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SUTRO WINS HIS GREAT FIGHT.

The Southern Pacific Hoists the White Flag in the Five-Cent Fare Battle.

San Franciscans Will Be Carried From the Ferries to the Ocean Beach for One Nickel.

Desperate Endeavors to Head Off the Opposition Road of the Determined Enemy of the Octopus.

BOTH CONCESSION AND INJUNCTION.

The Only Man Who Ever Won a Single Hended Victory Over the Southern Pacific Declares That Repentance Comes Too Late and That His Road Will Go Through to Completion.

ADOLPH SUTRO HAS WON HIS FIGHT AGAINST THE SOUTHERN PACIFIC.

The "octopus," as he calls it, swallowed a bitter dose of its own medicine yesterday when it gave out for publication the announcement that next week would see the trust lines carrying people to the ocean beach from down town for a single fare.

No such peculiar single-handed victory has ever been won against Southern Pacific interests. The surrender comes in the due nature of a glad surprise and a campaign document, while it is doubtful if it is intended for either. The announcement of work on the Sutro road to the Cliff and cross beach a few days ago was an evidence of battle that could not be gainsaid or disputed, and the Southern Pacific sought to stop it in two ways—both of which were first made public yesterday.

The first was the announcement of the single fare from the bay ferries to the ocean, and the second was in the form of an injunction on the building of the Sutro road. Presumably there is little faith in the merit or perpetuation of the injunction, and the single fare concession is intended to do away with the necessity for the road which promised to make such a heavy cut in the business of the consolidated road.

TREACHERY OR NONSENSE.

Of course the interference with Sutro's plans could not be accomplished without treachery of some sort, and the treachery in this case is on the part of the controlling syndicate in one of the lines that Sutro relied on to bring people to the eastern end of his motor road to the ocean. No sooner had the announcement of a single fare been issued from Fourth and Townsend streets than the Sutro-street Company filed an injunction on Sutro's road building on Central avenue. It took the term of a petition for an order restraining the Sutro Company from tearing up the rails of the old Bush street line, which ran from the end of Bush street to California along Central avenue, but it is plain that if the new road-builders could not tear up the obsolete track over that two-block stretch, they could not build to their outlet via California street.

The fight has only lasted about five months. Mr. Sutro offered to add a vast portion of his property at the Heights to the city's big pleasure ground if the railroad combine would concede a 5-cent through fare. His offer was refused, and he was even denounced as having questionable motives in asking it. This roused the millionaire's ire, and he fenced off the Cliff House and other attractions and declared that they should never be opened to patrons of the railroads free of charge until they opened the gate through rule for a nickel. Since then the Sutro baths, the largest inclosed swimming place in the world, have been completed, and Mr. Sutro further declared that they should not go to the railroad trust until patrons could reach them on payment of a single fare.

The combined street railroads, recognizing about every prospective profitable route to the beach, still refused to capitulate, and the old issue—builders' wrath rose to white heat.

THE RING OF IRON.

"I will build a railroad of my own," he declared, "and see that the people are able to visit the beautiful place I have proposed to give them for a single fare."

Within a week of coming to this decision he was at work on the project. A franchise was secured, and an opportunity afforded those who sided with him to take stock commensurate in the "Emancipation road," as the projector called it.

The railroads hoped a trifle, and said that a single fare would come when business warranted it, but that would not be for several years. Sutro paid no heed but went on with his work. Contracts were let and rails purchased without any reluctance, and less than a fortnight ago ground was broken and grading commenced. This looked too much like business, and yesterday the white flag was displayed, and surrender was complete.

The announcement of a single fare came from the Southern Pacific office, and was voluntarily sent to the press of the city. Mr. Mills made the announcement at the direction of Mr. Herrin, chief of law and politics. Mr. Mills said the combined roads directory had agreed on a single fare three weeks ago and had resolved to put it into execution the first of November. A motion is perfecting transfer arrangements would delay consummating the boon to fresh-air seekers on the date programmed, but some day next week would see its inauguration without fail.

THE SUBMISSION COMPLETE.

The Market-street system, as it is called, includes not only the Valencia, Castro, Haight, Sutro and Mc Allister-street lines, but the Metropolitan, Powell-street and Omnibus lines as well, so that the cessation of management some months ago the dual action of concession of a single fare and interference with the work was agreed upon. Interference could not be reached any sooner because the work did not pass Bush street until the first of this week. Yesterday morning the Sutro-street Company intendent notified Sutro's employees to refrain from interfering with the rusty rails of the Bush-street line, and later on the injunction was sworn out and assigned to Judge Slack for hearing.

Mr. Sutro has little faith in the injunction falling good.

ADOLPH SUTRO.

"This action was instigated by the Octopus for the purpose of acquiring—as it said soon after the papers were served, "but it can accomplish nothing. Robert D. Morrow is the controlling stockholder in the Sutro-street company which put down the Bush-street tracks, and he is completely under the domination of the Southern Pacific. But that makes no difference. If the Bush-street franchise is good we can relay the tracks, and if the gauge is not the same, put in an additional track. The law allows two street-car companies to run five blocks on the same street, and my road only runs on the avenue from Geary to Pine, exactly that distance. The Bush street tracks, however, are only laid on the two blocks from Bush to California. Besides, the Bush-street franchise is not good. Mayor Elsert told me so long ago, and a year ago proceeded to tear up its tracks. The franchise, I believe, has also been declared invalid by the courts within a month.

"This is all the work of the Octopus, but it does not disarm me. I am glad this move has come before the election. The Sutro-street road is afraid of me and is doing all it can to elect O'Donnell."

At this time Mr. Sutro had not been informed of the Southern Pacific's announcement of surrender to his single fare ideas.

ELEVENTH HOUR REPENTANCE.

When informed of the company's surrender and asked what effect the 5-cent fares would have on his plans, Mr. Sutro said:

"The fact is that this eleventh hour repentance into which I have forced them will do the Octopus no good whatever. It is a shallow and cheap John back-down made on the eve of election to hurt me in my race for Mayor, but it won't work. I am sure to be elected and the Sutro road is sure to be built.

"The 5-cent fares of the Southern Pacific will not retain the public, for the single reason that all the advantages will be with those who patronize my road. Those who buy tickets over my line will be granted rare concessions in the baths and will be admitted to the Cliff House and Heights free of charge. Furthermore, the accommodations over the Southern Pacific have been and will doubtless continue to be disgraceful. Look at the way things were the day of the Schutzen concert. People could not get seats and they had to walk for miles through the sand. Now, when our road gets in operating we will show the people what accommodations are. We will inaugurate a system that respects the rights of the people. The big point is that I will not surrender. I will finish the road, and when it is done I will give the public inducements to patronize it. Of course, the people might care much whose road they patronized if the results were the same, but it will make a big difference financially and the owner of the line who will surely be able to make it interesting for the public to ride over his road."

TO SCARE HIM OFF.

"Why do you think the company made the concession?"

"To defeat me for Mayor, if possible, by creating a reaction, and to scare me off from building the road; but the bluff comes too late and it will not succeed. You may say that the road will be completed and that when completed it will have all the business it can do. Nothing can induce us to quit."

"What is the reason the Sutro-street road has enjoined you?"

"The only way I can account for it is that the Octopus has influenced them. They own the franchise over Bush street to Central avenue and from there on, but we have rights there also and are tearing up rails and going ahead.

"The Sutro-street Company's petition is sworn to by Rob Morrow, and that is why I believe the Sutro-street road has fallen under the blight of the Octopus. Everybody knows that Morrow is one of its slaves of the Octopus."

NEXT FATHOM OUT.

The only railroad people accessible last night did not feel empowered to assign blame to the heads of the house for the most complete surrender the Southern Pacific has ever made to the demands of one man. Colonel Crocker is abroad, and Mr. Huntington's executive here, B. E. Hartington, left town yesterday morning. One of the gentlemen from Fourth and Townsend said he could not see any politics in the move, and surmised that the crowd of thousands who poured out to the Cliff when the Sutro baths were opened last week nights have had something to do making the directors think the time had come when a single fare would prove profitable.

"None of the concessions have ever driven more than pay expenses," he admitted, "and business has been very light for some time—ever since Sutro called up his talk of the attractions at and about the Cliff. It is but fair that millionaires should get to fighting," reflected the speaker.

"When does the single fare go into effect?" was asked of W. H. Mills.

"It was intended to be put into operation on the 1st of November, but there will be a delay of from five to seven days. I don't know the exact details of the hitch in the arrangements, but it comes from one of the cross-town lines objecting to the proposed terms of transfer arrangements. Two California-street road wants two transfers, I believe, and the other roads have objected, but that difference has been settled, and it only remains to settle some minor details and print the transfers. Certainly not more than one Sunday will elapse before you can ride to the ocean beach for a nickel."

THE IRON AND THE LAMB.

William F. Herrin, Chief of the Law Department of the Southern Pacific, said: "An arrangement for exchange of transfers has been made for the Market-street Railway Company with the California-street Railway Company. As you know, there was some trouble a while ago between the companies about the train connections at Central avenue. Since that time negotiations have been in progress and now the old trouble has practically settled and a new arrangement is made by which passengers will be transferred from the cable cars to the steam cars that run to the Cliff. I understand that the eastern terminus of the Cliff House steam cars will again be Central avenue, instead of Sixth avenue, as at present.

"I might add," resumed Mr. Herrin with a smile, "that the present conditions indicate an increase of traffic on the cars to the Cliff House. For some time past traffic has been very light. With all the places along the Cliff boarded up there was little attraction for people to go there. Recently there have been made that will attract people. Moreover, the baths at the Cliff are soon to open, I am informed, and they will cause travel on the road.

"I can not determine as of the time for the new arrangement to go into effect, except that I know that a few days will see this operation. The papers have not yet passed, but the conditions are well arranged so that the contracts may be drawn immediately."

THE RAILROAD AND BOSSISM.

Congressman Maguire's Vigorous Denunciation of the Twin Evils of California.

NECESSITY FOR PUBLIC VIGILANCE.

What May Be Expected if a Republican Legislature and Congressman Should Be Elected—Dwyer on the P. A.

James G. Maguire addressed the people of the Thirteenth Assembly District at Metropolitan Hall and J. J. Dwyer denounced the American Protective Association from the same platform last night.

After complimenting the Young Men's Democratic League, under whose auspices the meeting was held, on the large attendance they had secured, Congressman Maguire drew a contrast between the manner in which the candidates of the Republican and Democratic State Conventions had assessed their nominations. Every man on the Republican ticket, he said, represented the wishes of one man, while the candidates on the Democratic ticket were the representatives of a convention of free men.

"I have nothing to say against the personal character of M. H. Estee," said Mr. Maguire, "but against the manner in which he secured his nomination I could have much to say. He was not nominated by the representatives of the Republican party, but by one man, and that man, Colonel D. D. Burns of San Francisco. The independent delegates to that convention were not allowed to express their choice of a candidate for Governor and were given no say or in the matter, but the insult simply, and will not vote or work for Mr. Estee's election. From my observations during my recent travels over the State I am convinced that the people will rebuke this bossism at the polls and administer a thoroughly deserving defeat to Burns's candidate for Governor."

Mr. Maguire then complimented the Democratic Democratic convention on its selection of Sanderson, saying that it was a good one, and would give as great satisfaction to the people as any candidate could. Dwelling upon the importance of a careful selection of Assemblymen and Senators to the end that a representative United States senator shall not be elected next year, the Congressman said:

THE DANGER OF NO VOTES.

"The only way in which the possibility will be used to the United States Senate by the event of the election of a Republican Legislature is by not voting. Do not lose the cause, my friends, for I do not wish to be understood as making an assault upon Mr. De Young, but I do not believe that the Republican party has accomplished there is no reason why a fight should be made against the Pacific Railroad, or made against the Southern Pacific Railroad, or sent to the Senate. The railroads must be made subordinate to the people, and you will not accomplish that by sending Mr. De Young to the United States Senate, for that matter, to the United States Senate. With their mixed monopolies in the East, and particularly the Standard Oil Company, which is their steadiest friend on legislative questions, the Pacific railroads will make a hard fight to pass the present Congress, and will be more active in the Fifty-third Congress. I am confident that they will return with greater desperation to the fight in the Fifty-fourth and Fifty-fifth congresses. Until the close of the Fifty-fifth Congress the people must watch the railroad monopoly with great vigilance.

After the adjournment of the Fifty-fifth Congress the danger-point will be passed. If the people of California do not want to have the yoke of the railroad around their necks for the next fifty years, and if they desire that the Government shall take possession of the Pacific railroads, and operate them for the benefit of the people they will elect Democratic Congressmen this year and will elect Democratic members of the Legislature. If the people are true to themselves a Democratic Legislature will be elected, and M. H. de Young, who sees no reason why a fight should be made against the road, will not be entitled to vote as he thinks in the United States Senate."

At every mention of De Young's name there were cries of "No De Young!" mingled with hisses from the audience.

John T. Greany, candidate for District Attorney, followed, and for the methods by which some of the candidates had secured their nominations.

THE DEMOCRACY OF HILARY TOBIN.

J. J. Dwyer's denunciation of the A. P. A. aroused his audience more and more as it took into view of sentiment. He drew a word picture of the religious wars of the centuries that had passed, depicted the sacrifices that had been made in the name of the cause of religious freedom, and declared that the founders of the A. P. A. were trying to inaugurate a war in the United States which, if it ever started in full blast, would fill the land with horrors and sorrow such that could never be wiped out. Mr. Dwyer said that he was a Democrat because the party which is the inheritor of the United States that men should be permitted to worship God according to the dictates of their own conscience, without any distinction from whatever to their devotion. He said he believed that the Democratic party was the greatest exponent of the World's Fair was the inscription over the portal: "Religious Toleration is the Best Proof of the Last Four Generations." And the speaker added: "Then, fellow citizens, in the success of the American people to the Democratic party, I see the hand of God."

Mr. Dwyer then referred to the fact that the Democracy had been called the enemy of labor, and observed the course of the State during the first Cleveland Administration. Harvard College had graduated the Lincolns and become a Democrat because, as he said, the Democratic party had always sought the most advanced thought of the age.

"The Democratic party," said Mr. Dwyer, "has nothing to fear from efforts to-day. May God keep one of soldiers and sailors and our schools. It is due to the Democratic party that the Government of this nation is what it is to-day politics. It was due generally to set its face against the A. P. A. in its platforms, and its candidates are too upwardly to denounce it. How, then, are the people to show fear on the crest of this wave? They must cast their votes for the Democratic ticket next Tuesday. And I want to tell the young men of the Democratic League that it is not enough for them to vote for good candidates, they must vote for the principles of the party. Now, unless a man is a free and independent citizen of the railroad, the splitting of the party ticket is a crime against the principles of the party. Democracy is the rather human who, under the guise of personal citizen, and the perpetuation of the party ticket, has been elected on California's fraud—the party under whose auspices and by whose votes the United States was admitted into the Union."

HOW DEPOSED DE YOUNG.

General Dave Wallace is to lecture in Stockton this evening on "How I Deposed De Young." His subject for the evening will be: "How Times to Write Him Up." A discourse which has been pronounced both brilliant and interesting.

Democrats that returned from Tacoma the other evening say that they have been paying at the Northern hotels, while they were there, considerable organization will give a military and popular concert at Sutro's Baths.

RELATIVES FEAR FOUL PLAY.

Detectives Looking for Bookkeeper Thomas D. Osborn.

The detectives are looking for Thomas D. Osborn, a young bookkeeper who disappeared rather mysteriously on the night of October 23th. Osborn's accounts are all right, but his relatives fear that foul play has been done to the boy and that he is in their behalf that the detectives are searching.

Osborn, who is tall and dark and twenty-four years of age, was employed as bookkeeper by the commission firm of Sam Sanderson & Co. at 121 Davis street.

It was on the 24th of this disappearance he had several trifling dollars on his account with the Union Savings Bank, but on that night walking along Market street he met a friend, Frank Sanderson, a brother of the firm by whom he was employed, and afterwards they were seen looking in the window of a saloon, where he failed to call him.

Here Sanderson, speak of him in the high-est terms, and says he was an industrious and trustworthy steward, and his October salary is not yet due.

Osborn left his home on the night of the 23d shortly after 8o'clock. His father has been ill for some time, and the boy was very much devoted to him.

As he had been feeling unwell for some time it was thought that he had gone to the country for a few days to recuperate, but as he had not been heard from in a week the relatives of the boy became alarmed and notified the police.

Osborn is described as being about five feet six inches in height, of slender build, and will wear another $100,000. This will bring up the total of the Sutro Heights property to the value of the Sutro Heights Improvement Company, which has constructed the connection and will be the owner of the property. Plans of the building, which will be the most striking object in the city, are now being prepared by architects. The service will be by a large number of the most expensive in addition to the private service of the Sutro family. The building is to be used in a new proposed to occupy electric power, the headquarters the officers of the company and their guests possessed in a neighboring hotel where lunch was served and congratulatory speeches made by the officers and directors on the success of the great enterprise.

ONE OF BIG JIM'S GAMES.

All of the Paraphernalia of the Fosh Quy Chong Lottery Captured.

Late yesterday afternoon Sergeant Gilles of the Chinatown squad, with Officer Ellis, surrounded the building on Commercial street that has connected for some time past in connection with the lottery known as Chinatown. The place raided was at 815 Dupont street, on the second floor, where one of the headquarters of the Fosh Quy Chong Lottery Company, the richest one of all concerned in Chinatown.

The proprietor of the place is Ong Shin, but he was not found in the place when the raid was made. Ong Shin is also the owner of the Chinatown and Tai Tor lottery companies. Their headquarters are on Jackson street, and they have several agents in every part of the city. The latest a fortune which is said to be not far from $100,000.

The officers found in the place a complete outfit for conducting the lottery business, which was carried on in the rear of the lottery ticket.

All preparations had been made for to-night's drawing.

Ong Shin promptly held out his employees, paying them $150 each but for each of them.

Arrangements are making to have each State in the Union represented by eight representative women at the great Atlanta Exposition, the appointments to be made by the several Governors.

SANTA ROSA WELCOMES WHITE.

Thousands of People Applaud His Address on National Issues.

DIVIDED THE TIME WITH FRENCH.

Congressman Castnett Given a Rousing Reception by the People of Chico and Vicinity.

SANTA ROSA, October 30.—Senator Stephen M. White addressed a big meeting here to-night on the political issues of the day. The meeting was held in the Auditorium and an unfortunate mistake was made in the arrangements. Instead of a rally for the Republican candidate for Governor, Henry French, had secured the building for the same day, and when Senator White reached here this evening he was obnoxious to learn that he would have to divide the time with French or forego his address to the people of Santa Rosa. It was proposed to have the Senator speak first, but as he would have been limited to about an hour he gave way to Mr. French, who talked on the campaign until 9 o'clock.

There was a general desire to hear Senator White, and, notwithstanding the unfortunate delay, the Senator was heartily received when he finally appeared.

He was pronounced against the Railroad Funding Bill, saying the Government should not extend the time of that debt. The railroads on which the debt is due should be taken by the Government and operated in the interest of the people. He paid an elegant tribute to Congressman Geary, which was loudly applauded. Senator White spoke nearly two hours and closed amid the attention of his audience by his logic.

ARRESTED AT THE THEATRE.

Detectives Place a Charge of Forgery Against H. H. Dunbar.

Shortly after 10 o'clock last night Detectives Coffey and Gibson arrested a man who is supposed to be H. H. Dunbar, against whom a warrant charging him with forgery was issued from the Police Court, and after buying some flowers were said to be forgeries. The man gives his name as H. H. Dunbar and says he comes from Vallejo. Last night he went into the down store of Thomas H. Hutchinson at 14 Powell street, and after buying some flowers for himself and the orphaned Dressel woman who accompanied him, brought a check to the cashier for $20 and received the change. The First National Bank of Vallejo said was in no favor of H. H. Dunbar. The signature on the check is said to be a forgery, and Dunbar was locked up. Dunbar had with him a check for $20 on a restaurant-keeper at 17 Stockton street. Dunbar is tall, good looking and well dressed. He is charged with forgery at the City Prison.

AFLORD AT FRESNO.

His Anti-Monopoly Sentiments Received With Great Applause.

FRESNO, October 30.—One of the largest audiences ever assembled in Horse Hall greeted W. H. Aflord, Democratic nominee for Congress in the Seventh district, to-night. Mr. Aflord was accompanied by Colonel A. B. Paris and Hon. Laura De Force Gordon, who also addressed the meeting. There were several hundred ladies in the audience. Dr. W. T. Maupin, Chairman of the Democratic county committee, announced John Heinlman as President of the meeting, and two ladies took their seats among the vice-presidents.

Mr. Aflord was then introduced and spoke for about an hour. He was loudly applauded when he declared himself in favor of severe measures in preventing the further issue of bonds by railroads and in repealing the Second National Pact, for the construction of roads; in affording prompt legal relief to the men and soldiers who have become impoverished in defending their homes against the aggression of the monopoly, and in affording an outlet for the products of the soil of the State without paying extortionate freight rates to the Southern Pacific Railroad. He expressed absolute confidence in the financial project, a statement which evoked prolonged applause. A resort that would assured from the mouth of the Colorado River to the Gulf of California, and which would never compete with, or own the canal.

Speaking of the railroad question with special reference to the Reilly Funding Bill, Mr. Aflord said he was in favor of the immediate construction of a road from the Central Pacific Railroad and operating it as a public highway. It is better for the

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