

London Advertiser.
TWO EDITIONS DAILY - WEEKLY.
TELEPHONE CALLS.
Business Office 107
Editorial Department 134
Job Department 175
LONDON, TUESDAY MAY 3.

The Secret Memorandum.

The Government has shown forbearance in not pressing the matter of the stolen Blair memorandum, which came into the hands of the leader of the Opposition, and was read by him in the House of Commons. Mr. Borden committed himself by this use of a confidential and therefore prohibited document, and his position might have been made intolerable had the Government chosen to push the inquiry. The incident is no less surprising than unfortunate, as Mr. Borden had a reputation for high-mindedness, and for scrupulous observance of the parliamentary code of honor. He must have known, as a public man, that the Blair document, having formed part of the secret records of the cabinet council, could not, with propriety, be produced or referred to in Parliament without the sanction of the Governor-General, acting on the advice of the Ministry. Constitutional usage on this point is clear and unmistakable. It would be an insult to Mr. Borden's intelligence to assume that he was not aware of the inviolable secrecy which should have covered the memorandum which he first gave to the public. Any manual of parliamentary practice would have told him this. Bagshot in his standard work on the British constitution puts the case as follows:

"The most curious point about the Cabinet is that so very little is known about it. The meetings are not only secret in theory, but secret in reality. In the present practice no official minute in all ordinary cases is kept of them. Even a private note of the proceedings is discouraged and disallowed. The HOUSE OF COMMONS, EVEN IN ITS MOST INQUISITIVE AND TIRING MOMENTS, WOULD SCARCELY PERMIT THE NOTE OF A CABINET MEETING TO BE READ. No Minister who respected the fundamental usages of political practice would permit the reading of such a note. The committee which unites the law-making power with the law-executing power—which by virtue of that function is, while it lasts and holds together, the most powerful body in the state—is a committee wholly secret. No description of it, at once graphic and authentic, has ever been given. It is said to be sometimes like a rather disorderly board of directors, where many speak, but few listen—though no one knows."

Our Canadian Todd, whose work is the vade mecum of parliamentarians in this country is equally emphatic. He says:

"The deliberations of the Cabinet upon matters which engage their attention are strictly private and confidential; being kept secret, even from other members of the Administration, who have no seat in the Cabinet, and therefore are not directly responsible for the conduct of the Government. Upon their first introduction in the Privy Council, Ministers are sworn to secrecy; they are not at liberty thenceforth to divulge conversations or proceedings in council—or to reveal to others any confidential communications they may have had either with the sovereign or with a colleague in office—without the permission of the crown. They are equally to those who have ceased to form part of the Administration as to members of the existing Cabinet."

The permission of the crown means in this country, of course, the permission of the Governor-General. Todd cites a case which happened in 1832, and which exactly fits Mr. Borden's offense. The Marquis of Anglesey, then lord-lieutenant of Ireland, and consequently a member of the Cabinet, wrote a letter to the Prime Minister, Lord Grey, for the information of the Cabinet, stating his views with regard to Ireland. This letter was afterwards read to the House of Commons by Mr. Hume to the great indignation of Lord Grey, who said it was "a letter to which no public reference could fairly be made," adding that "it could only have been produced to the public by a most foul and scandalous breach of confidence." This view was concurred in by the House of Lords without a dissenting voice.

License Legislation in Great Britain.

The bill to amend the Licensing Act, introduced as a Government measure in the British House of Commons, deals with the question of compensation. In Great Britain the magistrates have the power to refuse to renew licenses and they have been exercising it freely in some communities. Mr. Akers-Douglas, in introducing the bill, said that a large number of licenses were withdrawn on the sole ground that they were not required and that this had inflicted great loss on many who had conducted their houses in a respectable manner, resulting in discouraging men of substance and good character from entering the business. The Government held that to prevent this, compensation should be granted those whose licenses were taken away on grounds of public policy. The measure of compensation is to be the difference between the value of the

licensed premises and the value of the premises without a license. The amount will be fixed by the inland revenue commissioners and will come out of an insurance fund raised by the trade itself. The fund will be administered by the quarter sessions, which will raise contributions based upon the annual value of the licensed houses in their respective districts. The scale will be a graduated one, so that a higher charge will be imposed upon the larger houses. It is estimated that the amount raised for compensation throughout the country will amount to over £1,000,000 a year. The bill deprives magistrates of the power to cancel licenses and transfers it to the quarter sessions.

Sir Henry Campbell-Bannerman, the Liberal leader, declared that he would fight the bill at every stage. He said there were three points upon which his party is firm—there must be no tampering with the discretion of the magistrates; no change which would give the liquor seller anything like a vested interest; and any compensation awarded must not come either directly or indirectly out of public funds. He did not see why the state should meddle in the matter at all, and he feared that what the Government proposed to do would render it difficult to obtain for the country higher license duties in the future. He regarded the bill as a timid concession for party purposes to a great and powerful trade. It would invalidate the means which existed at present for suppressing the evil of congested drink areas.

Mr. Balfour defended the bill on the ground that it relieved magistrates from the difficulty in which they were now placed, when they often had to choose between acting in accordance with the interests of the public and inflicting hardships on a publican. The measure, in his opinion, would encourage the reduction of licenses and would diminish the hardship attached to their reduction.

The cable dispatches indicate the Government will have no difficulty in carrying the measure.

Togo has had his first reverse, but he will be all the keener Togo at 'em again.

It is now admitted that Mr. Chamberlain is not a well man. And things seem to be going ill with his cause.

The House of Commons daily reports progress on the G. T. P. bill, but hear the country report progress when the G. T. P. gets under way.

Mr. Clergue is, as usual, confident of the success of the Soo reorganization plans. If Mr. Clergue's optimism had a cash value there would have been no need for a reorganization.

St. Petersburg dispatches say the Russians retreated from the Yalu in good order, but as they left machine guns and a good deal of ammunition behind them it is probable that the Japs forced the pace a little.

It is said there is no such thing as competition between railways, but Mackenzie and Mann do not think so. They secured a Government guarantee for their bonds for a railway from Toronto to Sudbury three or four weeks ago, but the C. P. R. suddenly jumps in and has started to build a road over the same route. The public is not averse to rivalry in railway enterprise.

An English newspaper credits an Opposition member of the Canadian House of Commons with saying that the eastern division of the Grand Trunk Pacific will traverse a land of "musk eggs and stunted pine." The London Financial News calls this a funny error, and then proceeds to tell even funnier by solemnly telling its contemporary that the M. P. referred to "Muskog." The transporter's name for the musk rat. The word used by the M. P. was, of course, "muskog," meaning a sort of bog. But Canadians who talk in that strain are just about as boggy as the London News and its contemporary.

Hamilton's bait for new industries is described by the Herald. The Petrie Company, which will move to Hamilton from Guelph, gets a fixed assessment of \$5,000 for 14 years and will build on a newly annexed district of the city where taxes are less than ten mills. The company, no matter how much it will spend in lands and buildings, will pay in taxation for 14 years less than \$50 a year. This is a pretty substantial bonus, and it is a question whether Hamilton's generosity is a paying investment. Says the Herald:

"Much public money will have to be spent on road-making in the new district, on water supply and sewerage, and on providing police and fire protection. The more factories, the more money the city will have to spend; and it is to be feared that the burden of increased expenditure, falling as it will almost wholly upon the other part of the city, will press heavily on the taxpayers."

NEW YORK'S BIG BUDGET.

[World's Work.] The city budget of New York amounts to \$106,000,000 a year. The entire cost of maintaining the Federal Government for the year 1903-4 was only \$464,000,000. But the city of New York spends vastly more than \$106,000,000 a year. With its many issues of public bonds for improvements, its expenditures run up to \$150,000,000 or more. New York pays salaries to more than 48,000 persons, amounting to about \$55,000,000 a year. No other city in the world pays its employees such high wages. No corporations or private business could afford such a drain upon its resources.

WOMEN'S HATS AND SHOULDERS

[London Truth.] How very becoming the big Gainsborough hats are to tall girls with good shoulders! One of the cleverest milliners in London once told me that when choosing hats for her customers to try on she was guided as much by

the shape of the shoulders as by the face, hair, complexion and hair. I have often thought of it since, for one sees so many mistakes made in this way. A girl one day in a Gainsborough hat has managed to choose the headgear that makes her look five foot only.

THE SONG OF SONGS.

[S. E. Kiser.] I have no wish to tell in song Of splendid victories at sea; Let them to whom great gifts belong Exult o'er wars and revelry. There may be epic still to write When Homer's cantos are forgot, And fame may be for them who smite The lyre to tell now heroes fought.

Let them whose talents are supreme Go steep themselves in classic lore, And in ecstatic trances dream And sing the legends of their praise. In measures worthy of their praise, Whose academic souls demand Such flowery odes and lofty lays As only they may understand.

For me no splendid, lofty flight Beyond the vision of the throng. But O that it were mine to write The simple, homely, little song That in the hearts of high and low Men sweetly lodge for evermore. The common song that all men know, And only lack the words to sing.

BISHOP FARLEY'S STORY.

[Argonaut.] Bishop Farley, who has been visiting the Vatican finds that Pope Pius has a keen sense of humor, and reports that he greatly enjoyed the following story: It was of Con Creagan's father, who, on his deathbed, was making his will, and, in order to have strength to do so, was plentifully plied with punch by Con and a group of neighbors.

Toward the close the dying man cried to his son: "Ah, Con, Con! Just touch my lips once more with the Jugg. Whist, my son, you watered the drink. No, indeed, father, dear," while a low murmur of pity chorused through the cabin; "but it's the taste that's lavin' ye."

LORD OF THE MCKAYS.

[Toronto Globe.] It is fitting that Hon. James Sutherland should show some attention to the visiting chieftain of his clan, the Duke of Sutherland. It can be said, moreover, that the duke is lord over more McKays than Mr. Sutherland even, Sutherlandshire, where the duke's most extensive estate is situated, is the land of the McKays, and the McKays, that name are the descendants of the Sutherland McKays.

IN SPRINGTIME.

[Lewins Morris.] This is the hour, the day, The time, the season sweet. Quick! listen, lagging feet, Brook not delay: Love lies, youth pauses, Maytime will not last; Forth, forth, while yet 'tis time, before the spring is past.

The summer's glories shine From all her golden woods, With lilacs bright around, And roses fine; But the pink blossoms or white upon the bursting trees, Primrose and violet sweet, what charm has none like these.

This is the time of song— From many a throat, Mute all the dull year long, Soars love's clear cry and song, Summer is dumb, and faint with dust and heat; This is the mirthful time when every sound is sweet.

Fair day of larger light, Life's own appointed hour, Young souls bud forth in white— The world's a-flour, Thrill youthful heart; soar upward, limpid voice; Blossoming time is come—rejoice, rejoice!

THE AGE LIMIT INCREASING.

[Simcoe Reformer.] A centenarian like the Hon. David Ward is now a phenomenal curiosity, but the time is coming when men will be young the century mark. There are perhaps more people at the age of 80, 90 and 95 years now in Canada in a given number of the population than ever before.

A REMINDER.

[Philadelphia Press.] "You may not remember me, Miss Summers," he said, "but I was engaged to you once."

"Indeed!" she replied coldly, "you have quite a memory for a man of your age."

"No," he replied, glancing at her fair hand, "but I have for the rings I buy."

THE COMMONS DEBATE

Cost of the Mountain Section of G. T. P.—Private Bill Read. Ottawa, May 2.—A number of private members gave notice of reading before the House today and passed. The bill respecting the Quebec and Lake Huron Railway Company, the bill to incorporate the Boundary, Kaniapik and Caribou Central Railway, and the bill to incorporate the Inter-provincial Railway Bridge Company.

Clause 4 of the G. T. P. contract was taken up, when the House went into committee. This clause calls for an increase of the G. T. P. guarantee on the mountain section to three-fourths of \$20,000 a mile. Mr. Lennox argued from this that the cost of this section would be \$36,750,000, as compared with \$15,000,000 on last year's contract, and that the interest paid by the Government would be increased \$12,500,000.

Mr. Patterson pointed out that without the change the company would not have gone ahead, and, according to the Opposition's scheme, the Government would have to build the road from Edmonton to the Pacific, and give the Canadian Northern and G. T. P. running rights over it. This meant, he argued, that the country would be saddled with this large interest charge forever, and not for seven years only. Clause 5 was passed, providing that the Government shall implement its guarantee upon bond of the mountain section and prairie section to bring the guarantee up to 75 per cent of total cost in the one case and \$15,000 per mile in the latter.

Clause 6 was also passed. It provides that the Government shall not exercise any right in regard to taking over the road until the company shall have made five years' default in interest.

Clauses 7 and 8, which provide that after such default the road shall be placed in the hands of a receiver, to be operated for the joint benefit of the Government and the company, and all arrears shall have been paid, when it shall revert to the G. T. P., were also passed.

THE POWELL MURDER TRIAL.

Dover, Del., May 3.—The real fight for the life of Mary Ann Powell began today. Attorney-General Warr called the states witnesses in rapid order to prove that the prisoner had wanted to marry the murdered man, Esie Albin on Feb. 9 last because of jealousy.

A COSTLY BLAZE.

Indianapolis, May 3.—Fire at the Union stock yards early today caused a loss of \$300,000 to the Belt Railroad

and the Union Stock Yards Company. The insurance is \$100,000. Thirty-five head of cattle, 40 acres of cattle sheds, 500,000 bushels of hay and 10,000 bushels of corn were burned. When the fire was discovered, about 500 head of cattle were in the yards, but were removed.

WILL ROB WAR OF ITS HORRORS

Hungarian Invents a Shell, Gas-Charged, Which Will Stupefy Armies.

Budapest, Hungary, May 2.—At last it has been discovered how to make a military onлет without breaking the eggs. Hereafter war may be bloodless: ship's companies, battalions, whole armies may be placed hors-de-combat, but only temporarily. In the middle of the wildest charge squadrons of cavalry may be reduced from a state of heroic fury to beatific anaesthesia, and may instantly be precipitated, in most regular formation into peaceful slumber.

In a word, a Hungarian genius has invented a shell which, on bursting, liberates a gas warranted to stupefy all who breathe it, without causing any permanent or serious effect.

When such a soporific shell bursts between decks on a battleship, the crew will promptly go to sleep, and awake, perhaps, to find themselves prisoners in a hostile port. Yet a number of such shells explode over a fortress, and not the fortress, but the garrison, will fall into coma. Scientifically speaking, it is entirely possible that this gas-charged shell will do all that its inventor claims. He is now in communication with the Japanese Government, so it is not impossible that Port Arthur and Vladivostok may be as quiet soon as the palace of the Sleeping Beauty. The inventor's Hungarian hatred of Russia, dating back to 1848, prevented him from approaching the Czar, to whose pacific ideas such a humane shell would appeal strongly.

Of course such a shell would revolutionize warfare. The hospital corps would become the most important branch of the service and would need to be enormously increased in order that the thousands of wounded could be removed from the field and restored to consciousness.

The next Hague convention would have to agree that all who were asphyxiated by this gas should consider themselves dead until the war ended. And what would happen when opposing armies employed the wonderful shell? Each side would surely increase the charges of gas until some would be killed by an overdose of it. Thus the shell's beneficent purpose would be defeated.

Paper flywheels are coming into use. The tensile strength of paper is enormous, hence its advantage over iron for this purpose.

EPITHELIOMA

Covering One Side of Face and Reaching to the Eye

CURED BY CUTICURA

Which Acted Like a Charm After Doctors and Hospitals Failed.

Here is another of those remarkable cures of torturing, disfiguring skin humours daily made by Cuticura Resolvent, assisted by Cuticura Ointment and Soap, after physicians, hospitals and all else had failed.

"I feel it my duty to try to help those suffering from skin diseases. My case was a very bad one, covering all of one side of my face and had reached my eye. I had two or three doctors prescribe without any relief. They said my disease was Epithelioma. I was then advised to try one of our hospitals, which I did, taking their treatment for some time. I had given up all hope when my husband asked me to try the Cuticura Remedies. My face being in such a very bad state, I used the Cuticura Soap with lukewarm water and a small silk sponge and then applied the Cuticura Ointment. I took one teaspoonful of the Resolvent four times a day. They acted like a charm, and in one week's time my face was cured entirely and has remained so. I certainly can recommend the Cuticura Remedies as infallible."

MRS. A. G. SMITH, 2400 Catharine St., Philadelphia.

Feb. 9, 1903. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made Cuticura Remedies the standard skin cures, blood purifiers and humour remedies of the world.

Cuticura Resolvent, liquid and in the form of Chocolate Coat Pills, Cuticura Ointment and Cuticura Soap are sold everywhere. Depot, London, 2, Grafton Street, S. W. Depot, New York, 10, Broadway. Depot, Toronto, 10, King Street East. Depot, Montreal, 10, Rue de la Paix. Depot, St. Louis, 10, N. W. Corner of Chestnut and Market Streets. Depot, Chicago, 10, N. W. Corner of Chestnut and Market Streets. Depot, San Francisco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Boston, 10, N. W. Corner of Chestnut and Market Streets. Depot, Philadelphia, 10, N. W. Corner of Chestnut and Market Streets. Depot, New Orleans, 10, N. W. Corner of Chestnut and Market Streets. Depot, St. Paul, 10, N. W. Corner of Chestnut and Market Streets. Depot, Minneapolis, 10, N. W. Corner of Chestnut and Market Streets. Depot, Duluth, 10, N. W. Corner of Chestnut and Market Streets. Depot, Portland, 10, N. W. Corner of Chestnut and Market Streets. Depot, Seattle, 10, N. W. Corner of Chestnut and Market Streets. Depot, Tacoma, 10, N. W. Corner of Chestnut and Market Streets. Depot, Vancouver, 10, N. W. Corner of Chestnut and Market Streets. Depot, Victoria, 10, N. W. Corner of Chestnut and Market Streets. Depot, San Diego, 10, N. W. Corner of Chestnut and Market Streets. Depot, Los Angeles, 10, N. W. Corner of Chestnut and Market Streets. Depot, San Jose, 10, N. W. Corner of Chestnut and Market Streets. Depot, Santa Clara, 10, N. W. Corner of Chestnut and Market Streets. Depot, Santa Cruz, 10, N. W. Corner of Chestnut and Market Streets. Depot, Monterey, 10, N. W. Corner of Chestnut and Market Streets. Depot, Salinas, 10, N. W. Corner of Chestnut and Market Streets. Depot, Fresno, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 10, N. W. Corner of Chestnut and Market Streets. Depot, Wasco, 10, N. W. Corner of Chestnut and Market Streets. Depot, Arvin, 10, N. W. Corner of Chestnut and Market Streets. Depot, Taft, 10, N. W. Corner of Chestnut and Market Streets. Depot, Bakersfield, 10, N. W. Corner of Chestnut and Market Streets. Depot, Hanford, 10, N. W. Corner of Chestnut and Market Streets. Depot, Corcoran, 1