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A MIRACLE OF THE RAIL.

The Southern Pacific and Allied Corporations Really Can Be Accommodating.

The Standard Oil Trust Has Discovered Mr. Huntington's Agreeable Side.

HARMONIOUSLY CINCHING THE PUBLIC.

The Roads Put Rates Down for the Trust and Up for Its Rivals—Standard Oil's Welcome Hints.

People often wonder how Mr. Rockefeller and his partners in the Standard Oil Trust, starting in life as poor boys, could be able in a third of a lifetime to make themselves the richest men in America, endow universities in Chicago, build miraculous hotels in Florida, absorb the iron mines of Minnesota, squeeze the Rothschilds in Russia, and girdle the globe with their commercial power. Recent publications in the EXAMINER have helped to clear up the mystery. Howells tells how, before justice supplanted social warfare in Altruria, all the Altrurian wealth had fallen into the hands of an oligarchy called "The Accumulation." "The Accumulation" ruled the country, the public officials were its servants, and its members helped each other to exploit the people.

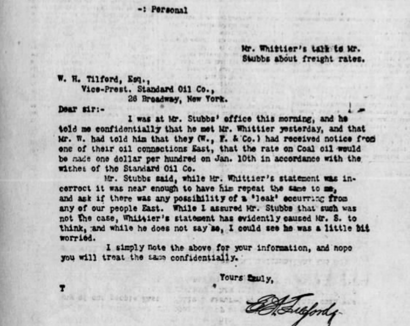
We have an Accumulation in America. The Standard Oil Trust is a part of it; the railroads are another part, and these two branches of the moneyed oligarchy are continually advancing each other's interests at the public expense. Railroads in law are common carriers, whose duty is to render equal services to all comers on equal terms. The power of the Standard Oil Trust is built upon the systematic violation of this legal principle. The railroads have acted as secret partners of the trust, arranging their rates in private consultation with it, with the express object of suppressing independent competition. For instance, at the beginning of 1889 the Southern Pacific and Standard Oil had been cooking up a new petroleum rate tariff, regarding which Mr. E. A. Tilford, the Western representative of the trust, wrote to Vice-President W. H. Tilford in New York:

[Personal.] JANUARY 9, 1889.

W. H. Tilford, Esq., Vice-President Standard Oil Company, 26 Broadway, New York—DEAR SIR: I was at Mr. Stubbs' office this morning, and he told me confidentially that he met Mr. Whittier yesterday, and that Mr. W. had told him that they (W., F. & Co.) had received notice from one of their oil connections East that the rate on coal oil would be made $1 per hundred on January 10th in accordance with the wishes of the Standard Oil Company.

Mr. Stubbs said while Mr. Whittier's statement was incorrect, it was near enough to have him repeat the same to me and ask if there was any possibility of a "leak" occurring from any of our people East. While I assured Mr. Stubbs that such was not the case, Whittier's statement has evidently caused Mr. S. to think, and while he does not say so I could see he was a little bit worried.

I simply note the above for your information, and hope you will treat the same confidentially. Yours truly, E. A. TILFORD.



-: Personal

Mr. Whittier's talk to Mr. Stubbs about freight rates.

W. H. Tilford, Esq.,
Vice-Prest. Standard Oil Co.,
26 Broadway, New York.

Dear sir:-

I was at Mr. Stubbs' office this morning, and he told me confidentially that he met Mr. Whittier yesterday, and that Mr. W. had told him that they (W., F. & Co.) had received notice from one of their oil connections East, that the rate on Coal oil would be made one dollar per hundred on Jan. 10th in accordance with the withes of the Standard Oil Co.

Mr. Stubbs said, while Mr. Whittier's statement was incorrect it was near enough to have him repeat the same to me, and ask if there was any possibility of a 'leak' occurring from any of our people East. While I assured Mr. Stubbs that such was not the case, Whittier's statement has evidently caused Mr. S. to think, and while he does not say so, I could see he was a little bit worried.

I simply note the above for your information, and hope you will treat the same confidentially.

Yours truly,

T

E. A. Tilford

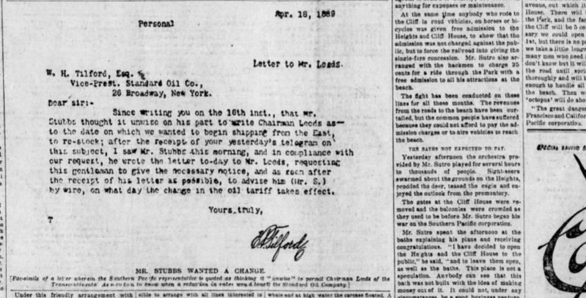
MR. STUBBS WAS CONFIDENTIAL.

[Fac-simile of a letter in which the Southern Pacific representative is quoted as expressing fear that Whittier, Fuller & Co., the rivals of the Standard Oil Company, have learned more than they should know.]

It is to the credit of Mr. Stubbs that he was "a little worried" at the possible exposure of a conspiracy which was in flagrant violation of the spirit, if not the letter, of all the laws under which railroad corporations are allowed to conduct their business. But he continued to stand in with Standard Oil just the same. On April 18, 1889, the Western Tilford wrote to the Eastern Tilford:

[Personal.] APRIL 18, 1889.

W. H. Tilford, Esq., Vice-President Standard Oil Company, 26 Broadway, New York—DEAR SIR: Since writing you on the 16th inst. that Mr. Stubbs thought it unwise on his part to write Chairman Leeds as to the date on which we wanted to begin shipping from the East to restock; after the receipt of your yesterday's telegram on this subject, I saw Mr Stubbs this morning, and in compliance with our request, he wrote the letter to-day to Mr. Leeds, requesting this gentleman to give the necessary notice, and as soon after the receipt of this letter as possible, to advise him (Mr. S.), by wire, on what day the change in the oil tariff takes effect. Yours truly, E. A. TILFORD.



Personal

Apr. 18, 1889

Letter to Mr. Leeds.

W. H. Tilford, Esq.
Vice-Prest. Standard Oil Co.,
26 Broadway, New York.

Dear sir:-

Since writing you on the 16th inst., that Mr. Stubbs thought it unwise on his part to write Chairman Leeds as to the date on which we wanted to begin shipping from the East, to re-stock; after the receipt of your yesterday's telegram on this subject, I saw Mr. Stubbs this morning, and in compliance with our request, he wrote the letter to-day to Mr. Leeds, requesting this gentleman to give the necessary notice, and as soon after the receipt of his letter as possible, to advise him (Mr. S.) by wire, on what day the change in the oil tariff takes effect.

Yours truly,

T

E. A. Tilford

MR. STUBBS WANTED A CHANGE.

[Fac-simile of a letter wherein the Southern Pacific representative is quoted as thinking it "unwise" to permit Chairman Leeds of the Transcontinental Association to know when a reduction in rates would benefit the Standard Oil Company.]

The accommodating disposition of Mr. Stubbs may be understood from the fact that under the Transcontinental Association Tariff No. 18, effective January 1, 1889, the rate on oil from New York, Pittsburgh, Cleveland, Chicago, St. Louis, the Missouri river and points common therewith to Pacific Coast terminals was $1 25 per 100 pounds. Supplement No. 5, in effect May 23, 1889, reduced this rate to 90 cents.

This reduction was made, as explained in Mr. Tilford's letter, because the Standard Oil supplies on this Coast were running low, and the trust wanted to begin shipping from the East to restock. The railroads obligingly allowed the Standard Oil to replenish its stock at bottom figures and kept the rates up when anybody else wanted to do any shipping.

On January 7, 1892, E. A. Tilford wrote this interesting communication to his New York partner:

[Personal.] JANUARY 7, 1892.

W. H. Tilford, Esq., 26 Broadway, New York—DEAR SIR: I saw the Southern Pacific people this morning, and they told me the State Railroad Commissioners had intimated that they wanted the net rates at the present time that they were giving any one on petroleum products from San Francisco to other terminal and intermediate points, and as these State Railroad Commissioners could force the S. P. Co., through the courts, to turn their books over to them in case they declined to give the rates asked for, they (the S. P. Co.) were at a loss to know what to do about the net rates they had been giving us from San Francisco to other terminal points; that is, whether they had better withdraw these net rates that we had been enjoying and simply give them the open rate, claiming this was the lowest rate in effect, or whether to make our net rate an open rate to any and every one. I told them to withdraw our net rate and give the open rate. I did not want these net rates to become open for every one, as I had in view the distribution of Horn Oil that could be brought here and sent to better advantage from San Francisco to these terminal points if the net rate was made an open one.

Below please find the open and net rates from San Francisco to the following points:

To—	Open.	Net.
Oakland	3½	3½
Sacramento	24	10
Stockton	17½	10
San Jose	9	9
Marysville	26	17½
Los Angeles	50	20

After awhile, when this matter of petroleum rates blows over, I can arrange to secure our old net rates from time to time as we may desire to use them. All the above for your information.

If you think it advisable, kindly make Mr. Page acquainted with the foregoing, and oblige yours truly, E. A. TILFORD. O. V. B.

This is a document that will repay careful study. It appears that the Southern Pacific, in defiance of law, had been secretly giving special rates to one customer which they refused to give to others. When called upon to state the facts they hesitated between pretending that their secret rate was open to all or that the open rate was the only one allowed to anybody. By the direction of the trust they withdrew the special rate until "this matter of petroleum rates blows over," when the trust could "arrange to secure our old net rates from time to time as we may desire to use them."

Under this friendly arrangement with the Southern Pacific, when the Standard Oil desired to make a shipment to Sacramento it could do it for 10 cents, when a plain, ordinary citizen would be charged 24, and could ship to Los Angeles for 20 cents, when its competitors had to pay 50. It was by this sort of discrimination that the trust, the Southern Pacific and the Transcontinental Association succeeded in crushing out the Colorado company, which sunk $2,000,000 in competing with Standard Oil and made such a determined bid for Pacific Coast business that it even shipped oil from Colorado to the Missouri river and reshipped it to San Francisco in the effort to get a living rate—but that is another story.

On May 7, 1892, E. A. Tilford wrote to J. A. Munroe, the General Passenger Agent of the Union Pacific, on a subject very near to the heart of the trust:

J. A. Munroe, Esq., G. F. A., Union Pacific Railway, Omaha, Neb.—DEAR SIR: I understand that your Chairman, J. T. Ripley, has called a meeting for May 17th, in Chicago, of all line members of Western Classification, to take action on various matters, and amongst the business to come up before the meeting is the subject of eliminating from Western Classification carload rating on petroleum and its products.

To eliminate oils from all of your commodity tariffs and make a special oil tariff such as is now in effect for Pacific Coast terminals is a move which, I believe, if accomplished would prove highly beneficial to your lines. It then would not be embarrassing at different times to effect changes in rates as the situation might warrant from time to time, as is now the case, owing to oils being in commodity tariffs.

As we are largely interested in the distribution of oils, it goes without saying that we would like a special oil tariff put in effect. Therefore, can I ask a favorable vote from you to eliminate from Western Classification carload rating on petroleum and its products at the meeting in Chicago May 17th next? Yours truly, E. A. TILFORD. H.

"Commodity" tariffs, as Mr. Tilford subsequently explained, was a slip of the typewriter for "class" tariffs. The object of making this change was to afford a greater scope for those discriminations on which the Standard Oil wealth had been built up.

"It would not then be embarrassing," as Mr. Tilford put it, "at different times to effect changes in rates as the situation might warrant from time to time"—that is to say, it would not be embarrassing to put down the rate when the Standard Oil wanted to restock and put it up when a possible competitor attempted to bring in a supply. Mr. Tilford wrote to all of the fourteen roads in the Transcontinental Association on this subject, but one of them objected, and as unanimous consent was necessary the matter was laid over for a time, as the petroleum duty was in the Senate.

MAY 14, 1892.

J. A. Munroe, Esq., G. F. A. Union Pacific Railway, Omaha, Neb.—DEAR SIR: I wrote you the 7th inst. on the subject at the head of this letter, saying that I understood that a vote would be taken on the subject at the meeting of line members of Western Classification, to be held at Chicago on the 17th inst., asking your favorable vote when this matter should come up.

Since my letter of above date I find it impossible to arrange with all lines interested in order to receive their unanimous support, therefore would request that you take no action regarding it at this coming meeting, May 17th—simply let the matter drop. I hope, however, a little later on to get things in shape so that all lines will see that it will be beneficial to all parties concerned to make a special oil tariff.

Kindly acknowledge and oblige yours truly, E. A. TILFORD. H.

Soon after, however, the subject was re-opened, with the sympathy of this end of the Southern Pacific, as explained in the following letter:

JULY 5, 1892.

C. W. Bein, Esq., G. F. A., Southern Pacific Co., Atlantic system, New Orleans, La.—DEAR SIR: Your Mr. Smurr has written me to-day as follows:

Mr. E. A. Tilford, care Standard Oil Co., San Francisco, Cal.—DEAR SIR: Referring to recent discussion regarding matter of eliminating petroleum and its products, carloads, from Western Classification, these commodities to be cared for—should this be carried out—by special tariff, would say this company, Pacific system, would not interpose objection to the striking out of Western Classification as suggested. Yours truly,

(Signed) C. F. SMURR.

As the next meeting of this Western Classification takes place early next month in Chicago, and as we are exceedingly anxious to have petroleum products in carloads eliminated from class tariffs, will you kindly address me a letter by return mail, on behalf of the Southern Pacific, Atlantic system, agreeing to vote favorably for this proposition when we have it brought up next month?

Mr. Smurr has promised me personally that he believed you would write the letter I want. Thanking you in advance for the favor asked, I am, your truly, E. A. TILFORD, O. V. B.

Of course the railroads do not favor the Standard Oil out of philanthropy. They do it because there is money in the association. A corporation that can pay the Southern Pacific from $800,000 to $1,000,000 a year in freight is worth cultivating. Whenever a new road is opened for business, the Standard Oil makes a point of drawing it into its net. For instance, the Great Northern entered Spokane two years ago, and immediately the vigilant Mr. Tilford wrote:

JULY 26, 1892.

Howard Page, Esq., 26 Broadway, New York—DEAR SIR: I am just in receipt of your favor of the 19th inst. on the subject at the head of this letter. I think when the Great Northern asks us for business to Spokane we should inform them that our tonnage for this year into Spokane is already arranged for, but we will bear their request for a portion of our business in mind, beginning January 1st next. Do you not think this would be the best thing to do for the balance of this year? The first of next year we could discuss what is the best proportion of the Spokane business to give the three roads entering there. Kindly advise me whether my suggestions as above meet with your views, and oblige. Yours truly, E. A. TILFORD. H.

This matter of the Great Northern business gave the obliging Standard Oil mathematicians endless trouble. The problem was to divide the business of one road among three without offending the one. They recurred to the topic again and again, and this is a sample of their cogitations:

AUGUST 6, 1892.

Howard Page, Esq., 26 Broadway, New York—DEAR SIR: I am just in receipt of your favor of the 1st inst., on the subject at the head of this letter. It is true that we had better keep the Great Northern satisfied, if it is possible to do so. However, so far as Spokane business is concerned, we must not lose sight of the fact that there is not a very great amount of business done into Spokane.

We formerly gave all this Spokane business to the Northern Pacific, which as a total did not amount to a great deal. Recently, however, we have agreed to give the Union Pacific one-third, which, of course, takes just that much away from the Northern Pacific. Now, to decrease the Northern Pacific's percentage still further by giving the Great Northern a share of the Spokane business, I am afraid will cause Mr. Hannaford to withdraw his arrangement with us for local distribution in the State of Washington over his line. Should the Great Northern ask you for any portion of the Spokane business, I wish you would confer with me first before absolutely promising them any proportion, if you can possibly arrange to do so. If the Great Northern asks me for any of the Spokane business, I will advise you of the fact and agree on what is best to do before making this road any promises whatever. Yours truly, E. A. TILFORD, O. V. B.

If Mr. Hannaford had withdrawn his arrangement for local distribution in the State of Washington, the Standard Oil business in that State might have been subjected to competition, and that would have been a prospect too horrible to contemplate.

THE DEAD WHALE.

It Was Stranded on the Beach at Sausalito.

The dead whale which came in through the Heads early yesterday morning on the flood tide and made navigation in the bay somewhat unpleasant, ended its journey late last night on the beach at old Sausalito. The residents of that suburb were apprised of the fact long before it was time for them to arise in the morning. The tide had left it on the mud flats.

The residents of Sausalito were in a quandary. Propositions were made to blow up the huge carcass with dynamite and remove it in pieces. The question was not decided when the tide turned and as the water again rose Constable Creed came to the rescue. He hired a Chinaman to fasten a long line to a fin of the dead whale and at high water the carcass floated. A naphtha launch then towed the unwelcome visitor outside the Heads, where it was cast adrift. The ebb tide carried it out over the bar and it was heading north when last seen.

PERSONAL.

Baron C. von Knobloch, a large holder of land in Michigan, is again at the Grand Hotel with his young wife. They arrived yesterday from a trip to Southern California.

Charles Rule, the Duncan Mills lumber man, is at the Grand.

MOTHERS, be sure and use "Mrs. Winslow's Soothing Syrup" for your children while teething.

EVERYTHING NOW OPEN.

Sutro Abolishes the Admission Fees to the Cliff House and Heights Park.

He Says the Single-Fare Railroad to the Beach Will Be Running by February 1st.

THEN THE BATHS WILL BE OPENED.

In the Mean Time the Bathhouse Is Free to All and There Will Be an Orchestral Concert Sunday Afternoons.

There is a hole in the fence which surrounds the Cliff House. The gates to Sutro Heights are open. The doors of the Sutro baths swing free and a band plays within.

Everybody is welcome and there is nought to pay. Adolph Sutro did it yesterday, and the city's most attractive pleasure ground is unfettered and its pleasures untaxed.

This may be politics, or philanthropy, or simply business, but it is a fact nevertheless, and the people generally will reap the benefit. Incidentally, however, the hated railroad will rake in additional nickels, for the single fare to the beach has not been secured, notwithstanding the long, hard fight.

In the place of a notice that an admission fee would be charged until the railroad instituted the single fare is another sign that everything will be free until further notice. Mr. Sutro's political enemies say "further notice" will be given until after election. Mr. Sutro says his generous action has nothing whatever to do with politics.

In the mean time, however, the gates are open for all, and anybody who doesn't want to take advantage of the Sutro liberality on political grounds has been accorded the privilege of staying away.

THE CLOSING OF THE RESORTS.

Several months ago Mr. Sutro, angered at the Southern Pacific because it would not carry passengers on its cable and dummy lines from the city to the beach for a single fare, quietly built a fence in front of his Cliff House property and closed the gates of Sutro Heights. The Cliff House is one of the notable resorts of the world. It always had been open to all who came. The private gardens of Mr. Sutro's home had also been as free to the people as a public park.

When Mr. Sutro closed them he put in turnstiles and said he would charge everybody who came to the beach over the monopoly's lines 25 cents admission to the Cliff House or Heights until such time as a single fare was charged for transportation. The money obtained from the admissions he agreed to donate to charity, not deducting anything for expenses or maintenance.

At the same time anybody who rode to the Cliff in road vehicles, on horses or bicycles was given free admission to the Heights and Cliff House, to show that the admission was not charged against the public, but to force the railroad into giving the single-fare concession. Mr. Sutro also arranged with the hackmen to charge 25 cents for a ride through the Park with a free admission to all his attractions at the beach.

The fight has been conducted on these lines for all these months. The revenues from the roads to the beach have been curtailed, but the common people have suffered because they could not afford to pay the admission charges or to hire vehicles to reach the beach.

THE BATHS NOT EXPECTED TO PAY.

Yesterday afternoon the orchestra provided by Mr. Sutro played for several hours to thousands of people. Sight-seers swarmed about the grounds on the Heights, prodded the deer, teased the eagle and enjoyed the outlook from the promontory.

The gates at the Cliff House were removed and the balconies were crowded as they used to be before Mr. Sutro began his war on the Southern Pacific corporation.

Mr. Sutro spent the afternoon at the baths explaining his plans and receiving congratulations. "I have decided to open the Heights and the Cliff House to the public," he said, "and to leave them open, as well as the baths. This place is not a speculation. Anybody can see that this bath was not built with the idea of making money out of it. It could not, under any circumstances, be a good business venture.

WHEN THE BATHING WILL BEGIN.

"The baths, that is the swimming tanks, are not really open, and will not be until the Sutro railroad is finished. This whole place has been built for the public and I thought I would not deprive the people of the enjoyment they have in visiting the Heights and the Cliff, even though the Southern Pacific Company does gouge every one who comes to the beach by compelling the payment of double fare. It will not be long before the people will have a first-class line to the beach for one fare, and then nobody will be compelled to stay at home because the extra nickel for the double fare cannot be well spared.

"I have never tried to get any revenue out of the Heights or the Cliff House. When I closed them and charged a gate fee all the money collected went to the charities and not even a dollar was diverted to pay for keeping up the places or the extra help hired to look after the gates. That ought to prove that my motives are not mercenary.

"It is my pleasure to build and keep up these places, and I find a great deal of enjoyment in seeing the people enjoy them. They call everybody a crank who does anything different from the ordinary run nowadays and plenty of people tell me I am cranky because I enjoy fixing these places up and then inviting everybody to come and use them. It's my way and I pay my bills, so I guess I have some rights.

HIS PLANS FOR ENTERTAINMENT.

"Most every man is misunderstood when he does anything for the public good. They say he is trying to become popular, or that he wants to be flattered or some other selfish motive, but I can say that no such feeling prompts me. I have been improving this property ever since I got it and the public has been welcome to come and go as it liked everywhere except inside my house, and that is always open to anybody who wants to see me.

"I have some ideas which I shall work out as I go along, and they are not small ideas. For instance, the people who come to the baths here see only the superstructure. They do not know that the underground work has been done in the very best way and will last centuries. But it is so. When San Francisco has a million people in it those baths will be just as good as they are now and for a long time after that. If you allow every bather forty minutes to bathe we can accommodate 40,000 every day. If necessary we can change the water in the bath constantly.

"The restaurant will seat 2,000 persons. You could put the baths of Caracalla down in one end of this place and several more like them.

"Now the place does not look much like what it will be when it is finished. Over the main basin, for instance, there will be a big stage on which pantomimes and theatrical performances will be given. There will be aquatic sports in the big basin. We shall have festivals and holiday entertainments on a bigger scale than anywhere else in the world. All of these things are parts of my plan for the baths, and you can see that I have not been narrow.

"What we need here more than anything else now is cheap transportation, and we'll have it by the first day of February anyhow. I could go out and build the road in sixty days if I had nothing else to attend to. The road will start at Geary and Central avenue and go down Central avenue to Washington street; from there to First avenue, Clement street and on to Point Lobos avenue, out which it will run to the Cliff House. There will be a swing branch to the Park, and the fare from the ferries to the Cliff will be 5 cents. If it were necessary we could open the road by January 1st, but there is no particular hurry, and if we take a little longer it will give work to many men who need it during the winter. I don't know but it will be better to work on the road until spring. It will be built thoroughly and will be furnished with cars enough to handle all the traffic coming to the beach. Then we will see what the 'octopus' will do about it.

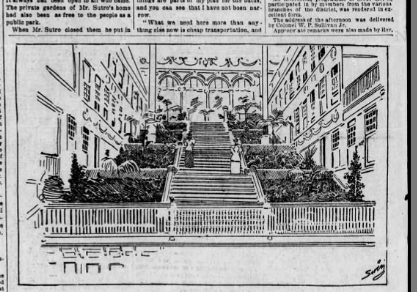
"The great danger to the future of San Francisco and California is in this Southern Pacific corporation. I have gotten beyond a general feeling of distrust of the corporation. I say that the men who form it and own it are scoundrels and will defeat the best interests of our community if their company can make money by doing so. They ought to be held up before the public individually and their criminal ways exposed. It makes no difference if their political moves are in the interest of property worth millions of dollars. It is as bad to corrupt a Legislature or a Board of Supervisors in the interest of the Southern Pacific Company as it is to improperly influence a Justice of the Peace in a suit for $50. I tell you the octopus is remorseless and cares nothing for the public except to drain it of all the money possible by any means, honest or dishonest. I make three or four speeches every night now, and I always tell the people what I have learned about the criminal ways of the Southern Pacific Company. I am not afraid to speak plainly, and before this fight is over the people will know just what kind of men are trying to crowd me to the wall.

THE FREE CONCERTS.

"But to return to the baths. There will be an orchestra here every Sunday afternoon and everybody is welcome to come free and enjoy the music and the place.

"Mrs. Dr. Gibbons and some other ladies asked me for the use of the building for a concert to aid the Mercantile Library, and I was glad to give the permission to the ladies to have their concert here on next Saturday afternoon. They are trying to get Scheel to have his orchestra play here at that time, and I think he ought to do it. I gave him the use of the place for his benefit the other day, and he should be glad to assist so fine an institution as the Mercantile Library. He will probably consent, and it is safe to say that the concert will be given.

"As soon as we finish the baths and the new railroad and get to running regularly it won't take long to make everybody know that in San Francisco is the finest and best place of amusement in the world."



THE GRAND STAIRCASE LEADING UP TO THE BATHS.

[From a photograph.]

LEAGUE OF THE CROSS.

A District Rally in St. Peter's Hall Yesterday.

The rally of the First District of the League of the Cross, comprising St. Peter's, St. Paul's, St. James' and All Hallows' parishes, was held yesterday afternoon at 3 o'clock in St. Peter's Hall, Columbia street, between Twenty-fourth and Twenty-fifth streets.

The large hall was crowded to the doors, Company E, League of the Cross Cadets of St. James' Parish, in full uniform and the senior and junior branches of St. Paul's Parish, with their handsome regalia being conspicuous in the audience.

An interesting programme of great merit, participated in by members from the various branches of the district, was rendered in excellent form.

The address of the afternoon was delivered by Colonel W. P. Sullivan Jr.

Appropriate remarks were also made by Rev. Father Casey of St. Peter's and Rev. P. O Yorke, Chancellor of the Archdiocese.

Occupying seats on the platform were Rev. Fathers Yorke, Casey and Lyons of St. Peter's; Lynch of St. James', Colonel W. P. Sullivan Jr. and the members of the Executive Committee of the League of the Cross.

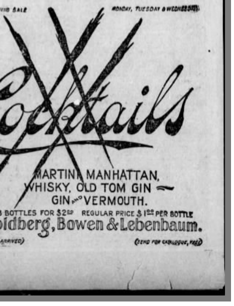
The next district rally will be held on the last Sunday in January next in the Third District, comprising St. Patrick's, St. Rose's, St. Brendan's and St. Teresa's parishes.

A Sailor Turns Burglar.

Herman Brandt, a sailor, was arrested last night on a charge of burglary by policemen P. E. Fleming and John Fleming. He is accused of breaking into N. Johnson's office at 125 Beale street on Saturday night and destroying a number of the papers of the firm. A quantity of cigars and an umbrella were found in the office that the burglar had left in his haste to escape, and they had probably been stolen from some other place.

Cut With a Diamond.

A number of windows on Market street were badly scratched by a diamond late on Saturday night by some maliciously disposed person. The windows that were most damaged were in stores at 1008, 1010, 1134, 1156 and 1170 Market street.



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