'DELIBERATELY DRIVEN ASHORE' WITNESS STATES

Startling Charge Made During Investigation of Loss of Santa Rosa

Father of Drowned Second Officer Declares Ship Was Off Its Proper Course

[Special Dispatch to The Call]

LOS ANGELES, July 17.—"The steamer Santa Rosa was deliberately put ashore," was the statement made today by Robert Hewson of Santa Monica, father of Second Officer Edward E. Hewson of the ill fated vessel. This assertion, made before the government investigators this afternoon, caused an audible show of excitement, followed by a tense silence. Immediately after the wreck of the steamer the brother of the dead officer went to Lompoc and made a personal investigation of the cause of the disaster. He told Inspectors Bolles and Bulger, in answer to inquiries, that he was firm in the belief that the steamer had been purposely grounded.

"Do you know that is a serious statement?" asked Bulger.

"I do, sir," replied the aged father, "but I am sure that my son at Pasadena will corroborate my statement.

"My son told me," continued Hewson, "that F. M. Rudolph, a passenger, told him that the Santa Rosa had been put ashore; that one of the deckhands had told Rudolph of an alleged attempt to beach the Santa Rosa on the last trip down before the disaster, which was frustrated by Captain Alexander.

REMONSTRATED WITH CAPTAIN

"My son understood from Rudolph that he remonstrated with Captain Faria about the course of the Santa Rosa shortly before the wreck, when the boat was discovered to be five miles out of her course and headed for the shore. The fact that it struck soon after lends strength to the statements made by Rudolph to my son. It was further stated that when Captain Faria's attention was called to the course of the steamer he is alleged to have said in reply: 'To —— with you! I am running this ship.'

"L. L. Moore of the Hotel Arthur at Lompoc says he saw 11 persons drown. He made this statement to my son."

Hewson made the statement that when he and his son Selby visited the temporary camp of Captain Faria at Lompoc the captain said to them:

"Well, I guess I'll be blamed for this wreck, all right."

"Then he told me," said Hewson, "that had Officer Thomas called him at 1 o'clock, as requested, there would have been no wreck to report."

SAILORS WERE OVERWORKED

That Captain Faria of the steamship Santa Rosa told his chief engineer that they would "either pull the ship off or break it in two" was declared by George Ryan, who now is a salesman, but was in the United States navy six years, and who said he heard the captain make that remark to the engineer. He also testified that he heard Faria say that the ship was perfectly safe and that he had orders to keep everybody aboard.

Ryan said he thought the sailors who were drowned were overworked after being sent out in the small boat the day of the wreck. He said that they left the vessel about 6:30 in the morning, but although they rowed about it several times during the day, they did not board it and were at work without relief until 4 o'clock in the afternoon, when they were drowned.

Ryan said that it was clear the morning the vessel grounded, that the sea was calm and that the land was plainly in sight. "I saw nothing out of the way in the action of the officers either before or after the Santa Rosa struck the rocks."

This statement was made by Charles E. Brady, one of the wrecked steamer's passengers. He also said that as far as he knew none of the officers at any time showed signs of intoxication.

Brady said that when the captain was first asked to take the passengers ashore the sea was as "calm as an eastern millpond." He thought that the officers appeared to be uncertain as to what to do.

SEA TOO ROUGH FOR BOATS

R. W. Gough, formerly a second class electrician on the cruiser South Dakota, testified that he thought the sea too rough for the passengers to be taken ashore at any time. He had no complaint to make against the officers.

Mrs. A. G. Follows thought the captain should have taken the passengers ashore when they asked him. She declared nearly all of the officers smelled strongly of liquor. Yet when she tried to obtain some whisky for her mother, who was chilled, she said she was told there was none on board. Later, however, she was given a small flask.

Mrs. Follows said the sea was so smooth in the forenoon that she could have rowed ashore had she had a rowboat.

Mrs. Cora Varley of Oakland was on a life raft which capsized. She was swept under the waves four times, she said, and then lost consciousness, knowing no more until she was revived by physicians ashore. "Captain Faria acted like a 6 year old child," she declared.

Miss Jessie Flaherty of Long Beach said she thought the captain was very nervous, but that she had seen no officers drunk or discourteous. She thought there had been too much delay in getting the life lines ashore.

CONDITION OF SHIP EXPOSED

Passenger Charges Mismanagement of Santa Rosa After It Stranded

While the investigation of the wreck of the steamer Santa Rosa of the Pacific Coast steamship company is still in progress, many persons who were passengers on the vessel during its final trip are raising violent protest over the manner in which they have been treated by the company. Among those who have complained of the manner in which the vessel was handled after the wreck and of the manner in which they have since been treated by the owners is Mrs. Gertrude E. Murray of 1107 Franklin street.

"The investigation that is now going on will be useless," said Mrs. Murray yesterday, "unless the officials conducting the inquiry look thoroughly into the question of the condition of the vessel from the very time it went ashore. Another thing that should be inquired into is what they expected to do with the vessel in the event that they had been successful in pulling it off and floating it again. As a matter of fact the ship's fires had been allowed to go down before the attempt was made to get it off. If the attempt had been successful, the Santa Rosa would have been floated without power and the sea would have dashed it broadside against the rocks on the coast.

"I know something of physics, and I am willing to declare that the Santa Rosa was not aground on sand, but on a rock. From the time the ship struck it moved about one point all day long, instead of shifting as it would have done if it had been on sand, and when it broke in two it was at the very point on which it had pivoted.

SEA SMOOTH IN MORNING

"During the morning of the wreck the sea was as calm as a lake and as smooth as a sheet of glass. Boats were out making soundings all morning, and one boat went clear to shore. The men got out and walked around on the shore and came back, but no step was taken to put the passengers ashore. From the time we struck at 3 o'clock in the morning until noon we were told that help was being summoned and was on the way. First we were told that the steamer President had been summoned and would be with us in a couple of hours. Then the time kept being advanced, and finally we were told definitely that it would arrive at noon. As a matter of fact the President never was on its way to our assistance at all.

"At about 10 or 11 o'clock in the morning they began to let off steam, and the exhaust continued for a long time. From that time on the Santa Rosa's propellors never turned again. About half an hour before the vessel broke in two steam began to rise from amidships. It was so thick that it was impossible to see the length of the ship. I don't know what would have happened if the attempt to pull us off at high tide had been successful, for the vessel was without power. There was no line ashore until 5 o'clock, and up until that hour it seems that no thought had been given to saving the passengers."

Mrs. Murray made the assertion that the life preservers on the Santa Rosa were of tule and practically worthless. She said that this had been admitted to her by one of the officers of the vessel and that a passenger had cut one open and found it to be filled with tule. She also declared the belief that some passengers had lost their lives, despite the reports that all were saved.

TRUNKS WENT ASTRAY

In regard to the treatment accorded the shipwrecked passengers by the company, Mrs. Murray was most bitter. She said:

"We were first given our choice of going to Los Angeles or coming to San Francisco. We were told that the baggage saved would be sent to Los Angeles, and I went there. Up to Friday night the company officials in Los Angeles kept putting us off from day to day, setting different times at which our trunks would arrive. Finally, Friday night, they told us they had been sent to San Francisco. I, and many others, purchased tickets and came here. We have not found our trunks yet. In the meantime, the inquiry has been transferred to Los Angeles, while most of the witnesses are in this city.

"During all the time that we were kept waiting in Los Angeles, we were forced to pay our own expenses. All the company did was to furnish us our railroad tickets and pay our hotel bills for one day. We never have been able to get any satisfaction from them."

EXPERIENCED MARINERS SAY KEEP OFF SHORE

Pernicious Practice of Hugging the Land Is Condemned by Men Prominent in Seafaring Community

Reckless Navigation Is Attributed to Desire Of Competing Companies to Make Quick Passages

THE interviews with well known navigators published in yesterday's Call concerning the dangers of running coast steamships too close to the shore are strengthened by others herewith that take the same view. These men are not personally interested nor prejudiced, but they add the weight of their nautical knowledge and experience to the fact that an overwhelming percentage of danger of wreck would be eliminated simply by keeping vessels well off shore.

"FOLLOW THE FORTY FATHOM CURVE" IS ADVICE OF LIEUTENANT BURNETT

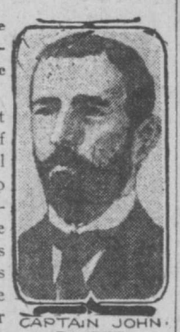
LIEUTENANT J. C. BURNETT, United States navy, retired, the officer in charge of the United States hydrographic office in the Merchants' exchange, strongly recommends keeping far enough off shore to be outside of the 40 fathom curve.

LIEUTENANT J. C. BURNETT.

"If you keep outside of the 40 fathom curve all along the Pacific coast from San Diego to Cape Flattery you will be safe," said he, "save in two or three exceptional places, such as St. George reef. When in doubt as to the proximity of shore, and always in thick weather, the lead should be kept going. The moment the soundings show that the water is shoaling to less than 40 fathoms, the vessel should be headed a little bit to seaward. I think that a good rule—use the lead and keep outside the 40 fathom curve. That will carry a ship well clear of nearly every danger on this coast as far north as Flattery, and the few exceptions can be guarded against.

CAPTAIN RINDER THINKS FIVE MILES OFF SHORE WOULD BE SAFE COURSE

Captain J. H. RINDER, for many years master in the Pacific Mail, Occidental and Oriental and White Star steamship companies, and until 1907 superintendent of the Pacific Coast steamship company, says:



CAPTAIN JOHN RINDER.

"Generally speaking, shipmasters on the Pacific coast hug the shore too closely. I think it would be better if they would keep, as a rule, about five miles off from all points of danger. It would be a safe thing, I think, to keep outside the 40 fathom curve on this coast. That would insure safety except in a few isolated cases, which might be provided for. We need more and better lights on this coast, too. I do not believe in fixed lights. Other lights are too apt to be mistaken for them. On the Japanese coast there are no lights that can be mistaken. If all our lights were revolving or flash lights, there would be no mistaking lights, as sometimes happens now with so many fixed lights.

"I think five miles off shore, or the 40 fathom curve, a safe rule."

KEEN COMPETITION BETWEEN RIVAL COMPANIES CALLS FOR QUICK TIME

CAPTAIN LOUIS H. TURNER of the marine department of the Firemen's Fund insurance company believes that a good berth should be given the shore, and attributes the practice of closely hugging the shore to the keen competition between the different companies in the coastwise trade, which seek to outdo each other in making quick schedules.

"I am on the side of safety, and believe that it would be better to give the shore a berth of, say, five miles," said Captain Turner yesterday. "That, I think, would be ample margin, for you must remember that these are days of keen competition between the steamship companies. They are rate cutting, and must save every dollar they can. By giving a five mile margin, the extra cost in oil or coal would be so infinitesimal that the difference would not be felt. I will say, too, that we need more and better aids to navigation on the Pacific coast. We should have the submarine fog signal, and then we would get rid of the uncertain element of sound signals through air of varying densities. They have these and more lights on the Atlantic coast. We want a light on Anacapa island, at the eastern end of Santa Barbara channel, especially.

"But I think steamers should keep five miles off shore."

TRAGEDY OF OLD PIANO TURNS WOMAN TO BANJO

Rope Used 20 Years Proves Unequal to Weight

A military officer who has a residence in a quiet street not far from Notre Dame was implored by his wife to add a piano to the furniture of the flat. He bought one second-hand, but as in Paris the stairs are very narrow and twisted, it was necessary to hoist it up from the street and take it in by the window. The flat was on the fourth floor, and when the piano had reached the third the rope snapped and it was pulverized on the pavement. "Tiens!" exclaimed the easy-going old ouvrier, picking up a piece of the broken rope, "I've used that rope for 20 years, and that's the first time that's happened!" The wife has consoled herself by taking to the banjo.

BOSNIA-HERZEGOVINA IS GROWING RAPIDLY

The result of the Austrian census shows that the population of the empire is 51,314,000. Of these 28,667,000 belong to Austria, and 20,850,000 are Hungarians. The others belong to Bosnia-Herzegovina. It is in this part of the empire that the population shows the greatest increase. In 10 years it has amounted to 327,000, or 21 per cent. The proportion of increase in Austria-Hungary during the same period is much less, viz., 9.2 per cent for Austria, and 10.3 per cent for Hungary. In respect to Austria and Hungary the increase since the last census equals practically the increase over the previous recensement.

This morning, from 9 a. m. to noon, the beautiful natatorium of the Lurline Ocean Water Baths, Bush and Larkin streets, is reserved exclusively for women bathers.

DOVE OF PEACE PUTS 'TO RENT' SIGN ON PERCH

War Game at Presidio by Citizen Soldier Is Conducted in Real Earnest

Reserves Show Aptitude in the Work on Big Guns and Surprise Commandant

"Halt! who is there?" challenged a militia sentry as a group of shivering newspapermen made their way along the road near the batteries at the Presidio during the thick fog yesterday morning.

"Friends," meekly returned one of the scribes.

"Advance, one to be recognized!" returned the sentry with a stern, military firmness, and one of the group walked forward and presented his pass. A glance over the signature by the soldier, and all were commanded to pass through.

The war game being played at the big fortifications is in real earnest, and strict war time rules are applied. Outposts are posted far in the rear of the big guns and sharp eyed sentries and patrols are constantly on the watch for the enemy. An attack is likely to be made any time, either during the day or night from now until the end of the maneuvers, and Colonel George Schastey, in command of the blue forces, defending the fortifications, is taking no chances.

Despite the fact that the batteries were wrapped in a thick fog, the militiamen in camp at the big guns were given their first instruction in working them yesterday. The nine companies of reserves were called from their warm blankets at 6 o'clock in the morning and drilled on the batteries until evening parade at 5 o'clock in the afternoon. They fell to their task with a will, and the regular army officers in charge are loud in their praise at the rapidity with which they learned their duties.

ADJUTANT GENERAL PLEASED

The First and Second companies are assigned to battery Lancaster, the Third, Fourth, Sixth and Seventh companies to battery Cranston, and the Ninth, Tenth and Eleventh companies to battery Godfrey. Lieutenant Colonel H. G. Mathewson is designated as battle commander and will have supervision of all the batteries manned by the militia. Majors W. G. Hyde and C. J. Mund will be fire commanders. The guns during the battles will be operated by the reserves, and their officers will conduct the work of finding the range of the ships of the enemy and directing the fire.

Adjutant General E. A. Forbes, in command of all the state forces, arrived at the maneuver camp yesterday afternoon and expressed himself as pleased with the work of the citizen soldiers. His aid, Captain Casey of the regular army, detailed as instructor by the war department of the coast artillery reserves, said he never saw soldiers learn the workings of the big guns so quickly and predicted that high scores would be made in the target practice at the end of the maneuvers.

"I just came from San Diego where two of the coast artillery reserve companies from southern California were camped at the big guns at Fort Rosecrans," said General Forbes yesterday. "Both companies made exceptional good scores on the targets. They fired the 10 inch guns at a target 30 by 60 feet between 8,000 and 9,000 yards out to sea and moving at the rate of nine miles an hour and out of five shots made one hit in the center, two on a line at the side and two misses." General Forbes will remain at the maneuver camp for the week.

GOVERNOR WILL ARRIVE TODAY

The wireless telephone station was erected at the war camp yesterday and today messages will be sent between the land station and the tugs which will tow the targets out to sea. Lieutenant J. McHenry Jr. is in charge of both the wireless telephone and telegraph stations.

The wireless telephone will be used during the night battle at the outposts in rear of the fortifications. By this means Colonel Schastey, commander of the Blue forces, will be notified when the land forces of the enemy are advancing upon his batteries from the rear.

The officers of the regular army are so pleased with the experiment of the wireless telephone that arrangements have been made for a permanent station at the batteries and a report has been sent to the war department telling of its successful usage.

Governor Hiram Johnson will arrive at the camp Thursday morning to inspect the state troops and witness the night battle. He will be given full dress review by all the regular and militia troops stationed at the Presidio and will receive the regulation governor's salute of 17 guns. Quarters have been arranged for the governor at the camp.

The reserves will fire their first shots from the monster batteries today. Each company will fire several rounds of sub caliber shots at a moving target out past the heads. In the afternoon they will take up advance guard movements and outpost duties to resist the land forces of the Red army.

The millionaire company is taking a keen interest in the duties of soldiering and are keeping up in their share of the work of the camp. The tempting mess of Sunday has been done away with and their mess yesterday consisted mainly of army beans.

PRISONER ASKS PARDON FOR TAKING LIBERTY

Jailer Wishes His Charges Were Less Courteous

A visitor to the jail in a New England city was much impressed by the manners of the few prisoners. "They seem so gentle and so polite," she said, "I knew there were no hardened criminals here, but I was not prepared for such courteous, even cordial receptions." "Oh, they're cordial and courteous, all right," said the jailer, "but I'd rather have less manners, myself." "You would!" and the visitor was evidently shocked. "I would, ma'am," repeated the jailer. "Six months ago one of the politest men I had here escaped one night, and left a note for me saying, 'I trust you will pardon me for the liberty I take.'"

Telegraphic Brevities

DEMOCRATS NOMINATE BREWER—Jackson, Miss., July 17.—Earle Brewer was today declared the democratic nominee for governor by the state executive committee, which met here to pass on those candidates who will have no opposition in the primary.

BAIL IS REFUSED—Chicago, July 17.—Judge Honore today temporarily refused to grant a motion to admit to bail Simon O'Donnell, James Garvin, Thomas Kearny and Maurice Enright, Chicago labor leaders, under indictment for killing Vincent Altman, who was shot March 22 at the Briggs' house.

HINES BOASTED OF "JACKPOT" WITNESS SAYS

Contractor Testifies Lumberman Said He Personally Elected Lorimer

Another Businessman Fails to Bear Out Statements of His Partner

WASHINGTON, July 17.—The part officials of the Edward Hines lumber company in the election of William Lorimer to the senate claimed attention today at the investigation by the senate Lorimer committee.

William Burgess, an electrical contractor of Duluth, Minn., testified that C. F. Wiehe, secretary of the Edward Hines lumber company, remarked to him last March that he had subscribed $10,000 to a "jackpot" to elect Lorimer. Herman H. Hettler, president of the Herman H. Hettler lumber company of Chicago, a rival of the Hines lumber company, testified that on the day of the election Hines said to him that he personally had elected Lorimer.

On the other hand, Henry Turrish, another businessman of Duluth, Minn., failed to bear out the testimony of Wirt H. Cook, a business associate, to the effect that Hines said to them about the time of Lorimer's election that "old Stephenson (meaning Senator Stephenson of Wisconsin, so Cook believed), after I elected him was working for free lumber," and that the southern democrats fluctuated in their attitude.

Turrish said he remembered nothing about the southern democrats, but heard Hines say that Stephenson was undecided.

In the testimony of Burgess the name of a priest, Father Green, was brought into the case as having received a confession from a detective that the detective was employed by a Chicago newspaper to gather "trumped up charges against Lorimer."

Tomorrow it is expected that James Keeley, editor of the Chicago Tribune, will testify.

SHEEPMEN THREATEN ANOTHER RANGE WAR

Animals Found Clubbed and Shot to Death

CHEYENNE, Wyo., July 17.—Another range war in the Resin sheep stock raising country is threatened. The trouble is brewing as a result of the slaughter of 170 head of sheep belonging to Harry Rudle. Some of the sheep were clubbed to death, others shot and the balance were dragged to death.

Daffydils—59 Varieties

If Jim Jeffries, a strong man, is a dollar a week? Not if you use it to dress on the credit plan. 59 Stockton street, upstairs.

COMMITTEE AFTER STEEL TRUST—Washington, July 17.—The house "steel trust" investigation committee today decided to resume hearings here next Thursday.

Today's Meetings of Improvement Clubs

Green Valley improvement club, this evening, at Vienna and Russia streets.

West End improvement club, this evening, at 5540 Mission street.

Mission Merchants' association at 2337 Mission street.

Holly Park improvement club at 219 Crescent avenue.

Mission Heights and Church Street club, this evening, at Nineteenth and Church streets.

Civic Betterment league, at Daly City.

Sunset Woman's improvement club at Jefferson school, Nineteenth avenue near Irving.

(Clubs are requested to furnish data for this column.)

KING MAY CREATE BLOCK OF PEERS

Premier Asquith Expected to Adopt Drastic Measure Over Veto Bill

LONDON, July 17.—An entirely unexpected contingency confronts the career of the veto bill tonight. It is possible that the house of lords, instead of passing the third reading of the bill with amendments on Thursday, thus sending it back to the house of commons for consideration, may reject it entirely, even with amendments.

In that event Premier Asquith is fully expected to announce that he has advised the king to create a large block of new peers.

The liberal party is no more anxious for an inflated peerage than the lords are, but will not balk at the creation of peers if the necessity is forced upon them. The parliamentary program of the liberals, as the Right Honorable Walter Runciman, president of the board of education, said in a speech Saturday, is "the bill, the whole bill, and nothing but the bill."

There was a conference today of the conservative leaders—the marquis of Lansdowne, the earl of Selbourne, Baron Missleton, the marquis of Salisbury and others. A strong appeal was made by Lord Morley of Blockburn to the liberal lords, who said, in a circular letter:

"It is possible that a certain number of opposition peers may force division on the third reading of the parliamentary bill. The momentous result at stake, both immediate and in the future, makes it in the highest degree desirable that no supporter of the bill should be absent from his place. I earnestly trust, therefore, that your lordship will not fail to give his majesty's government the advantage of your presence on what may prove so truly critical an occasion."

FOREMAN MEETS TERRIBLE DEATH—St. Paul, Minn., July 17.—Martin Casperson, a foreman in the St. Paul boiler and manufacturing company, met a terrible death late this afternoon. He stepped too close to a rapidly revolving steel drill and his suspenders became caught in the spinning shaft. In a second he was being carried around and around as if on a windmill, his head striking a projecting beam with every revolution. When the machinery was stopped his clothes had been torn off and his head beaten to a pulp.

BARON ROSEN NOT TO RETURN TO U. S.

Russian Ambassador to Washington May Get Seat in Council of Empire

ST. PETERSBURG, July 17.—The foreign office today confirmed the report that Baron Roson would not return to his post as Russian ambassador at Washington. George Bakhmetieff is the nominee now in view for the American mission. But this appointment, like other diplomatic changes, will await the return in the fall of Foreign Minister Sazanoff, who is now in the Vosges region in search of health. Bakhmetieff was formerly ambassador to Japan and still earlier minister at The Hague and Russian diplomatic agent in Bulgaria. Baron Rosen probably will be given a seat in the council of the empire.

Gets Informal Notice

WASHINGTON, July 17.—Although without official advices on the subject the state department has been informally advised of the approaching change in the Russian embassy here. Fully intending to return to his post in Washington when he left the city for a vacation in Russia, Baron Rosen found himself drafted into the service of the foreign office soon after he reached St. Petersburg as a result of the breakdown in health of M. Savanoff, the minister of foreign affairs. For nearly six months now he has been at the head of the department as well as a member of the imperial council.

The nature of the ailment from which M. Savanoff is suffering does not encourage hope that he will be able to resume his duties in the foreign office, although as long as he lives, any permanent appointment of a successor is improbable, which explains the reluctance of the government to give an official notice of its intention to fill the vacancy in the Washington embassy.

George Bakhmetieff, who was formerly Russian ambassador to Tokio, is well known in Washington, where many years ago he was one of the secretaries of the then Russian legation. He married a daughter of the late General Edward F. Beall, and is a brother in law of Mrs. John R. McLean. Since leaving Washington he has made a brilliant record in the field of diplomacy, marked by frequent promotions.

Baron Rosen came to Washington July 13, 1905, to succeed Count Cassini during the closing days of the war between Russia and Japan, and represented his government as a member of the Portsmouth peace commission.

Army Orders

[Special Dispatch to The Call]

WASHINGTON, D. C., July 17.—Army orders—Captain Tillman Campbell, commissary, is relieved from duty as assistant to the purchasing commissary at San Francisco, at such time as will enable him to comply with this order, and will sail for the Philippines on the transport leaving San Francisco about September 5 for duty.

Major William F. Lewis, medical corps, upon arrival at San Francisco, will proceed to the Presidio of Monterey for duty.

Take a Holiday

Special rates to Los Angeles will be in effect July 21st, 1911, for $10.00, San Diego $14.00, via Coast Line, with stopovers. Tickets now on sale. See agents San Francisco, Oakland, Alameda and Berkeley, San Jose and intermediate points. Southern Pacific.

AXMINSTER CARPETS, value $1.65 yd. SALE, $1.25

D·N·&·E WALTER & CO. "SINCE 1858"

BODY BRUSSELS; values $1.55 to $1.65. SALE, $1.32½ yard.

POST-AUDIT SALE

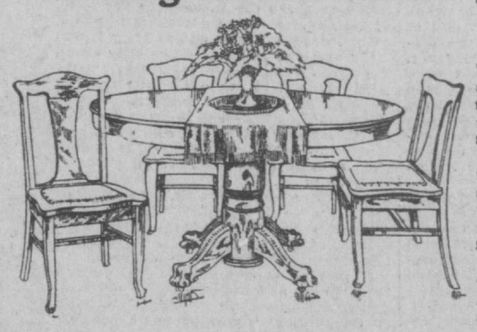
After OUR AUDIT we invariably give our customers the opportunity to purchase many excellent sets and pieces of furniture, beautiful draperies and most dependable rugs, which, being balances of shipments, we desire to clear off our books. During July we shall effect this clearance—we start with the following rich bargains, which are unsurpassed in each grade and REMORSELESSLY REDUCED in price:

Dining-Room Sets

5-Piece Fumed Oak Sets

THESE SETS consist of an eight-foot, 48-inch top Extension Table, regularly sold at $45. Two dining chairs to match, with leather seats; regularly sold at $6.25 each, and two Carvers, value $10 each, making the total value $77.50 for

Special Price . . $45.00



5-Piece Golden Oak Sets

THESE SETS consist of a six-foot, solid oak Extension Table, quarter cut, rich golden finish, value $22.50, three cane or solid seated dining chairs to match, value $3.00 each, and one handsome Carver, regularly sold at $6, making a total value of $37.50, for

Special Price . . $22.50

$75.25 five-piece dining-room sets in solid oak, fume finish, for $35

UNDOUBTEDLY the richest bargain in dining-room furniture ever offered in San Francisco—each set consists of a six-foot SOLID Oak Extension Table, finest fumed finish, with 46-inch top, handsome four-pillar pedestal, regular price $47.50; three Fumed Oak Chairs, leather-seated and finely finished, regular price $5.75 each ($17.25 the three), and carver, value $10.50—making a total value of SEVENTY-FIVE AND A QUARTER DOLLARS—at the remarkably low sale price of THIRTY-FIVE DOLLARS.

Drapery Reductions

100 prs. HEAVY SCRIM CURTAINS in cream and Arab, 2½ yds., with filet border, regular price $4, SALE, $2.75

200 prs. ENGLISH HEDDLETWINE CURTAINS, exceedingly durable and very effective for bungalow or cottage. Regular $1.90, $2.75, $3.75. SALE PRICE—$1.25, $2 and $2.50

500 prs. of CURTAINS in one and two pair lots in Irish Point, Cluny Lace, Scrim, etc., at HALF PRICE

TAPESTRY and BROCADE SQUARES—suitable for cushion tops, and chair seats—rich fabrics, that we have marked down considerably below cost. SALE PRICES range from 35¢

Cretonnes

50c Values for 35¢ | 75c Values for 40¢ | $1 Values for 60¢

VELVET-PILE COUCH COVERS in beautiful Oriental designs. A $17.50 quality at the phenomenal SALE PRICE of $12.50

FINE CUSHIONS, floss filled, regular from $1.50 to $5. SALE 75¢ to $2

1,000 yds. WHITE CREAM and ECRU PLISSE for side drapes—a $1 per yard quality for, SALE PRICE, 50¢

Our Remnant Tables

WE HAVE FIVE tables loaded up with masses of useful and dainty remnants, such as cretonnes, scrims, art fabrics, draperies, laundry bags, slipper bags, etc. You are cordially invited to rummage around these remnant tables on our third floor—it will repay you.

TAPESTRY BRUSSELS, 9x12 feet. A choice selection, $22.50 values. *Sale Price* $15

D·N·&·E WALTER & CO. "SINCE 1858"

STOCKTON and O'FARRELL

San Francisco

WILTON RUGS 8:3x12 feet. A number of $35 to $42.50 values. *Sale Price* $26