ALL WANT OFFICE.

Congressman Maguire Is Outspoken.

HE ADVOCATES SINGLE TAX.

Wants the Government to Operate the Telegraph and Asks That the Central Pacific Be Confiscated.

When ex-Judge James G. Maguire, now Congressman-elect, decided to go to Washington next Monday evening he reckoned without his constituents.

Before dinner-time yesterday he had concluded that he would be in great luck if he got off by Wednesday evening. Before bedtime he knew that he would be a lucky man, indeed, if he got started at all.

The electors of the Fourth Congressional District—or as many of them as the corridors and elevators would accommodate yesterday—planted themselves inside and outside their newly elected Congressman's office, on the eighth floor of the Mills building, and camped there all day.

They brought their lunch and a folding-chair apiece, and stayed right there till the watchman notified them that the elevator was about to make its last trip.

At 9 o'clock in the evening, Mr. Maguire,

James G. Maguire.

weak and hungry, made his escape through the skylight, leaving his constituents, or as many of them as are willing that the new administration shall cast the burden of office upon their patriotic shoulders, to believe that he was still inside.

When they discovered the trick played upon them they were wroth.

"We will have the skylight hermetically sealed to-morrow," they said, "and bring cot beds and blankets with us."

Whatever else Mr. Maguire may be, he is a man of ideas. He has strong notions of how the nation ought to be run, and when he gets to Washington he is not going to be backward about coming forward.

And it was to get an inkling of how Mr. Maguire proposes to reform things that a CALL man joined the electors of the Fourth District yesterday afternoon.

There are three open doors to Mr. Maguire's private office. Through one of them THE CALL man finally managed to squeeze himself, though the electors kicked hard to see a man not in the district getting in ahead of them.

But THE CALL man didn't want a job, and if Judge Maguire didn't say it out in words, at least he looked a prayer of thankfulness that fate had sent him one disinterested visitor.

"If you will just excuse me for one minute," he said to THE CALL man, as one of his prominent constituents buttonholed him, "I will talk with you a little."

That was the first interruption. It lasted ten minutes, and was by far the shortest of the many interruptions which followed. The interview, including the interruptions, lasted four hours by the clock.

The new Congressman is not a rapid talker at best. In his own office, for publication, he speaks carefully and thoughtfully, and slowly enough to permit a rapid longhand writer to repeat him verbatim.

"The legislation of the United States has never satisfactorily settled the questions of taxation, railroad transportation, telegraph service or finance," he said in answer to THE CALL man's inquiry as to the principles and reforms he expected to advocate in the next Congress.

"And none of these questions can ever be settled to the satisfaction of the people of this country until the principles of natural justice shall be made the basis of their legal settlement.

"It is my purpose, so far as possible, to promote the settlement of all of these vexed questions by the strict and unyielding adherence to the rule of equal rights to all and special privileges to none."

"Take the railroad transportation question first. Applying this principle to—"

[Here one of the doors opened and a tall man with a silk hat in his hand entered to say "just one word." It took him twenty minutes to say it.]

"Now, where were we? Oh, yes. Applying this principle to the question of railroad monopoly we discover at once that the oppressive power of railroad corporations rests entirely upon their private ownership and control of the several rights of way and roadbeds of the country.

"The recent investigations by the Legislature at Sacramento show pretty conclusively that railroad commissions have everywhere proved themselves incompetent to protect the people against railroad extortion.

"And wherever the matter has been left to the control of the State Legislature they have failed, not so much because of their dishonesty as because of the utter insufficiency of their knowledge of matters that must be definitely understood in order to intelligibly fix rates of fares and freights.

"If the county roads of the several States were delivered over to the control of private corporations, Legislatures and commissions would find still greater difficulty in fixing rates of freight and fares on stages and other conveyances over such roads.

"There can be no solution of the railroad question—

["in the case of Thug against Buz," interrupted the senior partner, "the young lady herself is outside and would like to speak to you just a moment."

"Well, perhaps I'd better go out for a second. You won't mind waiting that long?"

THE CALL man assented.

Half an hour later Mr. Maguire came back and sighed. Then he said he guessed there would be no more interruptions.]

"—— in my judgment, which does not involve the abolition of all special privileges of all railroad companies in the rights of way and road beds, and making the railroads public highways in the same sense in which county roads are now highways, open to free competition of all capitalists who may desire to build and operate freight and passenger trains over them.

"The people, through their governments, should open railroad highways wherever they may be needed, should build and maintain tracks, bridges, depots and other fixed incidents of railroad operation. These highways should be open to the operation of private trains in full and free competition under direction of government officers, and according to time schedules and other regulations made by those in charge of the roads.

"This plan would entirely destroy the monopoly that now exists in the railroad business, and would leave private capital in free competition to regulate freights and fares according to the unerring law of trade, which makes prices tend toward the minimum for which service can be rendered.

"It would at the same time avoid the double danger of maintaining a vast army of railroad operatives in the public service, and would stimulate instead of retarding improvements and inventions in the way of promoting comfort, speed and safety in the use and operation of railroads, while the Government operation of railroads would tend to bring improvements in transportation to a standstill.

"Private competition gives us the magnificent elevators in the Mills building, while government operation confines us to the ancient and unsatisfactory devices used in the new City Hall and Appraisers' building.

"This is the plan upon which the Erie canal is maintained and operated. It recognizes the maintenance and control of the highway as a public function, but recognizes the operation of such carriages as may be suitable for the transportation of freight and passengers thereon as the private function; thus absolutely doing away with the monopoly that now oppresses, and at the same time keeping the Government entirely out of the details of the business of transportation.

"The building ——"

["If you will excuse me just one moment while I see this gentleman?"

THE CALL man said he would—seeing there was no way out of it—and Mr. Maguire went over in the corner of the room and promised Mr. —— that his application for the Samoan portfolio, if properly indorsed by the secretary and president of the labor union to which he belonged, would be sure to receive the individual attention of President Cleveland as soon as the inauguration obsequies were over.]

"As I was saying, the building of competing roads for the purpose of giving the people the benefit of competition in railroad transportation almost necessarily involves the cost of opening and building two roads for the purpose of handling freight and passenger traffic which could be transported over a single public road.

"For example, if the Central Pacific Railroad from Oakland to Ogden should be taken by the Government in satisfaction of the mortgage debts and opened as a public highway to the trains of all Eastern competing roads, we would have on this coast immediately the benefit of the competition of all such Eastern roads far more completely than we could ever have if all of the Eastern roads should secure separate rights of way and go to the expense of building and maintaining separate tracks.

"Unquestionably this matter will be brought before the next Congress, when the question of settling the Central Pacific's indebtedness comes up.

"And I will press this method for the solution of the railroad question in Congress in connection with any legislation, either concerning railroad debts or the Interstate Commission.

"I want to say a word or two about the telegraph monopoly, but I find there is a gentleman outside who wants just one word and if you will——. Thank you; I will be back in just a moment."

Now this was not the last of the interruptions, but it was a fair sample of them.

The interview was begun at 4 o'clock. It was concluded at 8 P. M., just before Mr. Maguire escaped by the skylight.

"The telegraph monopoly," said he, when he returned to the inquisitor, "is based upon the franchises of the several telegraph companies and the enormous expense of constructing competing lines for the transmission of news, as in the case of the railroad monopoly.

"The transmission of news generally and of communications between citizens of the country has always been recognized as a public function and I am in favor of establishing a system of government postal telegraphs as complete as our Postoffice system and as completely public in all respects.

"In short, in dealing with questions like the railroad and telegraph, I believe in drawing this line between public and private functions:

"That whenever any enterprise of general utility or advantage will, in its nature, become a monopoly if left to private control, then such enterprise should, to the extent of the danger of private monopoly, be recognized and maintained as public functions.

"That all other enterprises, except those that relate to public affairs or that are quasi public in their character, such as the transmission of correspondence by letter or telegraph, should be left absolutely to private competition.

"The tariff? Well, I believe it should be the effort of the Government to raise all public revenues from the sources which receive the greatest advantages from the Government and from the presence, industry, enterprise and virtue of the people.

"I believe that in raising public revenue the first effort should be to appropriate to public use the values which arise exclusively as an indirect result from the presence, industry and enterprise of the people of the several taxation districts.

"I believe that as far as possible all taxes which fall as a burden upon labor, production and commerce should be avoided.

"Subject to this principle, that form of taxation which yields the greatest percentage of revenue to the Government with the least percentage of waste by failure of collection and in the expense of collection, and which bears most equally upon all citizens, should be adopted.

"Tariff taxation is obnoxious to all of these rules of equality, justice and expediency. It obstructs commerce and burdens industry. It affords the greatest opportunity for fraud and evasion, and the cost of collection is enormous by comparison in proportion to the revenue resulting.

"As a system of revenue I believe the tariff to be the worst system existing in any civilized country, and as a means of fostering industries similar to those affected by the tariff, I believe that every tariff laid for such a purpose has wrought tenfold more injury than it has ever accomplished for the particular industry which it was laid to protect.

"Even the iron manufacturers of San Francisco who opposed my election because I advocated the entire removal of the tariff from the raw material of all industries have themselves published within the last two weeks a most sweeping petition to Congress praying for free coal and free scrapiron as a means of stimulating their manufacturing industries.

"Why any citizen of this great seaport city of San Francisco, which depends for her greatness, even for her very existence, upon ocean commerce, should be in favor of a system of tariff taxation which compels the ships that enter her port to come in ballast instead of carrying merchandise both ways, has always surpassed my comprehension.

"The system of taxation which does most completely conform to the true principles of taxation as I have stated them is a single tax upon the value of land irrespective of its improvements.

"On the question of national finance I have not, so far, reached satisfactory conclusions on the matter as to justify any public statement of my views.

"But it does seem to me that in the whole discussion of this question there is a false quantity. The money system of our country should be devised solely for the purpose of securing to our whole people the best and most stable medium of exchange. And in determining the question as to the best system of finance no consideration whatever should be given to the effect which the system adopted may have upon owners of gold or silver mines.

"If, as an incidental result, the best system of finance which can be adopted shall afford special advantages to some interests let it be so, but the advantage to those interests should never be permitted to have any influence in determining what system of finance shall be adopted."

MEETING OF MINERS.

They Will Try to Remedy the Comstock Depression.

Managers and superintendents of various mines met in the offices of John W. Mackay and James L. Flood yesterday to discuss the situation on the Comstock lode, where great depression now exists. Among the mining men present were Messrs. Mackay and Flood, D. B. Lyman, A. C. Hamilton, H. M. Gorham and others.

A plan for the reduction of expenses and pumping water out of the lower levels, with a view to resume deep mining, was discussed.

D. O. Mills, H. M. Yerrington and others, who represent railroad and other interests which depend upon the Comstock mines for support were not present at the meeting.

After a general discussion of the situation it was thought prudent before calling upon stockholders of the mines for the money required to pump out the lower levels to get some accurate data regarding the feasibility of the scheme. D. B. Lyman, W. E. Sharon, R. P. Keating and A. C. Hamilton were selected as a committee to employ expert engineers to furnish data and estimates of the cost of pumping.

It is said that after the committee has obtained its statistics the miners' unions of Gold Hill and Virginia City will be asked to submit to a reduction in wages, which are now $4 a day, and that the railroad, wood and water and other interests will be requested to make corresponding reductions, so as to offset the cost of pumping.

Mutton Goes Up.

A scarcity of fat stock has caused the price of choice mutton to mount a few cents on the pound, and a corresponding wail goes up from the housewife. The advance, however, will not last long as grass-fed sheep will soon be on market, causing the price to drop again.

The butchers say it is the usual spring rise in this channel of commerce which came a little earlier on account of the severity of the winter all along the coast. Food was scarce and it has been close cropping for the flocks. The new grass crop has been delayed and sheep are somewhat emaciated in consequence.

Juicy sheep are scarce in California at present, choice stock being drawn from the hay-fed folds of Nevada. Chops have advanced about 3 cents on the pound, but with the advent of the new grass crop the supply will increase. By the middle of April the markets will be well supplied.

The Divorce Court.

Elizabeth Vincent has been granted a divorce from Charles Vincent by Judge Levy, and Carrie Louisa Sartif a divorce from Ernest Sartif by Judge Troutt. Desertion was the ground in both cases. The divorce suits of Mary A. Burns vs. Michael Burns and Mary Dougherty against Henry Dougherty have been referred to Commissioner Lawler.

The following new divorce suits have been filed: George Sokoloff against Anna Sokoloff, John Hudspeath against Nellie Hudspeath, Jennie Munro against Hugh Munro, Eliza C. Moffit against Stephen C. Moffit.

You should keep Salvation Oil on hand; it will cure all aches and pains. Price 25 cents.

Now that Professor Henry Preserved Smith has been vindicated by the board of trustees of Lane Seminary, it is said by some of his intimate friends that he has thought of again offering his resignation and insisting that it be accepted, in order to secure peace in the church.

Croup is prevented by the timely use of Dr. Bull's Cough Syrup, the mother's friend.

AN OPEN AVOWAL.

The Southern Pacific Is in Politics.

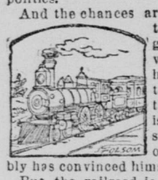
NO RATES FOR THE PUBLIC.

Odious Comparisons Are Feared—The Railroad Commission Has No Rates at All.

The Southern Pacific is in politics.

Of course, you will not really believe this, having been assured so often by Mr. Huntington that his railroad was not in politics.

And the chances are that Mr. Huntington himself will be greatly surprised when he learns that his railroad is in politics, for he has made the statement that it is not so often and stuck to it so strenuously that he probably has convinced himself that it is true.



But the railroad is in politics. There is proof for the statement.

William Sproule, the assistant general freight agent of the Kentucky monopoly, has made the statement openly and unreservedly.

"We have been dragged into politics so much of late," were his words, "that we have no time to prepare a few figures on freight rates for the perusal of the public."

Of course the railroad has been "dragged" into politics—and it's too bad, really. But it is in politics. That is the important thing to remember. One may be sorrowful for the "dragging," but one cannot forget the main fact, the result of the "dragging."

A stranger walked into the sacred albeit narrow precincts allotted to Mr. Sproule at Fourth and Townsend streets the other afternoon.

"What can I do for you?" inquired the official in his politest manner.

The stranger said he would be pleased to have a copy of the coast classification on freights.

"I am sorry, but I cannot give you such a thing. We have no classification printed for distribution."

"Then how am I to know in what class certain commodities are?" inquired the stranger.

"Oh, we will be pleased to furnish you with any such information," said the freight agent. "What are the commodities you desire rates on and between what points."

"There are several commodities and many points in the State to which rates are desired."

"Well," said Mr. Sproule, "we will be pleased to furnish you the rates on anything you desire and to any points you may name. If you will make out a list I will have it filled at once.

"But have you no published tariffs by which I could find out these rates at will?" inquired the stranger.

"We have published rates, oh yes; but they are hardly in such shape that you could use them readily."

Here Mr. Sproule pointed to a lot of loose sheets and pamphlets laid between two covers, which were bulging out to about double the thickness of a Webster's Unabridged.

"We get our rates from that book," said he, "but as you see it would be impracticable for me to lend it to you. You would hardly care to carry it off with you, and if you did it would not be serviceable unless you know how to use it."

"Isn't there another copy I could take?" asked the stranger, who did not appear to be daunted by the size or weight of that wonderful tariff book.

"No; there are no copies to spare. Indeed, we are unsettled about printing rates just now, for they are discussing those matters at Sacramento, you know. By the way, though, here is a copy of our Southern California special commodity tariff. You will find it very plain and complete."

"Is there no publication like this which would answer for the rest of the State?" was asked.

"None that we could give out now."

The Southern California special commodity tariff is for points only that have railroad or water competition with the Southern Pacific, and the rates are only for a limited number of commodities and on carload lots.

It may be interesting to know how much more the Southern Pacific charges than the Santa Fe route to ship a carload of axle-grease, putty or salsoda to and from Los Angeles.

Those who may want to send a carload of gas fixtures, cream of tartar or sauerkraut from San Pedro to Santa Monica will find this special commodity tariff sheet very valuable, but the merchants of this city and State declare the pamphlet is far more ornamental than useful, which is saying little enough for its beauty.

The stranger—who was a CALL reporter—promised to bring Mr. Sproule a list of places and things upon which rates were desired, and then took himself to the office of the Railroad Commissioners.

Here about the same experience was met with. The secretary took his heels off the table when THE CALL man entered and said, "Oh, yes," when he was asked whether he had the freight rates in California.

Then he hauled down a pile of pamphlets and single sheets about two feet thick and said, "There you are."

"Well, I want the rate on soap from Sacramento to Port Costa," said THE CALL man.

"Oh, I can't give you any rates. You'll have to go down to Fourth and Townsend for that. They'll give it to you there."

"But doesn't the law require you to keep the rates of freight to all points inside the State in this office?"

"Well, we have 'em right here. There they are."

"'All right," said THE CALL man, "I'll just sit down here and get the rate on barley from Stockton to San Francisco."

"Oh, you can't do that; it would take you six months, and then you wouldn't get it right.

"Nobody can tell anything from that thing. The sheets are all mixed up, and I don't know how they belong. See these rate pamphlets, where it says 'subject to change without notice?' Well, the changes come in fast. Every day or so there's a change. We just chuck them in anywhere instead of placing them right, so you couldn't tell a thing by studying this mass of stuff in a year."

"Then you have not the Southern Pacific freight rates in this office?" said THE CALL man.

"Oh, yes; there they are in that book. Haven't I been telling you we had them?"

The next day THE CALL man took a small list of commodities and points of shipment to Mr. Sproule.

"Well, we can't fill this out right off, you know," said that official. "We will do it as soon as possible. Who shall I send it to?"

"To THE CALL office," was the reply, and then, when THE CALL man saw the look of pained surprise that came over Mr. Sproule's face, he volunteered to call for them the next day.

"What do you want these figures for? Fixing up another roast?" said Mr. Sproule with a shade less of suavity in his manner and tone.

"THE CALL wants to publish them side by side with the rates proposed by Mr. Leeds, in order to show the people the difference. If they are honest rates they have nothing to fear from the comparison," was the reply.

"Well, come in to-morrow and I'll have them ready for you."

But when the morrow came and THE CALL man stood before Mr. Sproule's desk waiting for those rates that gentleman remarked that he had reckoned without his host in promising the figures so soon.

"You see, we have been dragged into politics so much of late," he said, "that we have been unable to prepare those figures for you."

"How soon do you think you could prepare them?" asked the reporter.

"Well, it would take days—many of them," he added, with an eloquent look which meant plainly "never."

And so it came out that the railroad is in politics.

The truth is, as everybody knows, that it has never been out of politics, yet an admission from one of its own officials will at least serve the purpose of showing that the policy of hypocrisy on this question has been abandoned by the railroad.

The present attitude of the Southern Pacific of Kentucky is summed up in eight words—What are you going to do about it?

Well, the Legislature at Sacramento is trying to answer that question just now; it may transpire that the people of California will do a great deal "about it" and do it right away, too.

As to the Southern Pacific's unwillingness to furnish freight rates for public perusal, the reason is obvious.

They will not stand comparison with the rates proposed by Mr. Leeds, which are now being discussed at Sacramento, and the Southern Pacific does not want the people to know how vastly different their present tariff sheet is from the one proposed by the Traffic Association.

But the citizens of each county can, if they will, figure it out for themselves.

Let the shippers of Napa County, for instance, figure out the difference in the cost of transporting their chief products to San Francisco by the present ruinous rates of the Southern Pacific and those proposed by the amendment to the constitution now being discussed in the Legislature.

The figures in the amendment are based on the Western classification, which has been adopted by every railroad in the United States except by the Southern Pacific of Kentucky.

As a fact, the Southern Pacific has no regular tariff rate or permanent classification.

Freights are based on the motto, "All the traffic will bear," and the profit made on the commodity shipped is the measure of the freight rate thereon.

So that, in reality, there are no profits made on anything shipped over the Southern Pacific lines.

Their method of computing freight rates is like this: What is the cost of the product? What is its selling price?

And the difference between the two represents what the traffic will bear—what the railroad demands for carrying it.

THE NEW COAST DIVISION.

Only Six Hundred Men at Work on It at Present.

Regarding the statement published to the effect that the Southern Pacific Company has just set to work a force of 1000 men in that section of country between Santa Margarita and Ellwood Chief Engineer Hood said to a CALL reporter yesterday afternoon:

"The fact is that we have not got 1000 men at work as reported, but only about 600, and these have been at work all winter. They are laying the new coast division that is to run between the places mentioned.

"Some time along in the spring we intend to increase the present force, but to what extent I can't say yet.

"As to when this division will be in operation that I can't say either, but it will not be any time this year."

None of the Fourth and Townsend street dignitaries would make any statement concerning the assertion that the new electric road, of which the first spike was driven last Thursday in Oakland, is being built by Huntington.

This significant fact makes it look very much as if the Southern Pacific Company was getting in some more of its fine work across the bay.

A BABY PRISONER.

Two Big Men Arrest One Small Boy.

The Infant Was Charged With Vagrancy and Passed One Night in a Dirty Prison Cell.

He was a little bit of a boy, brown as a berry, with great black eyes and dressed in clothes much too small for him. He didn't weigh over thirty-five pounds, wasn't an inch over three feet in height, and he was marched into the City Prison by two strapping officers, Berry and Boyd, whose combined height would overtop twelve feet, while their combined weight would tip the beam at upward of 500 pounds.

The mite wasn't handcuffed, because had he attempted to break away from his captors, either officer could have put his foot on him and crushed the life out of his little body had they so willed.

When the midget reached the sergeant's desk in the City Prison, that officer had to put on his specs and peer into the darkness that shrouds the damp basement floor in order to see the prisoner he was asked to book.

The charge was vagrancy, and the story told by the officers and the boy agreed in essential particulars. It was that the prisoner, James Dalto, was a street bootblack, carrying his tools in a box hung to a strap and slung over his shoulder. He was told to go home off the streets by the great big officers, and the little insignificant American citizen refused to go and was arrested.

All of Thursday night the poor child, a very baby who should have been in a trundle bed at home, was kept locked up in a damp, dark and dirty cell, slept upon the floor and cried himself to sleep.

When he was sent into the dock of Police Court 1 yesterday morning his grimy cheeks were streaked with the tears he had shed and his face was white and drawn with the fright of the previous night and the fear instilled by his older and heartless cellmates as to what would be his ultimate fate when taken before the Judge.

Attorney Gallagher volunteered to appear for the little fellow and when the case was called on he said to Judge Campbell: "Your Honor, we make a small plea in this case, commencing with the prisoner."

Judge Campbell looked all around the courtroom and failing to discover the culprit, said: "Where is the prisoner?"

"Here, your Honor," responded Attorney Gallagher, and pointed to the midget that stood against the railing around the Judge's desk. His Honor peered over the railing and discovered the alleged vagrant, and then he looked for the officer who had caused the arrest. The spectators were anxious to see the little prisoner and the big officer stand side by side on the witness-stand, but the officer didn't show up.

"You go home," said Judge Campbell to the trembling boy, "and don't you come back here before you're 21, if then." And then he asked, "How is it that babies like this are locked up in jail overnight? It is outrageous."

The boy once outside the courtroom started on a run for home, but it is safe to say he learned as much evil during his one night in jail as he has picked up in the streets during the ten years of his life.

SENT TO PRISON.

Some Offenders Who Will Not Trouble Society for Years.

Judge Wallace was in the best of humor when he took his seat yesterday and proceeded to pass sentence on a batch of offenders. If the latter had any idea of getting off lightly on this account, however, they were sadly disappointed.

Thomas J. Earl, who had several "priors" against him, including one from Santa Barbara County ten years ago, was found guilty of stealing $80 from a roommate at the Nevada House. He was sentenced to twenty years in State's prison.

F. A. Burns and Fritz Jager pleaded guilty to burglary committed on the premises at 605 Stockton street. Burns got seven years and Jager five.

Benjamin Holmes, colored, pleaded guilty to breaking into the house, 911 Pine street, on January 25. He got five years.

Robert Hogan, convicted on the previous day of stealing a sailor's kit from Preston & McKinnon's warehouse, was sentenced to seven years' imprisonment.

Excursionists From Boston.

A business men's excursion from Boston, numbering sixty men and women, arrived from the south yesterday and are at the Baldwin. There were about eighty people in the party when they left Boston February 1, but Southern California charms lured a score away. They will be at the Baldwin until Monday, when all will go to Monterey. The party comprises, besides many Bostonians, residents of Plymouth, N. H., New Haven, Malden, Worcester, Abington, Enfield, Springfield, Roxbury, Taunton, Brockton, Waterbury, Conn., Bangor, Me.

Letters of Administration.

Richard Murphy has applied for letters of administration on the estate of his mother, Catherine Murphy. The estate is valued at $4000.

F. J. Kierce has applied for letters of administration upon the estate of his deceased father, John Kierce. The estate is valued at $40,000.

EVERY WORD TRUE.

The Following Letter Says the Poughkeepsie Eagle, Tells its own Story.

POUGHKEEPSIE, April 30, 1892.

Messrs. Platt and Platt, proprietors and editors Poughkeepsie *Eagle*.

Gentlemen:—The enclosed is a sample of the many letters I am receiving from all over the country, asking as to the truth of an advertisement printed in your paper, giving my experience with Dr. David Kennedy's Favorite Remedy.

I wish to say it was a pleasure to give that recommendation to Dr. Kennedy, and that when I said I was cured of catarrh of the bladder and chronic kidney disease, I wrote simply the truth.

For twenty long years before I used this valuable medicine, I suffered from urinary troubles, pain in my back and a nervous, sleepless condition, yet before I had taken the fourth bottle I was cured, sound and well. I have replied to this letter and am willing to do any similar service to those who are afflicted and will cheerfully answer all who write me. But I make this public statement hoping it may reach the eye of the sufferer, and perhaps save me personal correspondence, for at my age letter writing is not as easy as when I was younger. I remain

Yours truly,

24 Thompson Street. F. C. BRINK.

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DRY GOODS.

BARGAINS THAT MERIT SPECIAL COMMENDATION!

For the special benefit of our Saturday patrons and in pursuance of our efforts to clear out our present stock to its lowest possible limit before stock-taking, we have selected a number of broken lines of seasonable goods and offer them at

Special and Extraordinary Reductions for To-day!

Lace Department!

At 6¼c Each.
118 dozen LADIES' WHITE HEMSTITCHED HANDKERCHIEFS, regular price $1 50 per dozen, will be offered at 6¼c each.

At 15c Each.
86 dozen LADIES' WHITE SCALLOPED EMBROIDER'D HANDKERCHIEFS, reduced from $2 75 per dozen.

At 25c Each.
49 dozen POINT DE GENE LACE SETS, reduced from 75c and $1 each.

At 50c Each.
23 dozen BRETONNE LACE HANDKERCHIEFS, reduced from $1 each.

At 15c a Yard.
17 pieces JET BORDERED VEILING, reduced from 30c.

RUCHING! RUCHING!

192 pieces FANCY RUCHING to be closed out this day at 5c, 10c, 15c, 20c and 25c per yard—less than half price.

Men's Furnishings!

At 20 Cents.
75 dozen MEN'S JAPANESE SILK HANDKERCHIEFS, large size, with hemstitched borders, in new fancy colors, regular value for 50c, will be offered at 20c each.

At 25 Cents.
75 dozen MEN'S JAPANESE WHITE HEMSTITCHED SILK HANDKERCHIEFS, full size, extra good value for 50c, will be offered at 25c each.

At 15 Cents.
139 dozen MEN'S FULL FINISHED HEAVY MERINO SOCKS, with double heels and toes, extra good value for 25c, will be closed out at 15c a pair.

At 15 Cents.
146 dozen MEN'S FULL FINISHED HEAVY COTTON SOCKS, with spliced heels and toes, extra good value for 25c, will be closed out at 15c a pair.

At $1.00.
63 dozen MEN'S UNDYED SANITARY LAMB'S-WOOL UNDERSHIRTS and DRAWERS, warranted not to shrink, good value for $1 50, will be closed out at $1 each.

At $1.50.
34 dozen MEN'S UNDYED SANITARY LAMB'S WOOL DERBY RIB UNDERSHIRTS AND DRAWERS, extra well finished, usually sold at $2 and $2 25, will be closed out at $1 50 each.

Ladies' Muslin Underwear!

At 50 Cents.
LADIES' GOWNS, made of heavy muslin, lined back, tucked yoke, finished with cambric ruffle, neck and sleeves trimmed to match, extra good value for 65c, will be closed out at 50c.

At 75 Cents.
LADIES' GOWNS, made of Masonville muslin, lined back, V-shape yoke of Hamburg embroidery, neck and sleeves finished with embroidery to match gown, extra good value for $1, will be closed out at 75c.

At $1.25.
LADIES' GOWNS, made of Wamsutta muslin, plaited back, deep collar and cuffs, finished with ruffle of embroidery in white and colored embroidery, extra good value for $1 75, will be closed out at $1 25.

CHILDREN'S DRESSES!

At $1.00.
CHILDREN'S SHORT DRESSES, made of fine Nainsook, fancy yoke of tucks and hemstitching, full sleeves, skirt finished with deep hem and hemstitching, extra good value for $1 50, will be closed out at $1.

At $1.50.
CHILDREN'S SHORT DRESSES, made of fine Nainsook, yoke of tucks and Nainsook embroidery, skirt finished with deep hem and tucks, neck and sleeves trimmed to match yoke, extra good value for $2, will be closed out at $1 50.

At $2.00.
CHILDREN'S DRESSES, made of fine Nainsook, fancy waist of embroidery and tucks, full sleeves with caps of embroidery, extra good value at $2 50, will be closed out at $2.

Hosiery Department!

At 10 Cents.
98 dozen CHILDREN'S BLACK RIBBED COTTON HOSE, fast black, will be closed out at 10c a pair.

At 25 Cents.
96 dozen FRENCH RIBBED BLACK COTTON HOSE, extra heavy, made specially for boys' wear, guaranteed fast black, sizes 7 to 10 inch, will be closed out at 25c a pair, regular value 50c.

At 25 Cents.
87 dozen LADIES' BLACK COTTON HOSE, double heels and toes, warranted Hermsdorf fast black, will be offered at 25c per pair, regular value $4 per dozen.

At 20 Cents.
80 dozen LADIES' COTTON HOSE, in black boot and stripe top combinations, double heels and toes, guaranteed fast colors, will be closed out at 20c per pair, regular price three pair for $1.

At 33⅓ Cents.
85 dozen LADIES' BLACK COTTON HOSE, extra high-spliced heels and double toes, Hermsdorf fast and stainless black, will be closed out at three pair for $1.

SPECIAL.

At $1.00.
50 dozen LADIES' NATURAL SANITARY WOOL SHIRTS AND DRAWERS, will be closed out at $1 each, regular price $3 per suit.

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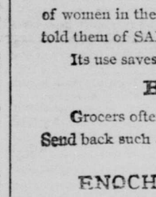

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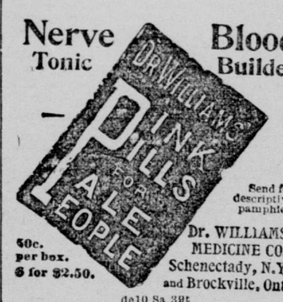

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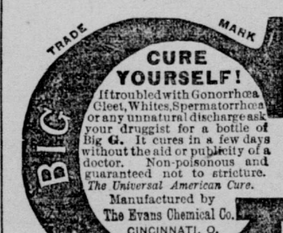

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1892—Taxes—1892

NOTICE TO TAXPAYERS—SECOND INSTALLment of Real Estate Taxes now due and payable.

Notice is hereby given that the remaining one-half of taxes on all real property is now due and payable, and will be delinquent on the 24th day of April, A. D. 1893, at 6 o'clock P. M., and unless paid prior thereto 5 per cent will be added.

Tuesday, April 18, 1893, last day for receiving Checks.

JAMES N. BLOCK,
Tax Collector of the City and County of San Francisco.

Dated San Francisco, Tuesday, January 10, 1893.

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