

OUR SISTER CITY'S BATTLE WITH THE RAILWAY OCTOPUS.

THE WRATH OF A SOULLESS CORPORATION.

REVENGE TAKEN.

Southern Pacific Wreaks It on Oakland.

THE JUGGERNAUT AT WORK.

Bloodshed and Many Broken Bones the Result.

TRAINS FLY THROUGH THE CITY.

Locomotives Run at Full Speed to Spite Merchants.

CITIZENS THOROUGHLY AROUSED

A Mass-Meeting at Which Voice is Given to the Popular Indignation.

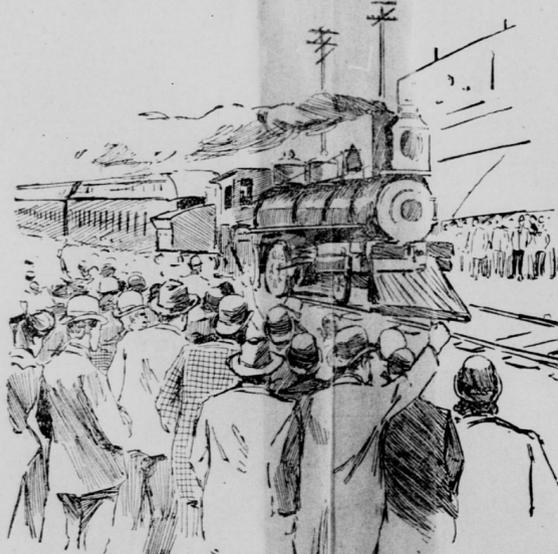
THE RECORD OF THE FIRST DAY

JOHN JASPER—Injury to spine, probably fatal. HARRY COMPTON—Serious scalp wounds. A woman, name unknown, very badly hurt. Another woman, also unknown, attempted to jump from a train and was badly shaken up. Three men, passengers, more or less injured at different points on the line.

Many are the victims of Southern Pacific vengeance as carried out against Oakland yesterday. This corporation decided that Oakland must be punished; punished for claiming its own water front and for encouraging any opposition. So it was decided to rush passengers through the city, not allow them to stop in the town, and thus deprive merchants of much custom.

In order to take this revenge they yesterday put two trains on their Seventh-street or "broad-gauge" line, one to rush at express speed through the city to the suburbs, the other to carry downtown Oakland people. And so all day through the crowded streets of the city ran these flyers, a continual menace to life. If necessity for these trains has existed, the question may be asked, why were they not run months or years ago? The answer the Southern Pacific people are willing to give, and it is that Oakland has been trying to be too independent and must be crushed. They allege other reasons as well, but always come back to the original. And so the trains tore through the streets. There were miraculous escapes from death and there were bones broken and blood spilled. The railroad people say that those who were hurt were injured because of their own carelessness. Of course, if people never go near a railroad track they will never get hurt by a train; if they keep off the cars they will not be caught in a smashup.

Men, women and boys yesterday stood at places at which for years they have become accustomed to board the train in order to go to work. Not knowing the new order of things and seeing the cars dash by, they tried to board them. Missing that train meant delay at the factory, meant being docked, they thought. And



A TRAIN RUSHING ALONG SEVENTH STREET AT A SPEED OF THIRTY MILES AN HOUR.

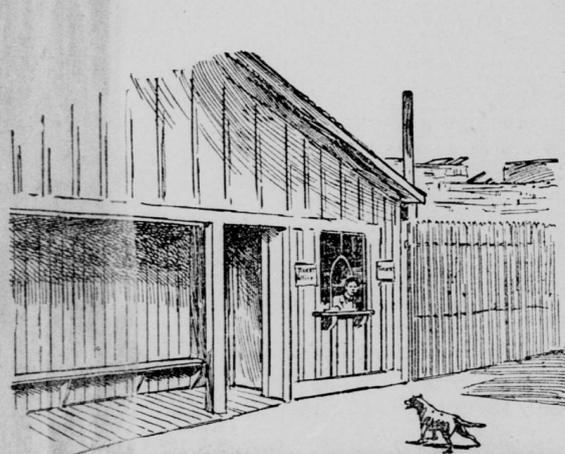
they were hurled over and over on the ground. Those too who were in the cars saw them dash past their home station and tried to disembark, with the same result. For twenty years or more the people of Oakland have been ridden over roughshod by the iron heels of the Southern Pacific, and yesterday witnessed the crowning act of despotism of the big monopoly. The incidents leading up to the French revolution were brought vividly to mind as the heavy trains dashed up and down Seventh street across crowded intersecting thoroughfares at the rate of thirty miles an hour, utterly regardless of the people who might chance in their way. "The public be —" were the memorable words uttered once on a time by a leading railroad man of the country. The Southern Pacific Railroad Company illustrated this notably yesterday. They

did not say it. They thought it and acted it. Early in the morning trains commenced moving on the new schedule, as follows: Two sections of the Oakland train left the mole on the arrival of each boat, the first being what was termed the Limited, or "flyer." It stopped at none of the way-stations and made its first stop at Broadway, its only other stopping-place being East Oakland.

The other section of the train left a few minutes later and stopped at all stations excepting Broadway and East Oakland. There were sixteen trains every hour dashing through the heart of the city, or 208 trains a day. As early as the trains began to run the people commenced assembling at the various stations to see the odd sight, the crowd being largest at Broadway and Seventh.

There were accidents innumerable, nearly every station having one or more to record, and some of those so unfortunate as to become victims to the juggernaut were severely hurt. The names of only a few of those injured could be obtained, because of the victim's mishap being covered up and information as to the accident kept from the public. It is thought that the railroad company had men on the grounds ready to smother facts in anticipation of accidents.

"This is the fact of the matter," a bystander at Broadway and Seventh re-



THE DESERTED TICKET OFFICE.

marked. "This thing couldn't go on without somebody being hurt, and the company knew it well enough. It's an outrage to run cars through the city at this rate, and it ought to be stopped."

The crowd grew to huge proportions on Broadway and Seventh during the forenoon, and all day long continued on the ground. The mutterings against the corporation were loud and deep, and there was more than one prophet who remarked that it would take very little more from the company to make the people take up the Seventh-street track.

"They'll do this thing just once too often," remarked a staid business man. "Such a thing was never before heard of, and the Oakland people are in no humor to be trifled with just now."

Shortly after noon it was conceded that some action must be taken, and a citizen's committee at once arranged for a grand mass-meeting to be held at night, the

any man can tell the railroad people, who want to do what is right (Mr. Gage said this softly), just how to solve the problem, he will get paid for it." The problem Mr. Gage referred to was the deadhead travel. "Why, you know," he went on, "the railroad company has been trying for years to offset this traffic. It has thought of every possible scheme. It talked of an underground way and of every other known scheme. The trains were getting so heavy that it took big engines to haul them, and the wear and tear to the roadbed from the starting and stopping was something enormous; enormous, sir. This may not last. But our trains were getting so heavy that we were always behind seven or eight minutes, and the people were dissatisfied." "How does it come you did not make a change ten years ago?" a bystander asked. "It should have been done; it should have been done."

"Is it not true, Mr. Gage, that you would not have made the change now had it not been for the opposition?" Mr. Gage did not answer, but elbowed his way out of the crowd.

After this the railroad men said little. They saw that the people were not in the proper mood for words of explanation and that they refused positively to have the wool pulled over their eyes.

Accidents were reported during the entire day. People would take the wrong train at a station and in attempting to get off at Broadway would fall. Some were badly bruised, too, but the railroad gentlemen seemed to sympathize little with those people who were thrown down. One time a conductor was noticed to grin and almost break into a laugh as one poor old fellow, who had got on the train up in East Oakland, attempted to get off. He was thrown forward on the hard asphalt pavement and rolled over and over, and was picked up by the crowd. He was pretty badly bruised, but not seriously.

A boy named John Jasper, living at Eleventh and Jackson streets, was thrown off at Oak-street station and very severely bruised, and it is believed his back was broken. It is thought he suffered internal injuries. A woman was very badly hurt at the Point, and another attempted to jump from the cars at the Oak-street station and was thrown down and seriously bruised.

The first person reported hurt during the day was Conductor Compton of the Berkeley local line. He attempted to jump at Seventh and Washington streets and was thrown on his head, sustaining a severe scalp wound.

The roll of wounded was completed by the report of three men who were more or less severely injured at different points on the line.

That no person was killed is the greatest wonder, as by nearly every train some one was thrown violently down in attempting to get off the flying trains.

Great hardships were worked on West Oaklanders. It was free market day, and the people are in the habit of flocking up from West Oakland to attend the sales at Washington and Fifth streets. They could ride no further than Market-street station, and from there men, women and children were compelled to walk. A formal protest against the railroad's action was made by the Board of Trade. M. J. Keller, president of that organization, and Director Nordhausen called at the company's offices and for an hour and a half argued with Messrs. Towne, Stubbs, Huntington, Gage, Wilder and Fillmore. The representatives of Oakland were told that their city had been naughty and would be punished. In other words that



CITY OF OAKLAND TO C. P. HUNTINGTON—LOOK OUT COLLIS OR YOU WILL GET HURT.

revenge would be taken upon it for encouraging opposition and questioning the water-front rights, and it would be done by depriving the stores in the main portion of the town of all suburban traffic.

This was learned from Director Nordhausen, who is extremely indignant at the manner in which the city, through its Board of Trade, was treated. The lips of President Keller did not convey the animus of the railroad's reply. During the bitter water-front fight Mr. Keller posed as a friend of the Southern Pacific and deplored the radical action. To-day he stands in much the same light. Mr. Keller complains that he has often been misrepresented by reporters. In this instance care was taken to jot down every word he uttered, and he can have no cause to complain. His sayings will greatly interest people in Oakland, who every day feel the arms of the octopus grasping them more and more closely. The interview is put in question and answer form so that it may be followed easily; the interrogator is of course the reporter.

Q.—What do you represent to the railroad representatives?

A.—We told them that the change of the established order of things on the Seventh-street railroad would work a good deal of hardship. We represented that business and residence interests had adapted themselves to the former conditions, and that a sudden change in them was an injury to the town.

Q.—What did they say to that?

A.—They seemed to think the railroad and not the city was the injured party. Some of them—particularly Messrs. Gage and Stubbs, who did most of the talking—spoke as if they considered the railroad very badly used in Oakland. They did not look at it as we did at all.

Q.—What reasons did they give for making the change?

A.—They can be summed up under three heads. First, they said they wanted to shorten the time to San Francisco, for commuters had been asking them to; second, they meant to stop the free travel on Seventh street, and third, they did not mean to haul passengers from East and West Oakland without charge for the benefit of the Davis ferry.

Q.—Did you ask them if the fir-limit ordinance recently passed caused them to make the change?

A.—Yes. They said that was not the reason. At the same time they said the ordinance had been annoying to them.

Q.—What else was said?

A.—They held out no hope of compromise. They said that what had been done could not be undone.

Q.—What else was said?

A.—They asked me what course as a business man I would pursue in order to crush out the opposition ferries.

Q.—And your answer?

A.—I told them that I would put on fast-running boats from the foot of Broadway and would race them on the other boats and trains to 10 cents the round trip.

Thus President Keller stands on record. He has advised the Southern Pacific how to crush the opposition. Comment is unnecessary.

Far different Mr. Nordhausen's language. Tersely he spoke: "They as much as said that Oakland needed to be taught a lesson and they were now going to do so. We got no satisfaction out of the interview and their arrogant attitude disgusted me."

The City Council will not be late in this matter and will again show that they are working for the interests of the people, not those of the Kentucky corporation. City Attorney Johnson was besieged yesterday by officials of the municipality, who questioned him about the possibility of compelling the trains to stop at Broadway.

He said that a legal ordinance could be passed to that effect or one compelling the railroad to run at such a slow rate of speed that they would have to yield. It was thought best not to adopt the latter course, as it would cause hardship to travelers, but under Mr. Johnson's direction Councilman Manuel will frame an ordinance with the former object in view, and the document will be introduced at the next meeting of the body.

"What action can be taken then?" was asked. "Would they not disobey an injunction and take it into the courts?"

"We could arrest the train crews as fast

as they violated the ordinance," was the reply.

There was some humor in the air, too, with the serious, and there were many laughable incidents. One of these things that make smilies happened on the broad-gauge ferry. Of course, the Southern Pacific wants no Oakland passenger to take the wrong train. Not that the Southern Pacific cares in the abstract whether a passenger gets on the wrong train or whether he does not, but there is always danger in case a man does get on the slow train when he wants to stop at Broadway that he will jump when he sees himself being whizzed by his station, and then he might and probably would get hurt, and there would be a damage suit.

A damage suit in Oakland would be pretty apt to go against the Southern Pacific in the present state of feeling, just as it would, for the matter of that, anywhere else in the State.

It is for this reason the Southern Pacific sends a conductor across with every boat on the broad-gauge line whose duty it is to go about among the passengers and sing out at intervals, in a voice not unlike that of the siren on Goat Island:

"Passengers will take notice upon arrival at the Oakland pier that there are two trains on the left-hand track. The first train stops only at Broadway and Oak

street. The second train makes all stops excepting Broadway and Oak street."

The conductor who runs on the ferry-boat Oakland was earning his salary in this way on the 3 o'clock boat from the city yesterday—and it makes no difference whether he got the salary after he had earned it, because his slogan was out and down for about twenty minutes, when the Oakland small boy on the boat sat upon him. The boy was light, but he came down hard.

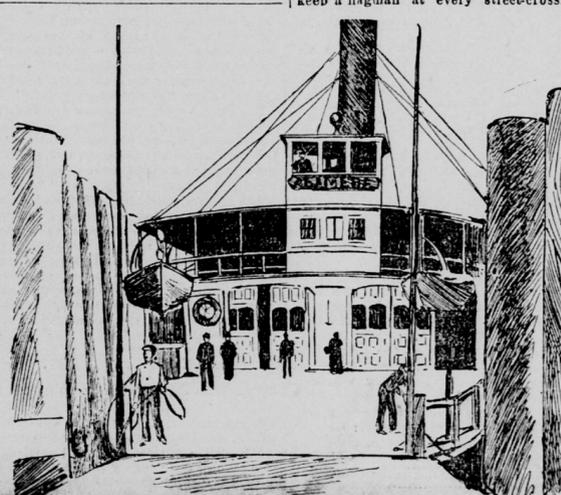
"Rats!" is all he said to the minion of Mr. Huntington.

There was a ripple of laughter in the crowd and the minion was hot. More than that, he had imbibed the spirit of his masters.

"Eat 'em, — you," he said to the boy. "You look as though you lived on them, anyway."

Then he started for the boy, who dodged, and at the same time several indignant citizens started for the conductor. The minion had been elsewhere then. He twined away into the engine-room, or the barroom of one of Mr. Huntington's gin-mills or somewhere, and the crowd received no more enlightenment on that trip.

At 7 o'clock the flying Southern Pacific



THERE WERE FEW PASSENGERS ON BOARD WHEN THE ALAMEDA REACHED OAKLAND.

on which there is any kind of a railroad running.

These ordinances once passed by the Council and enforced, the Southern Pacific trains would not be able to move through the streets, as the rate of speed and frequent stops would prevent their making their schedule time.

This is retaliation indeed. Amid the excitement caused by the octopus trying to whip the city into line but little attention was paid to street railroad news and the reaching out of the road for further franchises. Passengers are being regularly transferred from the Southern Pacific line to the "Sessions" roads and vice versa, thus bearing out the statement made in THE CALL two weeks ago that the large corporation had secured control of the Fruitvale line. The actions of F. M. Smith, the box king, are still shrouded in mystery, but it is said that the Oakland Consolidated, of which he is still the ostensible owner, will in a few days commence issuing transfers as does the Twelfth-street line. The Piedmont cable has been offered to the Southern Pacific, but whether they will take it is not settled.

Women and Women Only

Are most competent to fully appreciate the purity, sweetness, and delicacy of CUTICURA SOAP, and to discover new uses for it daily.

For annoying irritations, chafings and excoriations of the skin and mucous membrane or too free or offensive perspiration it has proved most grateful.

In the preparation of curative washes, solutions, etc., it is most valuable; possessing, by means of its combination with CUTICURA, peculiarly purifying, cleansing and soothing properties. It is thus enabled to heal mucous irritations, the cause of many annoying and debilitating weaknesses, while it imparts strength to the membrane.

CUTICURA SOAP possesses antiseptic properties and is capable of destroying microscopic life in many forms.

There is no difference between the skin and the mucous membrane except that one is dry the other moist. Hence CUTICURA SOAP exerts the same purifying, soothing, and healing influence in one case as in the other.

Like all others of the CUTICURA REMEDIES the CUTICURA SOAP appeals to the refined and cultivated everywhere as the most effective skin purifying and beautifying soap as well as the purest and sweetest for toilet and nursery.

Sale greater than the combined sales of all other skin and complexion soaps.

Sold throughout the world. POTTER DRUG AND CHEM. CORP., Sole Proprietors, Boston.

OAKLAND ROUSED

Indignant Citizens Meet and Protest.

The Southern Pacific Called to Account Before an Audience of Its Long-Suffering Victims.

WOMEN FULL OF PAINS, ACHES

And nervous weaknesses, find in CUTICURA Anti-Pain Plaster instant and grateful relief as well as comfort, strength and renewed vitality. Odorous with balsam, spice, and pine, it is the purest, sweetest and best plaster in the world. Particularly adapted to women and children. The first and only pain-killing, strengthening plaster.

The floor of the Oakland Tabernacle was crowded last night, crowded with persons present to protest against the indignities heaped upon them by the Southern Pacific Railroad. A shout, the noise of which was enough to raise the roof, greeted the resolutions, which called for prompt action. They were as follows:

WHEREAS, The Southern Pacific Company of Kentucky has engaged the city of Oakland and in violation of law enjoins upon us most unjust and aggravating conditions. Trains are run through our streets at a speed highly dangerous to life and in defiance of municipal and State law. Our water front is stolen from us and our citizens are forbidden access to their own property. Our public officers are denied and prevented from executing our will. All indignities possible to the conception of tricky litellings are heaped upon us and we are asked the sneering question, "What are you going to do about it?" Therefore be it

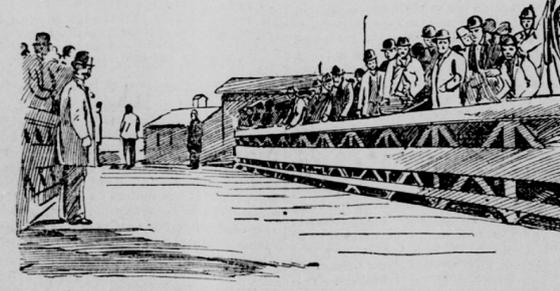
Resolved, That in view of the fact that the people of the United States have taxed themselves unprecedently to build up the vast fortunes now possessed by the said company, we the people have a right to be treated with decency and respect.

Resolved, That in view of the above fact, together with the treatment that is being meted out to us, we declare them to be guilty of the most base ingratitude and a most heinous crime.

Resolved, That we view with alarm and indignation the attempt of the Southern Pacific Company to override and overawe the people and deprive them of their interest and inherent right to civil liberty.

Resolved, That we demand of our Mayor and City Council immediate action; that they shall enforce all the laws now existing relative to the running of trains on our streets; that they shall proceed to at once open all our streets to the water front and keep them open for our use and convenience to the end that our lives and natural rights may be conserved.

Resolved, That we hereby appeal to the people of Oakland to uphold by moral and financial



THE GAUNTLET OF SCORN.

Advertisement for CUTICURA SOAP and Anti-Pain Plaster, featuring a circular logo with 'CUTICURA' and 'COPPER RIVETED' text, and a list of products including 'OVERALLS', 'SPRING BOTTOM PANTS', and 'BLANKET LINED CLOTHING'.