union Pacific, 231 miles, the rates average 3.38 cents. Kansas City to Wilson, Kan., via the same road, 239 miles, the rates average 3.02 cents. St. Louis to Kingsville, Mo., via the Missouri Pacific railway, 237 miles, the rates average 2.31 cents. The rates established by the above named commissions for a distance of 230 miles average respectively 2.28, 1.72 and 1.79 cents.

"The distance from Sacramento to Tehama is 123 miles and the rates average 5.17 cents per ton per mile. The rates established by the above state commissions for a distance of 125 miles average respectively 2.83, 2.57 and 2.14 cents.

"The distance from Sacramento to Red Bluff is 140 miles and the rates average 5.20 cents per ton per mile. The rates, Kansas City to Junction City, Kan., via the Union Pacific railroad, 139 miles, average 3.72 cents. The above mentioned state commission rates for a distance of 135 miles average respectively 2.74 cents, 2.43 cents and 2.05 cents.

"The distance is 158 miles, Sacramento to Anderson, and the rates average 5.36 cents per ton per mile. From Kansas City to Abilene, Kan., 163 miles, via the Union Pacific, the rates average 3.27 cents. From Chicago to Rio, Wis., 164 miles, via the Chicago, Milwaukee and St. Paul railroad, rates average 2.55 cents. From St. Louis to Tipton, Mo., via the Missouri Pacific railway, the distance is 163 miles and the rates average 3 cents per ton per mile. The rates of the commission above named for 160 miles average 2.60 cents, 2.20 cents and 1.96 cents per ton per mile, respectively.

"Sacramento to Redding the distance is 169 miles and the average rate is 5.4 cents per ton per mile. From Omaha to Wood River, Neb., on the Union Pacific, a distance of 169 miles, the rates average 3.4 cents. From Chicago to Calamus, Ia., via the Chicago and Northwestern, the distance is 169 miles and the rates average 2.6 cents per ton per mile. The Minnesota, Illinois and Iowa rates for 170 miles average respectively 2.56 cents, 2.10 cents and 1.91 cents per ton per mile.

"Instances of the character herein set forth could be multiplied indefinitely. A few only are given as illustrating the necessity for action and in the hope the data may be of some aid to you in your labors.

"The figures and comparisons that I give you furnish an argument in favor of legislation which, while enabling a fair income to be received by the railroads, will require of them just treatment of the shippers and producers of the state of California."

The message was taken up immediately for consideration.

Senator Wright of San Diego moved that the message be referred to the committee on corporations.

"If these rates are not right we ought to know why not," he argued. "Maybe the commission's powers are not ample and possibly the commission has not used such powers as it has. Probably no one has complained. I should like to find out just where the trouble lies."

Senator Roseberry of Santa Barbara explained that the committee on corporations had enough to do at present and that in his belief the message should go to the committee on executive communications. Senator Wright carried his point, although there seemed to be a sentiment that the committee on corporations simply will pass the bill along to the commitee on executive communications by its recommendation.

RATE BILL IS PIN IN WRIGHT'S CHAIR

Man From San Diego Jumps Up and Hollers When Railroad Measure Is Introduced

He Demands Commission Explain How Such Condition Has Continued to Exist

Continued From Page 1

quest that the motion be withdrawn until Monday, to the end that the message might be printed in the journal. Several parliamentarians informed Stetson that it would appear in the journal in any event. Roseberry contributed to the hilarity by suggesting that Wright's request might result in saddling the committee on corporations with a great labor that it was not equipped to perform. Wright ended the explanations by giving notice that he would renew his motion for an investigation Monday.

CRIMP IN SHANAHAN'S PLAN

The crimp programed for Shanahan and his textbook investigation resolutions was applied this morning by Senator Ed Strobridge, chairman of the committee on education, as forecasted by The Call.

When the special order came up Strobridge moved that the resolution be referred to the committee on education, and suggested by way of salve that the lieutenant governor add Shanahan to the membership of the committee. Before agreeing to a proposition that he could not defeat, Shanahan insisted on long explanations of the intentions of the committee on education and attempted to secure a stipulation that would bring his resolution back to the senate.

Boynton told him frankly enough that when the resolution went to the committee the whole matter would be in its custody and it would be free to treat it as it saw fit.

Strobridge finally promised that his committee would make some sort of report on the resolution within one week.

SUFFRAGETTES WORKING HARD

The representatives of all the women's suffrage associations are working as they have never worked before with a California legislature. None better than the suffragettes themselves realize that their amendment will not be submitted without a fight. They are confident of victory in the end, but if they are as accurately informed as their efforts would indicate that they are they know that they have not the necessary 27 votes in the senate now. In my opinion their hopes of success must lie in the belief that some of the reform leaders in the senate who are opposed to their amendment will be driven into line by the alternative of accepting responsibility for the repudiation of a party platform pledge.

The republicans, who in organization caucus agreed to hold off the appointment of attaches to effect a saving for extraordinary service expenses, have made good to the amount of $2,000. While the list of attaches received substantial additions yesterday, the places given out were those that under ordinary circumstances would have been peddled on the first day of the session.

River Appropriations Indorsed

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Recommendations recently made by congress that $510,000 be appropriated for the opening of Pinole shoals in San Pablo bay and by the corps of engineers of the United States army that money be appropriated for the maintenance of certain low water channels in the Sacramento river were indorsed in a joint resolution presented by Senator A. E. Boynton today.

The resolution provides that congress be petitioned to act favorably upon the proposed appropriations.

In the recommendations of the army engineers it is suggested that $109,000 be appropriated for making a 9 foot low water channel in the Sacramento river between Sacramento and Suisun bay, $12,000 for a 4 foot water level from Sacramento to Chico Landing and $6,000 for a 3 foot level from there to Red Bluff.

Fraternal Fire Insurance

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Fraternal societies are given the power to form associations to protect members from loss by fire in a bill introduced today by Senator L. W. Juilliard. It is provided such associations shall be formed by the filing of a verified certificate with the secretary of state and in the county of organization. No single risk shall exceed $7,500 and no risk shall exceed 75 per cent of the value of property insured. The association is permitted to make such regulations as are necessary, providing that they do not conflict with any insurance law.

Licenses for Air Craft

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Aerial navigation is to be made the subject of legislation. George Fitzgerald, Oakland, introduced a bill in the assembly today requiring the registration of motor vehicles operated in the air and the issuance of tags by the secretary of state. All air vehicles must have 12 inch numbers and display four lights at night. A fine of $100 is prescribed for violation.

Correct Flour Weights

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—A bill standardizing weights and measures for flour and bran was offered in the assembly today by Henry H. Lyon of Los Angeles. It is provided that flour shall weigh 98 pounds to a half barrel, 48 pounds to a quarter barrel and 24 pounds to an eighth barrel, while a barrel of bran must weigh 80 pounds to the sack.

No Grills on Party Lines

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Telephone legislation is covered in a bill introduced in the legislature today by W. A. McDonald of San Francisco. He would make it a misdemeanor to place on a party line any saloon, cafe, grill or other place where liquors are retailed and a residence, home or apartment house.

Good Roads Men in Fear

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—To suppress legislation which would block their plan to have the great highways of the state built from San Diego to the Oregon line, five delegates from each of the eighteen northern counties will meet in convention here tomorrow. W. W. Barham, mayor of Yreka, with other representatives of the delegations, visited the governor and the chairman of the committees on roads today. Barham, who is acting chairman of the delegation, said tonight that an effort is being made to secure the cooperation of other counties in the state in the scheme which is known as the "Siskiyou plan." The convention was called by the Sacramento development association.

'CHARGE!' CRIES THE TAX-EATERS' ARMY

$17,138,465 Appropriations Are Asked by Institutions and State Departments

$9,152,992 Added by Nye for Support of Common and High Schools

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Appropriations aggregating $17,138,465.15 are asked by the legislators and state institutions for maintenance of the state departments and institutions and making special improvements, according to the tabulated statement just prepared by State Controller A. B. Nye.

In addition to this amount the controller has added $9,152,992 as the estimated increase in the general appropriation bill for support of common and high schools and the state university by reason of applying the method required by the recent constitutional amendment to separate state and local taxes. This would make the total $26,291,457.15.

Two years ago Nye's estimate did not include the school estimate and was $9,114,521 for general appropriations. The last legislature, however, appropriated $9,686,575. This year $10,993,782.42 has been asked for general appropriations, but Nye has estimated the amount necessary for the next two years to be $10,458,460. In addition to the general appropriations, amounts are asked for as follows for special appropriations: By the institutions, $3,769,615; by senators, $570,000; by assemblymen, $1,787,636; by special appropriations to pay claims, $17,431.75.

The substantial increase in the cost of running the state government for the next two years is due chiefly to the increase of salaries of state officials two years ago, the growth of state institutions and the establishment of new institutions.

Fine for Trademark Thieves

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—W. A. McDonald of San Francisco today introduced a bill in the assembly providing for 20 to 90 days' imprisonment and a fine of $500 for the fraudulent use of a label or trademark.

Anti-Betting Hearings

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Anti oral betting and local option bills will be heard before the assembly public morals committee January 20 and 24, respectively. Interested parties have been notified.

ALL FARMS LOOK ALIKE TO WALLACE

Agricultural Committee Will Grapple With Delinquent Women Bill

Aim of Measure Is to Take Female Prisoners From Penitentiaries

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Thanks to Lieutenant Governor Wallace's determination to accept things for what they may appear to be, a bill designed to establish an indeterminate sentence farm for delinquent women who have been convicted of five or more misdemeanors reposes in the hopper of the senate committee on agricultural and dairy interests.

The bill, which is a free copy of the New York law for the treatment of delinquent females, has the support of virtually all the women's clubs of California. It provides for the appointment by the governor of a board consisting of the prison directors and two women to have the management of a state farm for the custody of delinquent females. The board is to select a site and upon approval by the governor purchase it and equip it with buildings for the accommodation of at least 250 inmates. The farm is to take the place of custody for females over the age of 25 who shall have been convicted on misdemeanor charges five times. The sentences are for indefinite terms, but not to exceed 3 years.

The women's organizations framed the measure and gave it to Finn, chairman of the committee on prisons and reformatory, for introduction. Finn sent it to the desk confidently expecting that Lieutenant Governor Wallace would immediately refer it to his committee. The reading of the title "state farm for the custody of delinquent females" was lost on none but Wallace. He gravely referred the measure to the committee on agricultural and dairy interests. A shout of laughter instantly went up, but it failed to perturb Wallace. A farm measure the bill was labeled and to Wallace farm suggested agricultural and dairying. The reference had not been changed when the senate adjourned until Monday.

Aliens Would Be Barred

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Only native born or naturalized citizens of the United States can be employed in any department of state, county, city or town in the state on any public work under control or supervision of state, county, city or town, according to a bill introduced by Assemblyman George Fitzgerald of Oakland today.

LAWYERS SEEK CUT IN COST OF BOOKS

Fred G. Sanborn Revives Plan to Have State Print More Copies of Session Laws

Present System Is a Great Expense to Attorneys Who Buy of Publishers

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Fred G. Sanborn, chairman of the San Francisco republican county committee and a member of the Bancroft-Whitney company is in Sacramento today with a plan designed to save money for the lawyers of the state and which he had abandoned for years because when he last presented it to the legislature he was met with "what is there in it?"

The edition of session laws authorized by law to be printed by the state provides for a surplus of only 250 copies for general distribution. The result is that after each session the law book concern having the addresses of the lawyers of the state get out an edition of from 1,000 to 1,500 copies to supply the demand. The system is expensive and naturally the expense falls on the purchaser.

Sanborn wants the legislature to provide that any concern or citizen may secure from the state printer an extra edition of 1,000 or 1,500 copies, bound or unbound, at a price of 10 per cent in excess of the cost of material and press work. This system, says Sanborn, would give the state a profit it does not now secure, would reduce the price to lawyers from $4.75 to $3 a volume and would not affect the ratio of profit to the publisher middleman.

Aid for Affinities

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—Corespondents in divorce cases must be supplied with a copy of the complaint, according to a bill introduced in the assembly today by Charles B. Rosendale of Salinas. Another bill by Thomas F. Griffin of Modesto would require the district attorney to represent the defendant in divorce cases to prevent collusion and fraud.

Irrigation Bonds as Collateral

CALL HEADQUARTERS, SACRAMENTO, Jan. 13.—A bill introduced in the assembly today by Griffin of Modesto would permit investment by savings banks in irrigation bonds of approved districts and would also permit holders of irrigation bonds of approved districts using such bonds as collateral security to borrow money from the state and county treasurers.

The Feeders of New England

The men who supply New England with food are the Wholesale Grocers.

Last Autumn 76 of them went on an excursion and after returning home sent us a testimonial that is very highly esteemed. Many of these famous firms have been selling our products for 12 to 15 years, but have not heretofore inspected the pure food works.

To The Postum Cereal Co., Ltd.,
Battle Creek, Michigan,

Greeting:

We, the undersigned Wholesale Grocers of New England, desire to express our thanks and appreciation for the courtesy, hospitalities and entertainment offered to us during our recent brief visit to Battle Creek.

We were more than pleased and gratified at the methods, cleanliness and extent of your works, in the production of the food products—Postum Cereal, Post Toasties and Grape-Nuts. We need not speak of their world-wide reputation and health-giving qualities, for that is already established by their popularity.

"There's a Reason"

We assure you of our hearty co-operation in your behalf and our best wishes for your continued success.

Webster Thomas Co.	Boston, Mass.
Rockwood, McIntyre & Co.	" "
Martin R. Hall Co.	" "
Standard Grocery Company	" "
Delano, Potter & Co.	" "
Eldridge-Baker Co.	" "
Silas Peirce & Co., Ltd.	" "
Chas. E. Moody & Co.	" "
William Stearns & Co.	" "
Boyd, Dalton & Co.	" "
J. W. Roberts & Co.	" "
Bain Brothers Co.	" "
Empire Grocery Co.	" "
Saville, Somes & Co.	" "
F. M. Bill Co.	" "
The Twitchell-Champlin Co.	" "
C. B. Smith & Bro.	" "
Haskell, Adams & Co.	" "
Springfield Whol. Groc. Co.	Springfield, Mass.
Sturtevant-Merrick Co.	" "
Chas. E. Brown & Co.	" "
H. S. Melcher Co.	Portland, Maine
Conant, Patrick & Co.	" "
Chas. McLaughlin Co.	" "
C. A. Weston Co.	" "
The Twitchell-Champlin Co.	" "
The Thompson-Hall Co.	" "
Steadman, Hawkes Co.	" "
Shaw, Hammond & Carney	" "
J. B. Donnell Co.	" "
John Bird Co.	Rockland, "
Woonsocket Whol. Groc. Co.	Woonsocket, R. I.
Wales & Smith Bakery Co.	" "
The Holbrook Grocery Co.	Keene, N. H.
Kimball Bros.	Lawrence, Mass.
Murray Bros. Co.	" "
George H. Hadley & Co.	" "
Currier Todd Co.	" "
M. I. Kimball & Co.	Lawrence, Mass.
John Cassidy Co.	Bangor, Maine
Thurston & Kingsbury	" "
Murray Bros. Co.	Haverhill, Mass.
B. F. Leighton & Co.	" "
Blake-Curtis Co.	" "
Stoneman & Grossman	Providence, R. I.
Alexander Bros.	" "
Manhattan Whol. Groc. Co.	" "
B. Flink & Son	" "
Aldrich-Eldredge Co.	" "
Brownell & Field Co.	" "
H. Midwoods Sons Co.	" "
Robert F. Owens	Brockton, Mass.
E. C. Hall Co.	" "
Fuller-Holway Co.	Augusta, Maine
Allen-Slade Co.	Fall River, Mass.
National Whol. Groc. Co.	" "
C. A. King & Co.	Worcester, Mass.
The Daniels-Cornell Co.	" "
Johnson & Kettell Co.	" "
S. Aisenberg & Son	" "
Berry-Dodge Co.	Newburyport, "
Dewitt Grocery Co.	Brattleboro, Vt.
Silas Peirce & Co., Ltd.	Portsmouth, N. H.
Willard H. Face	Lynn, Mass.
T. M. Bill & Co.	Lowell, "
E. V. Pitts & Co.	Quincy, "
James P. Galligan Co.	Taunton, "
Henry W. Parker	Manchester, N. H.
Lot B. Bates	New Bedford, Mass.
Wm. F. Potter & Co.	" "
Silas Peirce & Co., Ltd.	Fitchburg, "
The Holbrook-Marshall Co.	Nashua, N. H.
Caleb B. Marshall Co.	" "
Cressey, Dockham & Co., Inc.	Salem, Mass.
Newport Paper & Groc. Co.	Newport, R. I.
Montpelier Grocery Co.	Montpelier, Vt.

A few score of Wholesale Grocers from other sections have honored us with a visit and have written kind words which we treasure.

This space would not contain them all, so we thought best to speak only of New England in this announcement.

Generally we follow a testimonial with "Name sent by Postum Co."

In this case it is not necessary.

"There's a Reason"

Postum Cereal Company, Limited, Battle Creek, Mich.