MISCELLANEOUS.

Boys, more of those flyers can be had to-day free.

A DAY OF GLORY!
A DAY OF TRIUMPH!

70,000 People Attended Our BIRTHDAY PARTY!

A constant stream of humanity kept filing in our mammoth establishment all the day long, more than we could accommodate, but all were pleased--the ladies, in fact, were tickled with the beauty of our NEW SPRING GOODS for the little fellows.

Our garments for gentlemen attracted no small amount of attention. Yesterday made many converts from high-priced tailors to our ready-to-wear tailor-made garments. The gentlemen realized their folly in having clothes made by expensive tailors when ours are every bit as good and in many instances the tailoring surpasses that of high-priced tailors.

In gentlemen's attire the correct thing for Spring will be Soft Twills in soft and delicate colorings. Plain effects will hold full sway with those conservative dressers that desire neatness. We will also show a smattering of fancy colorings for those more fashionably inclined, but the general inclination this Spring is for plain, neat effects. This is specially noticeable in the many handsome styles that we are showing in swell Cheviots and Serges.

The Single-breasted Sack has its followers, but the double-breasted garment is the garment for the ones fashionably inclined.

The Cutaway will still have its followers for those that dress conservatively.

'Tis impossible to name a garment that is fashionable, that is neat, that is good, but what can be found on one of our eight floors.

Before ordering your suit consult us. Not alone will we give the correct ideas of styles, but will also save you many dollars.

Thanking you for your kind attendance yesterday and trusting that no one was hurt during the enormous rush, we are,

Yours for Spring,

RAPHAEL'S

FRISCO'S BIG STORE,

9, 11, 13 and 15 Kearny Street.

SCHOOL BASEBALL

The St. Ignatius Team Beaten.

SANTA CLARA WON EASILY.

The City Boys Were No Match for Their Well-Practiced Opponents.

The Santa Clara College baseball team again showed its supremacy over the boys from St. Ignatius College yesterday by beating them by a score of 14 to 5. The city boys played in very poor form, while on the other hand the boys from Santa Clara put up one of the prettiest games of baseball ever seen on the Haight-street diamond. Too much praise cannot be given Bliss, who held down the bag for the winning team, nor to McGreavy and Hefferson, who constituted the battery for the same team. For the first three innings Esher pitched for the St. Ignatius team without fault, but after the third and up to the sixth his opponents batted him unmercifully, and he was obliged to leave the box and play left field, and Sullivan, who had been catching, was put in the box in his stead, Beckett taking Sullivan's place behind the bat.

The new battery worked admirably. Although Sullivan was a little wild in the beginning he soon settled down to business and the Santa Claras only made two runs while he was in the box.

The Santa Claras were first to bat and Flannery reached first bag on called balls, and by a fly from Hefferson's bat, which McCormack missed, he was advanced to third with Hefferson on first. Bliss then struck out, and McCormack, while trying to steal second, was put out, and Flannery stole home amid loud cheering and blowing of horns from the contingent from Santa Clara.

Grennan opened the first half of the St. Ignatius with a fly between center and right field, which looked very much like a three-bagger; but after a long run all that Connor could do was to stop its progress and Grennan reached second. By a fumble by Hefferson he advanced to third. Eber, who was next to bat, sent the ball to Flannery, who threw wild to Robinson, and Grennan reached home, and Eber, while trying to make second, was thrown out by Robinson. Black next struck out and McCarthy followed suit.

The first inning was the only time the St. Ignatius boys were in it, for in the second the Santa Claras piled up four more runs to their credit, while their opponents got a big goose egg. In the next inning the Santa Claras had added on four more runs to their credit, assisted by errors of Sweigert and Sullivan, while their opponents piled up another goose egg in their half.

The Santa Claras were held down handily in the fourth inning, they not even securing a base hit or a run, while the St. Ignatius boys were no more successful, although with two outs and a man on second and one on third, Sullivan sent a beautiful fly out by the carriage fence in left field, which bid fair to bring the two men in and land him on third, but Kelly, after a long run, got under the ball and made a very clever catch, which brought the Santa Clara part of the grand stand down.

The fifth and sixth were productive of five more runs for the Santa Claras, while St. Ignatius only added one more to their credit. A funny circumstance happened in the first half of the sixth; there were only two outs, yet the St. Ignatius came off the field and their opponents took their places in the field. Sullivan was first to the bat for St. Ignatius in that inning, and he sent a grounder to Flannery, who threw him out at first. Scorer Stapleton then called Umpire Gagus up and explained to him that only two men had been put out, and the umpire ordered the men to resume the positions they had just left.

No more runs were gained by the Santa Claras in their half of the seventh inning, but in the St. Ignatius' half, with a man on each base, Sweigert rapped out a two-bagger, which brought all of them in. Up to this the St. Ignatius boys were downhearted, but Sweigert's lucky two-bagger livened them up a bit, but it did not last long, as the next three men who came up to bat were put out in quick succession.

No more runs were made by the St. Ignatius team in the last two innings, while in the eighth the Santa Claras added two more to their score, thereby winning the game by a score of 14 to 5. Following is the score:

AT SAN FRANCISCO, FEBRUARY 22, 1893.

St. Ignatius.	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Grennan, s. s.	5	1	0	1	2	3	4
Eber, p. & l. f.	4	0	0	0	0	0	1
Black, c. f.	4	0	0	0	2	0	0
McCarthy, l. f. & 2 b.	4	0	1	0	2	0	2
Sullivan, c. & p.	3	1	1	2	8	2	3
Beckett, 2 b. & c.	4	1	1	0	3	2	0
Monahan, 3 b.	4	1	2	1	2	3	1
Toomey, 1 b.	4	1	2	0	6	1	0
Sweigert, r. f.	3	0	2	0	1	0	1
Totals	35	5	9	4	27	11	12

Santa Claras.	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Flannery, s. s.	6	3	3	1	1	2	1
Hefferson, c.	6	3	2	3	10	0	2
Bliss, 2 b.	6	1	3	1	3	4	1
Kelly, l. f.	5	0	1	0	0	1	0
McGreavy, p.	5	1	1	0	0	5	1
Connor, c. f.	4	1	1	2	2	0	1
Robinson, 1 b.	5	0	1	0	8	0	1
Farmer, r. f.	5	0	1	0	1	1	0
Trezevant, 3 b.	4	4	0	3	2	1	1
Totals	46	14	13	10	27	14	8

RUNS BY INNINGS.

St. Ignatius	1	0	0	1	0	3	0	0	—	5
Base hits	0	0	1	0	2	0	3	1	2	
Santa Claras	1	4	0	2	3	2	0	2	0	—14
Base hits	1	1	0	3	3	2	0	2	1	

Earned runs—St. Ignatius 1, Santa Claras 1. Two-base hit—Connor. Two-base hits—Sweigert. First base on errors—St. Ignatius 2, Santa Claras 9. First base on called balls—St. Ignatius 2, Santa Claras 3. Left on bases—St. Ignatius 8, Santa Claras 16. Struck out—By McGreavy 10, by Sullivan 3, by Eber 6. First base on hit by pitcher—Connor. Passed balls—Hefferson. Wild pitch—McGreavy. Time of game—2 hours and 40 minutes. Umpire—Gagus. Official scorer—Stapleton.

HYDRAULIC MINING BILL.

C. P. Berry Gives Its History—Glad to Have It Tested.

Hon. Campbell P. Berry of Wheatland was seen by a CALL representative yesterday at the Palace. Mr. Berry denies that he went through to Washington during the discussion of the mining bill in the interest of the Anti-debris Association or any other combination. He had noticed that the bill before the House, while it exacted the severest penalties for the defacement or destruction of restraining dams, whether made by the Government or not, did not attach a penalty to hydraulic mining in violation of the provisions of the bill. With this fact in view, and in the interest of a few private parties at Marysville and Wheatland, he went to Washington, arriving after the original bill had passed the House. He immediately went before the Senate Committee on Rivers and Harbors, of which his cousin, Senator Berry, of Arkansas, is a member, and explained the inconsistency of passing the bill with no penalty clause against its violation by the hydraulic miners. The clause was drawn up hurriedly and attached to the bill, and with this amendment the bill passed the Senate.

Mr. Berry left for home, and had hardly arrived, when it was found that the House would not accede to the amendment. A conference was called, and the proposed modification made. The original penalty clause as it passed the Senate was found to be too sweeping, as it attached a penalty to hydraulic mining in toto, whether damage resulted or not. The proposed modification fixed the penalty to the injury of navigable streams. After noting the difference he telegraphed to his cousin that the bill would be satisfactory to the valley men, with the modified amendment. He expresses satisfaction at the passage of the bill and hopes it may become a law. It will give the mining men a fair trial, and if the mines can be run to the injury of no other interest, well and good. On the other hand, if it is found to be impossible to hydraulic without injury to the streams, further restraining action will be necessary.

School Children on an Outing.

Thirty scholars of the seventh grade of the Horace Mann Grammar School spent the day at the Presidio yesterday.

They left the busy city early in the morning with their teacher, Miss Burnham, and taking the Powell-street cars to Bakers Beach, climbed over the mountains to the Presidio. They had their lunch-baskets well filled, and they lugged them cheerfully along.

The day was pleasantly spent singing songs and enjoying games on the green until the afternoon was well on, when the picnickers returned home.

THERE are many imitations of White's Yucatan Gum on the market. When purchasing be sure and see that the package is sealed with a yellow band, and marked with the name of the maker, W. J. White, Cleveland, Ohio, U. S. A.

A NEW LANDMARK.

The Nationals Lay Their Cornerstone.

AMIDST MUCH REJOICING.

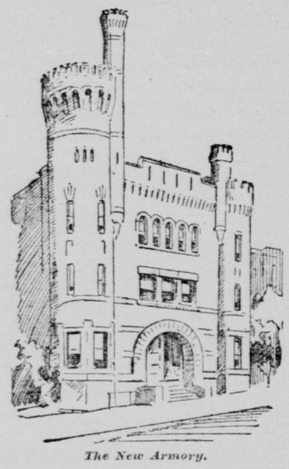
Parade of the Active and Veteran Members—The Old Commander's Voice Is Again Heard.

THE cornerstone of the armory on Ellis street, near Van Ness avenue, to be occupied by the two companies of the First Regiment, National Guard of California, lettered as C and G, and better known as the "Nationals," was laid yesterday afternoon.

At 1 o'clock the two companies assembled at the old armory on Post street, next to Trinity Church, and under command of Captains Tilden and Woodruff marched to the site of the new armory.

Nearly two hundred veteran members of the organization turned out as an escort. They were in civilian dress. The First Regiment band furnished the music. Colonel H. J. Burns officiated as marshal of the veterans. The organization made quite an imposing display as in columns of fours it passed down Post street to Kearny, thence up Market to Golden Gate avenue to the scene of its achievement.

The neighborhood was alive to the distinction conferred upon it. The American flag was unfurled over many housetops and doorways. Pretty girls made pretty groups in windows. The small boy trooped after the procession in flanking clouds and lined himself up on brick foundation walls, where he could see and shout. The sun poured down a radiant glow upon the people who swarmed upon the sand heap, from which are to rise Norman towers and turrets and renascent archways. The people numbered a thousand or more of the substantial patriotic American fiber of San Francisco. Men who had played their part in the history of the city and who had in their day stood shoulder to shoulder as



The New Armory.

comrades in arms uncovered their gray heads in company with the younger men in uniform as the Rev. John Gray invoked a divine blessing on the ceremony.

Captain Charles Le Breton, one of the veterans, officiated as master of ceremonies. He delivered speeches which were models of brevity as he introduced the actors in the scene.

The first man introduced after the clergyman was the venerable Colonel J. B. Moore, who had come all the way from Ruby Valley, Nevada, to contribute his fund of reminiscences. He was the first commander of the Nationals. ~~A well-preserved man~~ for his seventy years, sharp featured, florid face, clean upper lip, a tuft of snowy chin whiskers and Yankee in all his outlines, he seemed like an outpost of the past behind which everything seemed to melt into dim vapor. He told the story of the organization of the Nationals and the young men in brass-trimmed helmets leaned on their rifles and listened intently to the annals from his lips.

The story he told was laid in the days before the uprising of the second Vigilance Committee. He related how on July 12, 1855, the members of the Pennsylvania Fire Company, composed mainly of young men from Philadelphia, arrived at the conclusion that it would be a good thing to encourage the formation of a military company. The idea was to build a three-story engine-house on Jackson street and give the military company the top floor. The history of the Nationals dated from that time, and the company was the first to adopt on this coast the title "National Guard," which had since become the common designation for the whole State militia. The organizers subscribed $1300 and the county donated $400 toward their first building fund. Thus was laid the plant of the great work now in their hands. On August 31, 1855, the organization was completed. The uniform of the United States army was adopted.

Colonel Moore told about the critical period of the Vigilance Committee when the company were ordered out but failed to respond, a circumstance which made reorganization necessary eight years later. He told about the early excursions of the company, about their primitive methods of target practice, how they stood together solidly in the war days and offered their services to General Sumner to garrison Fort Point, and how General Joseph Hooker once awarded them a trophy at the first State encampment at Sacramento in the shape of a silk flag for being the best drilled and disciplined military company in the State of California.

He closed with an admonition to them to be zealous for their honor, dignity and social standing and to live up to the motto, "~~The Old Guard dies~~ but never surrenders."

There was loud cheering when the veteran commander finished. He was followed by Captain Charles L. Tilden, the senior officer of the Nationals, who delivered a brief address in behalf of the active members. ~~He referred~~ to the fortunate selection of the anniversary of Washington's birthday for the ceremony. He said that all the members were actuated by the same patriotic spirit which had carried the organization forward from its inception. After paying a high compliment to Captain Le Breton, the chairman of the committee of arrangements, and invoking the co-operation of all the veteran members in the work of building their new home, he stated that the honor of laying the cornerstone had been assigned to Captain Le Breton.

That gentleman drew from his breast pocket a silver trowel presented to him by ex-Lieutenant Snook, and after placing the box containing relics and mementos and copies of THE CALL and other daily papers within its receptacle spread the mortar scientifically over the surface. Then the big stone was slowly lowered by the derrick into its place. The big American flag waved gracefully from the derrick, the band played patriotic airs, the people cheered loudly, a mother standing in an upper window of the house 804 Ellis street danced her baby girl up and down on the sill to the tune of "Yankee Doodle," and the troops under arms emitted their tootsy wootsy yell and the deed was done. The parting words were spoken by Captain Le Breton. "I declare," he said, "the cornerstone of the new building properly laid."

Colonel William P. Sullivan Jr., commanding the First Regiment, and his staff, in full uniform, were present as guests of the "Nationals" and occupied seats on the platform. His refusal to consent to the two companies of his regiment parading in uniform had been reconsidered and the permission was the evening before gracefully extended. A principle was involved in the matter, which made Colonel Sullivan feel very reluctant to yield. He concluded, however, on reflection, that a concession made at this time would work no prejudice to his ultimate purpose of bringing all the companies of his regiment under one roof.

After the return of the companies to their armory on Post street refreshments were served to all the invited guests and some felicitous, congratulatory speeches were made by Captain Tilden and others.

The armory of which the cornerstone was yesterday laid under such auspicious circumstances will cost, with the lot upon which it stands, about $50,000. It is to be completed by the next Fourth of July. It has a frontage of 60 and a depth of 120 feet. There will be a basement, three stories and a tower. The first story will be built with stone and the others with brick. The top of the tower will be 80 feet from the ground. The architects are Messrs. Stone & Munson of this city.

The plans provide for an armory rifle range and bowling alley in the basement, together with a kitchen, dining-room, lavatory, toilet and storage rooms.

The main entrance on Ellis street is about twenty feet wide with a solid oak sliding door. After passing through the vestibule the entrance to the main hall is through swinging doors paneled with glass. There is a grand stairway ten feet wide to the upper floors. The assembly hall, 45½ by 57 feet, is on the first floor. To the left before passing into it is a reception-room 18½ by 33 feet and to the right a parlor 18½ by 25 feet. An office 8 by 10 feet is also located near the entrance. In the rear of this floor are several large apartments intended for business and social purposes. There is also an exit to the rear of the lot eighteen feet wide.

On the second floor is located the armory hall 57 by 70½ feet with a gallery at one end, and a small stage at the other. A ladies' parlor and dressing-room are also to be found on this floor. The armory extends to the roof.

On the third floor provision is made for a handsome lodge-room 22 by 34½ feet. The gallery is entered from this floor. Here also are the gentlemen's hat and cloak rooms, smoking-room and other conveniences.

THE NAVAL BATTALION.

A Field Day on the Ocean House Road—A Spirited Drill.

The three companies of the Naval Battalion had a field day yesterday and did some good work under Lieutenant-Commander Goodall. At an early hour the companies assembled at their respective armories, with canteens, haversacks and leggins, where they awaited orders from headquarters. The staff, commissioned and warrant officers reported to the lieutenant-commander, at 10 Market street, at 9 A. M.

Each lieutenant commanding a company sent a messenger to headquarters for instructions as soon as his command was formed. The orders sent out were for all to concentrate in a field near the House of Correction. The companies were speedily on the way, seeking transportation by the electric cars to the Ocean House road. Owing to the presence of holiday travel there was some delay in securing accommodation and it was 11 o'clock before the battalion was formed.

The young men were on their mettle, and eager to prove their quality for endurance. Lieutenant-Commander Goodall was able to satisfy them. He moved his column at a swift gait over the hills to the Ocean House road, where he put his men through a series of maneuvers which started the perspiration from every pore. They had but few spectators, save the dairymen in the vicinity. So the battalion had a free range of a wide extent of sand hills. They marched in line of battle and in column, deployed as skirmishers, moved by the flank, struck a brisk trot in platoons and sections, attacked an imaginary foe from all directions, fell back upon their reserves and executed all the firings prescribed in the manual.

A more tired set of men it would have been difficult to find when the parade was dismissed, but all felt that they had been put through a schooling that was good for them. At 2 o'clock the boys returned to town with a serene confidence that they were equal to any patriotic emergency which might be imposed on them in time of war.

Lieutenant-Commander Goodall after the drill expressed himself highly pleased with the conduct of the men, and he complimented all the junior officers upon the discipline which they had maintained.

UNTAMED STEEDS.

Bands of the Wild Animals in Nevada.

John Rollins the First Man to Make a Capture—They Drill Like Soldiers.

John Rollins of White Pine County, Nevada, is putting up at the American Exchange Hotel. The gentleman is down on business of an extensive nature, according to what he says.

With the air of a man of extreme truth he took off his slouch hat yesterday, stroked his gray locks and beard and spread himself out to tell a reporter of his business to the city.

"I've come down here," he said, "to sell horses—the wildest horses on earth. I'm going to flood the town with them."

"You must have a great many," was suggested.

"Well, I should smile. I've got a range of about 50,000 acres up there, and do you know there are about ten thousand of those horses on it? They are regular Arab steeds, too."

"Are they all yours?"

"Yes; all that I can catch."

"What's the matter with catching them!"

"Ah, that's the rub. If anybody could have captured them they would not be roving at large over those hills now. They are as fleet as the wind and possessed of remarkable intelligence.

"There is one main leader or general. He is as white as snow and he governs like a monarch.

"The band is divided into brigades, regiments and companies, with appropriate officers to each command. Now, you cannot get close enough to them to shoot them with a rifle if you wanted to, but I have invented a trap which worked well. The band sleep in a valley many miles from the place where they grazed the day before.

"I had constructed a huge trap or corral of large logs in this valley and baited it with corn on the inside, putting enough along the entrance to entice them in. Once they enter there is no return. It was several days before any of them took the bait, but last Sunday I went down there with some vaqueros and we had seven of the prettiest animals cooped that you ever saw. Then the tug of war came, and that was to lasso and throw them. They fought the vaqueros most viciously, but finally we had them all well roped, saddled them and had the boys ride them.

"After about a half an hour or so in each case the animals were subdued and appeared to be submissive. In fact, when I left a child could almost handle them."

"Then you think you have a big thing?"

"Why, I know it. I expect they have got twenty of them broken in now. This is the only way to catch them, and it will not be long before I have that band in the market and sold at an average of $100 apiece. There's an even $1,000,000 cleaned up. Here's old Bill Clark coming here. He will tell you?"

Mr. Clark, who appeared to be the soul of veracity, corroborated all that Rollins had said, with a few additions and fancy touches that made the story even more romantic and improbable.

LAX METHODS.

The Manner in Which Records Are Kept at the Receiving Hospital.

As the records of the City Receiving Hospital are considered authentic, and admitted in evidence in the courts of the State and city, the lax manner in which the stewards have registered the names of patients and their injuries have caused considerable comment by people interested.

Late Tuesday night James Thompson, a cripple, fell at the corner of Pine and Montgomery streets, and was severely injured about the head by the fall. He was picked up in a semi-conscious condition by the police, placed in a patrol wagon and sent to the Receiving Hospital for treatment. Dr. Simpson found that the man had sustained several severe scalp wounds, and after dressing his injuries sent him to his home at 246 Eighth street.

The register at the hospital bears the entry, "John Doe; no home"; and the steward made no attempt to ascertain either the address or name of the injured man. The adjusters of the various cable railroad companies in the city are seriously discussing the question of sending a petition to the Board of Health requiring the stewards to be more particular in registering names. They claim that as the records are admitted in evidance in the various courts in damage suits against their companies, that the board should see that they are correctly kept.

In the case of Thompson, Police Surgeon Somers will investigate the matter, and if he finds Steward Beckhusen was derelict in his duty, will bring the matter to the attention of the Board of Health.

Lottery Agent Captured.

Officer A. E. Holmes of Sergeant Gillin's posse captured Ching Ah Mow, one of "Big Jim's" lottery agents, at 938 Dupont street, late Tuesday night. Ching was boiling upstairs when Holmes pursued and caught him. A number of lottery tickets, a scroll and some money were found on the prisoner. Chan Tin Sun, or "Big Jim," as he is more familiarly known to the police, bailed him out.

A Chinese Embezzler.

Detective Cox brought Fong Duck Sing back from Stockton yesterday and locked him up in the City Prison on a charge of embezzlement. A week ago Fong went to the firm of Woo On Tang Ching Kee, 765 Clay street, and obtained $130 to employ shrimp-catchers, but instead he skipped to Stockton. When searched $68 65 was found on him; the rest he had spent in enjoying himself.

Husband's Calcined Magnesia.

Four first-premium medals awarded. More agreeable to the taste and smaller dose than other magnesia. For sale in bottles only, with United States Government registered label attached, without which none is genuine. At druggists and country stores.

DRY GOODS.

Hale Bros. [INCORPORATED]

SPECIAL SALE

For a special purpose. Fresh clean goods at bankrupt prices; that is as bankrupt stocks go nowadays. We've clipped off the profits on many lines of goods—staples included. Thirty great specials are the result. Sale commences TO-DAY (Thursday).

30--GREAT SPECIALS--30

5c a Yard.
1500 yards HAMBURG EMBROIDERY, ¾ to ½ inches wide, neat patterns, value 10c.

7½c a Yard.
1250 yards HAMBURG EMBROIDERIES, 1 to 2 inches wide, actually worth 15c a yard.

10c a Yard.
2500 yards HAMBURG EMBROIDERIES, 1½ to 2½ inches wide, beautiful designs, value 20c a yard.

6 For 50c.
5000 dozen LADIES' SHEER LAWN HANDKERCHIEFS, perfect goods, hemstitched, fancy embroidered, limit 6 to a customer, were sold at 15c each.

10c Per Box.
WRITING PAPER, 24 sheets in a box, ENVELOPES to match.

35c Each.
BLACK CORSETS, English sateen, lace trimmed, value 50c and a bargain at that.

50c Each.
LADIES' CAMBRIC CORSET COVERS, embroidery and lace trimmed; value $1 25.

39c a Pair.
LADIES' MUSLIN DRAWERS, embroidery trimmed; value 50c a pair.

65c a Pair.
LADIES' MUSLIN DRAWERS, deep embroidery trimmed and fancy tucked; value $1.

45c Each.
LADIES' MUSLIN CHEMISE, fancy tucked, inserting trimmed; value 65c.

50c Each.
LADIES' MUSLIN CHEMISE, embroidery and inserting trimmed; value 75c each.

65c Each.
LADIES' MUSLIN GOWNS, embroidery and inserting trimmed; value $1 each.

$1 Each.
LADIES' CAMBRIC GOWNS, embroidery and lace trimmed; value $1 50 each.

6¼c a Pair.
MEN'S BROWN MIXED SOX; value 12½ a pair.

89c per Garment.
MEN'S NATURAL GRAY WOOL SHIRTS AND DRAWERS, heavy grade; value $1 25.

EVERYTHING GUARANTEED AS REPRESENTED OR MONEY REFUNDED.

Hale Bros. [INCORPORATED] 937, 939 and 941 Market Street, SAN FRANCISCO.

EXORBITANT TAX.

California Must Have a Lower Tariff.

FREIGHT VIA THE NORTH.

The Railroad Commission Must Go and the Legislature Regulate the State's Freight Charges.

The Railroad Commission must go.

After fourteen years' trial that body has proved to be of no benefit to the people of California, and instead of advancing the commercial interests of the State they have proven to be a clog in the wheels of trade.

The consensus of opinion among the merchants of San Francisco as well as of other cities of the State is that the commission is as so much Dead Sea fruit, and that it is simply a shield behind which the railroad companies continue their extortionate rates without fear of molestation.

Practically the railroads fix their own rates, regardless of the commission, who simply indorse any action taken by the carriers, and when a merchant makes any complaint to the railway officials he is referred to the commission. When an appeal is made to the commission that body informs the applicant that it will take the matter into its careful consideration, and there it usually ends.

One thing is certain, and that is that the traffic rates in California are too high and a change must take place, and the abolition of the Railroad Commission is the most important step toward that change.

The plan of introducing the tariff into the organic law of the State possesses the merit of placing the carriers in the position of supplicants for legislation instead of obstructionists, and as some say to a certain extent controllers of the State Legislature.

The Southern Pacific Railroad Company has maintained the same rates since the commission was first established, and no effort has ever been made to have them reduced. The Commissioners have been very good workers in the interests of the railroad companies, but a shipper has not been benefited in the least by their appointment.

Railroad rates in California can almost be cut in half and still leave a good margin of profit for the carriers.

It ought to be enough to know that if the figures of the Southern Pacific Company are taken as a guide their earnings are nearly double those of any other road in the United States, and, further, that their own figures show that they consume from 10 to 20 per cent of their gross earnings in the operation of the property. Their net earnings within California are largely in excess of their own property in other States and also largely in excess of any other road.

It has been repeatedly shown in evidence in the courts and elsewhere that the roads of the Southern Pacific Company were bonded largely in excess of the whole cost of the property and equipment, and that not only did the capital stock represent no tangible investment, but as a matter of fact the promoters put into their own pockets a large profit upon the building of the roads, but still retain possession of them and claim that they should have a profit from the operation of the property in which they have not nor did they ever have a dollar of actual investment.

The rate of transportation is at present fixed to yield an income on a funded debt aggregating $41,305 per mile and to pay a dividend on a capital stock of $47,255 per mile on a road which in actual outlay did not cost one-third that amount and which could be constructed to-day for a much less figure.

The State is now sustaining a burden of which at least two-thirds is unjust and which has been countenanced by the Railroad Commissioners for the past fourteen years because they were simply tools in the hands of the railroad company.

There is no possible doubt but that San Francisco's trade is being strangled by the exorbitant rates charged on freight to interior points. There is no chance for a local merchant to supply the needs of the State because the Southern Pacific Company, by its discriminating and excessive rates, virtually adopted a schedule allowing Eastern trade to creep in. It costs as much to get goods to Fresno from San Francisco as it does to get goods from New York to San Francisco, and that is simply because the railroad company controls the line absolutely and bleeds the merchants for all they will stand regardless of the commission.

What the merchant of San Francisco as well as the merchants of other distributing points in the State wants is lower local freight rates, and that is the point toward which all efforts should be directed. It is a cold fact that goods can be supplied in the country from the East cheaper than from this city.

The Northern Pacific and the Union Pacific railroads are comparatively cheap freight-carriers between the East and the Pacific Coast, and both these lines find their business profitable. Their rates to Portland and points on the northwestern coast are way below the rates from the East into San Francisco and other California terminals. Merchants here say they can order goods at the Atlantic coast, move them to Portland or some other northwestern terminal, pay carriage and ship them to San Francisco by steamer and make money by doing so.

The Southern Pacific cannot allow this condition of affairs to last long. Railroad men say that at an approaching meeting of railroad men an effort will be made to equalize rates into California, and the most likely method is that the Southern Pacific and other roads will meet the rates of the northern lines. If this is done it will be a refutation of the theory set up by the railroads in the State that the rates have been as low as the roads could afford to make them on through business. While this condition of affairs exists the merchants are ordering carload lots from the East via Portland.

Driving the Brain

at the expense of the Body. While we drive the brain we must build up the body. Exercise, pure air—foods that make healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is

Scott's Emulsion

of Cod Liver Oil, which not only creates flesh of and in itself, but stimulates the appetite for other foods.

Prepared by Scott & Bowne, N. Y. All druggists.

ec1 ThSuTuSWy 12m

ELY'S CREAM BALM

Cleanses the Nasal Passages, Allays Pain and Inflammation. Heals the Sores. Restores the Senses of Taste and Smell.

TRY THE CURE.

CATARRH — THE CURE FOR CATARRH COLD IN HEAD HAY FEVER DEAFNESS HEADACHE ELY'S CREAM BALM 50c

HAY-FEVER

A particle is applied into each nostril and is agreeable. Price 50 cents at druggists or by mail.

ELY BROTHERS, 56 Warren street, New York.

se22 1y ThSuTuSWy

OCEAN STEAMSHIPS.

OCEANIC STEAMSHIP COMPANY.

HONOLULU, by O. S. S. CO. ONLY SEVEN DAYS!

The splendid 3000-ton steamers of the Oceanic Steamship Co., sail for Honolulu, Auckland and Sydney, as under:

For Honolulu, Apia, Auckland and Sydney, SS. Monowai, Friday, March 3, 2 P. M.

For Honolulu only SS. Australia, Wednesday, March 15, 1893, 2 P. M.

For passage or freight apply to J. D. SPRECKELS & BROS. CO., 327 Market street. tf

COMPAGNIE GENERALE TRANSATLANTIQUE

French Line to HAVRE.

COMPANY'S PIER (NEW), 42 NORTH River, foot of Morton st. Travelers by this line avoid both transit by English railway and the discomfort of crossing the channel in a small boat.

LA NORMANDIE, De Kersabiec.....Saturday, February 25th, 6:00 A. M.

LA GASCOGNE, Santelli.....Saturday, March 4th, 10:00 A. M.

LA BRETAGNE, Capt. Collier.....Saturday, March 11th, 3:00 P. M.

LA BOURGOGNE, Capt. Lebeaut.....Saturday, March 18, 10:00 A. M.

For further particulars apply to A. FORGET, Agent, No. 3 Bowling Green, New York.

J. F. FUGAZI & CO., Agents, 5 Montgomery ave., San Francisco.

Branch office, 19 Montgomery street. au31 tf

CUNARD LINE.

New York to Liverpool, via Queenstown, from Pier 40, North River.

FAST EXPRESS MAIL SERVICE.

Gallia, Feb. 18, 6:30 AM — Umbria, Mar. 18, 5:30 AM
Aurania, Feb 25, 1:00 P M — Aurania, March 25, Noon
Etruria, Mch. 4, 6:00 AM — Etruria, April 1, 5:30 AM
Servia, March 11, Noon — Servia, April 8, 10:30 AM

Cabin passage, $60 and upward; second cabin, $35. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's office, 4 Bowling Green, New York.

VERNON H. BROWN & CO., General Agents.

Good accommodation can always be secured on application to WILLIAMS, DIMOND & CO., Agents, San Francisco. jy27 TuThSa

ROYAL MAIL STEAM PACKET CO.

STEAMERS LEAVE ASPINWALL for Kingston for the West Indies and Southampton, calling en route at Cherbourg, France, and Plymouth to land passengers.

Through Bills of Lading in connection with the Pacific Mail S.S. Co., issued for freight and treasure to direct ports in England and Germany.

Through tickets from San Francisco to Plymouth, Cherbourg, Southampton. First-class, $105; third class, $67 50. For further particulars apply to H. FARROTT & CO., Agents, 306 California st.

DRY GOODS.

Hale Bros. [INCORPORATED]

Commencing To-Day (Thursday) Special Sale for a Special Purpose.

30 Great Specials!

12 1-2c a Yard.
36-INCH PERCALES, light colors all, fancy floral and conventional designs and stripes, value 15c a yard.

25c a Yard.
TURKEY-RED DAMASK, 60-inch, oil colors, good patterns, reduced from 45c a yard.

39c Each.
COMFORTS, good quality, well made, reduced from 75c each.

75c a Pair.
WHITE COTTON BLANKETS, 10-4 size, they are worth $1.

75c Each.
HONEYCOMB BEDSPREADS, large size, fine, heavy quality, value $1 each.

$1 Each.
CHENILLE COVERS, 6-4 size, mottled effects, beautiful colors, fringed, fancy borders, value $1 50 each.

$1 a Pair.
NOTTINGHAM LACE CURTAINS, 3½ yards long, 40 inches wide, heavy quality, value $1 40 a pair.

24c a Yard.
HENRIETTA CLOTH, 44-inch, tans, browns and grays, value 35c.

20c a Yard.
STRIPE SUITING, 38-inch, disappearing colored stripe, navy and black grounds.

25c a Yard.
MIXED CHEVIOTS, 36-inch, all wool, zigzag effect, value 50c a yard.

39c a Yard.
ALL-WOOL HENRIETTA, 38-inch, heavy quality, was good value at 50c.

50c a Yard.
INDIA SILK, 32-inch, all colors and black, everything silk, value 75c a yard.

50c a Yard.
PRINTED INDIA SILK, 24-inch, navy and black grounds, conventional and floral designs, value 75c a yard.

65c a Yard.
BLACK RHADAME, 19-inch, heavy quality, value $1.

75c a Yard.
BLACK RHADAME, 19-inch, fine heavy quality, value $1 25 a yard.

75c a Yard.
BLACK MERVEILLIEUX, 20-inch, elegant soft finish, value $1 25 a yard.

$1.00 a Yard.
CHANGEABLE SURAH, 24-inch, all colors, extra fine quality, worth $1 35 a yard.

EVERYTHING GUARANTEED AS REPRESENTED OR MONEY REFUNDED.

Hale Bros. [INCORPORATED] 937, 939, 941 Market Street, SAN FRANCISCO.

DRY GOODS.

Hale Bros. [INCORPORATED]

Commencing To-day (Thursday), a Special Sale for a Special Purpose.

NEW DRESS GOODS!

Late Arrivals Which Conform to Fashion's Demands for Novel and Staple Weaves and Colors.

90c a Yard.
DIAGONAL MOIRE AND WHIPCORD NOVELTY, 38-inch, all wool, popular colors.

90c a Yard.
FANCY JACQUARD, 38-inch, all colors, new designs.

$1.00 a Yard.
ON DULE, 43-inch, wavy diagonal stripe, all colors.

$1.25 a Yard.
HEAVY DIAGONAL JACQUARD, 40-inch, all desirable colors.

$1.35 a Yard.
TAILOR STRIPE SUITING, 46-inch, pretty colors, swell for tailor-made costumes.

$1.50 a Yard.
ALL-WOOL CHECK SUITING, 42-inch, fine heavy quality.

$1.50 a Yard.
EGIRE SUITINGS, 44-inch, diamond check figure, all colors.

$1.75 a Yard.
ASCOT CORD, 44-inch, an elegant diagonal cord suiting, all shades.

$1.75 a Yard.
JAVELOT NOVELTY, 54-inch, a whip-cord weave, in all popular colors.

$1.90 a Yard.
FRENCH PLAID, 48-inch, beautiful designs, new color effects.

THE LARGEST RETAIL DRY-GOODS FIRM ON THE PACIFIC COAST.

Hale Bros. [INCORPORATED] 937, 939, 941 Market Street, SAN FRANCISCO.

OCEAN STEAMSHIPS.

PACIFIC MAIL STEAMSHIP CO.

THROUGH LINE TO NEW YORK, VIA PANAMA. Steamers will sail at noon on the 5th, 15th and 25th of each month, calling at various ports of Mexico and Central America.

Through line sailings—February 25, SS. City of New York; March 6, SS. Colima; March 15, SS. City of Sydney.

NOTE.—When the sailing day falls on Sunday steamer will be dispatched the following Monday.

WAY LINE TO MEXICAN AND CENTRAL AMERICAN PORTS AND PANAMA.

Steamers leave San Francisco at noon on the 3d and 18th of each month, calling at various Mexican and Central American ports.

Way Line Sailings—SS. San Blas, March 3; SS. Colon, March 18.