

# The Call

MONDAY, AUGUST 29, 1898

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## AMUSEMENTS.

Columbia—"The Rajah"  
 Alcazar—"The Butterflies"  
 Morosco—"Fallen Among Thieves"  
 Lyric—"Mignon"  
 Orpheum—"Vanderbilt"  
 The Chutes—Zoo, Vandeville and Cannon, the 618-pound Man  
 Alhambra, Edy and Jones streets—Vandeville. Opening  
 Saturday, September 1.  
 Olympia—Corner Mason and Edwy streets—Specialties.  
 Mechanics' Pavilion—"The Irish Fair"  
 Sutro's Bath—Swimming  
 State Fair—Sacramento, September 5.

## OUR STACKS OF TWENTIES.

REQUENT mention has been made of late to the commercial change which the United States is now undergoing. It is not wholly due to the Spanish war, for it began a year ago, though the results of the war have accelerated the transition. As early as last year we began to loan gold coin to Europe and have kept it up ever since. Coincident with the broadening of the country's commerce through our foreign conquests we find ourselves expanding into a creditor nation like England, with funds to loan. Up to a year ago we were known as a debtor nation, but it is doubtful whether this dubious distinction will cling to us much longer. For, in spite of our free loans to Europe, we find the inflowing stream of gold rather too voluminous for convenience. A Treasury statement just issued shows this plainly. According to this statement the amount of gold in the United States Treasury has been increasing rapidly of late, as shown by the stock on hand, which was \$203,536,204 on August 20, against \$163,474,057 on June 20. This is a gain of \$40,000,000 in two months. The gain for the past thirty days has been about \$17,000,000. The amount on hand August 20 was the largest since 1888. In March of that year it was \$218,000,000, but in the Cleveland administration of free trade it got down to \$44,563,493 in February, 1896.

The reason for this gradual accumulation of gold coin in the Government vaults is not obscure, nor does it require any profound financial acumen to perceive it. It is simply because we are selling more than we are buying. This is the whole thing in a nutshell. Commercial statisticians term it an excess of exports over imports, which is the same thing. When a man sells more than he buys his bank account increases in direct ratio, and this is what the United States is doing and has been doing ever since the Republican party resumed the reins of Government. A free trade policy reduced our stock of gold coin from an excess to a practical deficit, so that the Government was obliged under the Cleveland administration to issue bonds to make up the deficiency. While the Republican party was in power and the excess was pronounced the Democratic opposition raised a prolonged wail that a surplus was a menace. It did not take them long to dissipate it after they came into power, and the bond issues were the result. Now we have the surplus again, and like sensible people are lending it to Europe, and would like to lend more—on good security.

Of course this condition has a beneficial effect on trade. It could not do otherwise. The weekly reports from the mercantile agencies call attention to the flattering state of business, and the leading financial authorities are drawing rosy pictures of the future. On every hand there are abundant signs of prosperity and confidence was never greater nor more widely extended. The bank clearings last week showed a gain of 9.3 per cent over the corresponding week last year, while the failures were 179, against 223. There is only one cloud on the commercial horizon, and it may be nothing but a cloud. This is the sudden thirst to make heavy investments in our new colonial possessions. Speculators are going into it with such enthusiasm that conservative men are beginning to fear that it may be overdone, in which case there would be a reaction. It takes money and some years of waiting to develop plantation properties, as those who embark in it will learn later on. However, as this apprehension is nothing more than an apprehension at present it may prove ungrounded. At any rate there is no use in crossing a bridge before one gets to it.

The fine state of trade, as mentioned last week, is general, not local; collective, not individual. Considered individually the great staples, excepting iron and steel, with a few lines of merchandise, such as dry goods, boots and shoes, etc., are quiet. But the railroad earnings are increasing and the farmer is reported in good condition all over the country. In fact, when the matter is looked into deeply, it is found that to the current prosperity of the farmer the fine condition of business is due, as the manufacturing industry is not especially active. A gratifying feature of the situation is that the farmer is likely to continue prosperous the remainder of the year, as the crop prospects are good and prices are considerably above the cost of production. With this condition practically assured it is no wonder that the mercantile agencies report trade in satisfactory shape everywhere and that the leading financial authorities are amusing themselves by drawing rosy pictures of the future.

Only a little while ago a niece of Admiral Schley made a star-spangled galoot of herself by going to Madrid on an impertinent errand of peace, and now a cousin of Admiral Dewey announces that she is going on the stage. These naval heroes have to achieve considerable to carry all their relatives.

An unfortunate incident of the Dunning affair is that the handwriting expert is about to get a chance to air his knowledge, and as a rule this knowledge is not worth airing.

Eugene Debs has started a new party, but nobody seems to care who the other man is.

## CAMPAIGN PROSPECTS.

A FULL alignment of the contending parties in the coming contest has not yet been effected, as a good many nominations for various offices are yet to be made, and it is yet to be determined on what ground the fusionists will assail the administration; but even at this early stage it is already apparent that in the Republican ranks there will be harmony, unity and ardor, while in the opposing party there will be discord, lack of confidence and demoralization.

A striking illustration of the cordial warmth with which all classes of Republicans are united in the contest was given at the grand ratification meeting at Oakland on Saturday evening, when Dr. Pardee, speaking for the men of Alameda County, who had so loyally supported his efforts to obtain the nomination for Governor, came upon the platform with his successful rival and pledged the full Republican vote of the county for Henry T. Gage and the whole ticket. It was an occasion to be remembered. The responsive cheers that rose from the vast audience sounded the keynote of Republican enthusiasm and attested that ardor in the rank and file which is a safe assurance of success at the polls.

A marked contrast to the unity of sentiment and prevailing satisfaction among Republicans is to be seen in the coalition of the opposing parties. Although, as Mr. Ford wittily said at the Oakland meeting, the fusion candidate for Governor will go through the campaign singing "All platforms look alike to me," it is evident that a good many Populists and not a few Democrats are not equally capable of going it blind where party principles are concerned.

Men have begun to abandon the fusion camp on both sides. Proofs of dissatisfaction are to be found in every county. Protesting voices from stalwart Democrats and from middle-of-the-road Populists are heard with too much frequency to be ignored, and up to this time there has not been a single enthusiastic Maguire ratification meeting anywhere in the State.

Campaign prospects are in fact encouraging from every point of view. Republicans have nothing for which to apologize, nothing to explain. The pledges of the Presidential contest of two years ago have been gloriously fulfilled by the administration, prosperity has returned, a war has been fought to a successful conclusion and the great principles of republicanism have been gloriously vindicated by the contrast of conditions now with what they were during the Democratic administration.

In California the nominations for State offices have been so fortunately selected that the support of independent voters will be confirmed to the party of protection and sound money. It is a sure victory, therefore, unless we should become too sanguine and relax our efforts before election day.

## DEFINITE PROPOSALS WANTED.

FROM the coming convention which has been called to discuss the Nicaragua Canal project the public will expect something more than elaborate arguments on the importance of such a waterway and general resolutions favoring its construction. Enough of such things have been provided in the past. The great mass of the American people are now convinced of the need of the canal. What is desired at this time is some definite plan for attaining it.

On two points the people are virtually agreed. First, the canal should be constructed, and second, its construction and its operation when completed should be under the control of the United States. Wide differences of opinion exist, however, as to the feasibility of making a practicable commercial waterway across Nicaragua, and the cost of such a canal if it is feasible. These differences exist because of the confusion and contradiction in the reports that have been given out concerning the proposed route, and it is to be hoped that at the convention there will be made public a sufficient mass of information to put an end to all honest doubts as to the possibility of making the enterprise successful at a cost not in excess of its usefulness.

It has long been maintained by some opponents of the construction and control of the proposed canal by the United States Government that the Clayton-Bulwer treaty stood in the way of such an undertaking. It is well known that by that treaty the United States and Great Britain mutually agreed with reference to a ship canal across Nicaragua that neither government should obtain or maintain any exclusive control over such canal or colonize or exercise any dominion over any part of Central America; and furthermore that the two powers would jointly protect any parties having authority from the local government to construct the canal and would guarantee its neutrality.

There can be no question that in times past this treaty has been a serious stumbling block in the way of the advocates of the construction of the canal by our Government, but it is no longer of great moment. It may be regarded as certain that Great Britain would raise no objection whatever to our assertion of supremacy over the waterway. In fact Sir Charles Dilke, one of the greatest authorities on the foreign affairs of Great Britain, has recently asserted in an article published in the Pall Mall Gazette: "By Lord Salisbury's sudden change of front in the Venezuelan question we have accepted the leadership of the United States in matters American, and the policy of the Clayton-Bulwer treaty is dead and can never be revived."

To that extent then the pathway for the construction of the canal by the Government and its operation under Government control is made plain. All that remains now is to formulate some plan of action that will be acceptable to the country and to Congress. If the coming convention can put forward such a plan it will fulfill a useful purpose. If on the other hand it is simply going to discuss the issue theoretically it will be of no service to any one. This is one of the questions on which it may be safely said no further campaign of education is necessary. What is wanted is some proposal so definite that it will prepare the way for action.

## TWO VIEWS OF ARMIES.

WRITER for the London Times states that German authorities on military matters maintain that unless the United States should reorganize their army on the European model they will never rank as a great military power; the argument being that without a vast standing army, drilled and molded together into a spirit of absolute organic discipline, the United States cannot successfully face any other power in the possession of such an army.

One German writer is quoted as saying that four millions of raw soldiers would not seriously alter the situation nor greatly add to our military strength. These millions, he says, must be drilled and taught the science of war if they are to be of use against armies obeying one voice and moving as the wheels of an engine with one motion, impelled by one force and directed against one end.

A contrary view of the subject is taken by a writer for the London Spectator, who, while conceding the need of discipline in an army, asserts that it can be

acquired by willing troops in a time so short that long service with the standards and years of drill are not necessary. According to this writer, if a nation is provided with a proper military staff and has a corps of well-trained officers to rely upon for the drilling of its raw recruits, it can put an effective army in the field within three months, and that such an army would be competent to fight great battles against the best-drilled regulars in the world.

These views are each of them more or less biased. It is inevitable that a German should regard the military system of his nation as being well nigh perfect, for it has accomplished extraordinary triumphs on the field of battle. It is equally inevitable that the British, who rely largely upon a volunteer system for the protection of their island against invasion, should have confidence in their ability to meet and match any nation that may come against them.

There is no way of determining positively which of the two views is the true one. History affords precedents to sustain both sides. Over and over again disciplined armies have routed large bodies of irregular troops, but on the other hand volunteers, when well organized and led by competent leaders, have just about as often forced regulars to retreat. Our military annals are full of instances of conflicts between volunteers and regulars; and, in one war it is true that disciplined British troops carried the heights of Bunker Hill, it is none the less true that in another war the American volunteers held the redoubts of New Orleans against troops who had been trained and practiced for years in the long campaigns against Napoleon.

The issue is not one of any particular importance to us, because whatever force we may need for protection against a foreign foe we can easily raise, but to Europe it is a matter of great moment. If three months' drill under the direction of a staff of capable officers can enable raw recruits to fight on equal terms against regular armies, it will be possible for the nations to put an end to the military system that is now crushing the people and effectually provide for national defense without having to resort to despotic militarism.

## THE SHIP THAT STOOD BY.

IN the news of the world told by The Call yesterday there was no item more gratifying to the love of heroism instinctive in human hearts than that which briefly related the story of how Captain Rasmussen of the San Francisco schooner Golden Shore stood by the British ship Crown of India during a storm and stayed with her until all danger to her crew was passed.

The Crown of India had started from New South Wales for this port, but when about 150 miles off shore was caught by what is known in Australia as "the great Maitland storm," one of the severest tempests that has swept that part of the ocean for a long time. By the fury of the winds the ship was partially dismasted and was exposed to the imminent danger of becoming a total wreck.

While laboring in this way under disadvantages in the terrific hurricane the crew of the Crown of India saw many ships scud past them without making any effort to help them in their distress. Each captain and master was intent on saving his own vessel and gave no aid to save the Crown of India. It seemed that the terror of the storm had overcome the courage and humanity that are so common among seamen, and that in this instance the dismasted ship with her endangered crew would find no assistance whatever so long as the tempest raged.

It was after many ships had passed and gone on their way before the winds and waves that the Golden Shore came in sight of the Crown of India and saw the plight in which she was struggling for life. Her captain was not of the kind that forsakes a fellow-seaman in distress. Despite the force of the tempest he stood by the laboring vessel and stayed with her until the storm was over and all danger past. The presence of this brave ship and the consciousness that help would be given if necessity came cheered the men of the Crown of India and they brought their vessel safely through the storm and all was well.

Having been towed back to Sydney after the tempest the Crown of India found the Golden Shore lying at Newcastle, and then the brave deed of the American captain was told by the grateful Britisher. The heroic nature of the deed was suitably recognized. Through the Mayor of Newcastle there was presented to Mrs. Rasmussen a diamond and to Captain Rasmussen a locket of gold bearing the inscription: "From Captain Cockhill of the British ship Crown of India to Captain Rasmussen of the American four-masted schooner Golden Shore—the ship that did stand by."

Deeds like that done by the Golden Shore can never be too often commemorated nor too much honored. They illustrate the nobility of which human nature is capable and prove how superior is the courage of a hero to any dangers that may confront him on land or sea. By his conduct Captain Rasmussen upheld the best traditions of American seamanship. He takes his place among those brave and faithful heroes unknown to fame who have made our merchant marine honored throughout the earth. Our flag in battle has not been more gloriously upheld by the Oregon itself than it was in that fierce hurricane of the southern seas by the Golden Shore—the ship that did stand by.

Without desiring to flatter the Post it may be remarked that it can think of more fool guessing schemes than any other paper in the land, or at least that it has the temerity to spring a lot no other publication would have the nerve to father.

Roosevelt's friends seem to have every confidence that if their Teddy wants anything he has only to ask for it. They have already elected him President in 1904 and given him a second term.

The Czar of Russia asks for universal disarmament and peace. Incidentally the Czar also wants time to finish his Siberian railway and complete arrangements to grab everything in sight.

An exchange expresses hope that during 1900 the monthly magazines will catch up with the end of the war. And what if they do? They will simply begin the whole thing over again.

According to the St. Louis Republic General Miles is "pulchritudinous." We submit that this is no time to be calling the officers of the army names.

Populists are credited with having caused a political middle in Idaho. There is nothing of record to show that they ever caused anything else.

This is a cosmopolitan town. The editor of the Dawson Digger has just been elected president of the San Francisco Press Club.

Now that the blame for the tragic death of Mrs. Paxton has been fixed the matter will drop, if the usual course be followed.

"No less a person than the Prince of Turin," etc., announces an evening paper. There is no less a person.



INVOLVES A LITTLE MENTAL CALCULATION.

(From the Chicago Inter-Ocean.)

## AROUND THE CORRIDORS.

William Lombard of Wheatland is at the Russ.

J. L. McCoy, a rancher of Fresno, is at the Russ.

C. J. Bell, a merchant of San Jose, is at the Grand.

Ellsworth Ingalls of Atchison, Kans., is at the Palace.

A. S. Humphreys and wife of Honolulu are at the Palace.

John H. Dale, a cattleman of Eden Valley, is at the Russ.

C. M. Wheeler, an attorney of Eureka, is at the Occidental.

Charles Harrah, a prominent Philadelphian, is at the Palace.

Fred Waterhouse and wife of Honolulu are at the Occidental.

Mr. and Mrs. J. D. Stimson of New York are at the Grand.

William W. Dodge and son of Washington, D. C., are at the Palace.

A. B. Erickson, J. Hansen and Sam Lytel of Humboldt are at the Russ.

S. H. Hamburger, a well-known attorney of New York, is at the Palace.

G. N. Watson, F. R. Geoghegan and W. Greenwald of Eureka are at the Grand.

E. W. Thatcher, a hotel man, and Lucien Gaine of Hopland are at the Grand.

## NEWS OF FOREIGN NAVIES.

The British Admiralty has selected black as the best and least distinguishable color for torpedo boats.

The new Chinese cruiser Hal-yung of 2350 tons, built at Stettin, arrived at Shanghai July 22, manned by Germans and flying the German flag.

The British cruiser Nobe of 11,000 tons has passed through her eight-hour trial under full power and developed 16,344 horse power—334 over the contract—and made a top speed of 20 1/2 knots, which tallies with the calculated speed. The ship was somewhat light on a mean draught of 25 feet 3 inches, the intended load draught being 28 feet.

New Foundland is to have a naval reserve. Five hundred fishermen are to be drilled by special instructors from the royal navy, and as it is said that the men are to receive \$50 a month while under instruction, there should be no trouble about getting the requisite number of men and of the very best and hardest of any seafaring population.

The Brazilian torpedo cruiser Tarnago, 1088 tons, has been launched at the Germania yard, Kiel. The vessel is 208 feet in length, 28 feet 10 inches and on a draught of 9 feet 10 inches carries 100 tons of coal. The engines are 700 horse power and are to give a speed of 23 knots. Her armament consists of two 3.9 inch, six 2.2 inch, two 3.9 inch and two machine guns.

Of the 190 vessels in active commission in the British navy one-fifth are over 9000 tons. Twenty-two, including 20 battleships and two cruisers, are over 14,000 tons; 11 are between 12,000 and 14,000 tons, 7 of which are battleships; 19 are between 10,000 and 12,000 tons and include 2 battleships. Forty-three are less than 1000 tons. These 190 ships do not include torpedo-boat destroyers.

In Japan the navy is very popular, more so than the army, partly owing to the fact that the pay is better than in the army. A major in the infantry receives only \$27 a month and has to keep a horse, while in the navy an officer of like rank gets a higher salary and dispenses with the horse. There are now 256 naval cadets at the academy and 59 are to graduate this year. At the recent examination preparatory to entry there were 1083 applicants present from which to fill vacancies numbering only 130.

The British cruiser Powerful on the China station appears at last to have got her machinery into working order. She made the trip from Wei-Hai-Wei to Yokohama, leaving the former place at 7 p. m. July 27 and arriving at Yokohama July 30, at noon. Her first trial was of eight hours' duration, the engines working up to 15,562 horse power, giving a speed of 20 1/2 knots. The second trial lasted 2 1/2 hours, giving 21,045 horse power and 20 1/2 knots speed and the third trial of 1 1/2 hours resulted in 19 knots speed with 15,565 horse power. The average speed of the trip was 17 1/2 knots.

Accidents have been rather numerous of late in the French navy. The battleship Hoche ran on an uncharted rock in Quiberon Bay last month and had a narrow escape from becoming a total wreck. She is now in dock undergoing extensive repairs. The keel will have to be removed for the entire length, 198 feet, fear of bottom plating on each side was ripped open and the frames in wake of the rents have been broken and twisted. Two hundred men are at work repairing damages and while the ship is in the hands of the dockyard men it has been determined to give her a new set of boilers, all of which will take her out of service for at least a year.

Jeanne d'Arc, the latest French armored cruiser, is claimed to be the best ship of that type in any navy and far more rapid than the two master cruisers of Great Britain. The Jeanne d'Arc is of 11,270 tons displacement and has a belt of Harveyized steel 3 to 6 inches thick, while the Terrible and Powerful, nearly 2800 tons each, have no hull protection. The speed of the French cruiser is to be 23 knots, the three engines to develop 28,000 horse power. The battery is rather light, consisting of two 1.5 inch, eight 5 1/2 inch and two 3.9 inch in the main armament. On 36 feet 7 inches the ship will carry 1400 tons of coal, but the bunker capacity is 2100 tons.

## FREIGHTS TO CHINA.

The Association of Chambers of Commerce recently memorialized the Board of Trade in reference to the comparative rates of freight from English and American ports to China. This memorial was referred to the Liverpool Steamship Owners' Association for its observations. Mr. Norman Hill, the secretary, in reply, states that some time back the rate for particular class of American goods forwarded to Liverpool in transit to a Chinese port was, for the voyage from

Roman days, was first in fashion and excellence in Henry VIII's time. His fruit-eater, Richard Haines, who seems to have been one of the kindred members of his humbler entourage, who preserved his favor—the latter ones mostly found their way ultimately to Tower Hill, in London, new sorts from Flanders, and these were planted in Kent, whence grew the fame of its Kentish cherries. There is an account of a cherry orchard in Kent in 1540 of thirty-two acres which produced fruit that sold in those early days for \$1000 an enormous sum, as land at that time let at a shilling per acre.—From the Gentlemen's Magazine.

## ANSWERS TO CORRESPONDENTS.

NO PREMIUM—O. S. City. No premium is offered for quarters of the United States minted later than 1874.

VON MOLTKE—F. H. City. Helmuth von Moltke, marshal of the German Empire, was born in Mecklenburg, October 26, 1800.

A VICTORIA SIXPENCE—Subscriber, Sunol Glen, Cal. An English sixpence of the reign of Victoria bearing date of 1840, this department, but a selling value of from 25 to 40 cents.

ENLISTING IN THE NAVY—S. H., Modesto, Cal. The naval rendezvous in San Francisco, where applications should be made by those who wish to enlist, is at the United States navy, is at 19 California street.

NOTARY PUBLIC—E. M. F. City. The Governor of the State of California appoints all notaries, as many as the law allows for each county. Such officers hold office for two years and have to be recommended every two years. A man who wishes to be a notary public should have a general knowledge of the law, and this department, that he should be a lawyer, admitted to the bar.

DR. ORD—In answer to a correspondent a few days ago it was stated that when last heard of Dr. J. L. Ord, formerly surgeon, U. S. A., was a resident of Monterey. A correspondent in that form, this department, that some time since the doctor removed from Pacific Grove, which is adjacent to Monterey, and thence to his residence in Washington, D. C., at the home of his daughter.

MARRIAGE AND DIVORCE—C. B., Vallejo, Cal. If a man obtains a divorce in the State of California, he cannot marry in this State until a year after the issuance of the decree. If he wants to marry again he may go to another State and marry. In all the States and Territories excepted, New Jersey, New York, North Dakota and Oklahoma a marriage license is required.

MAIL FOR HONOLULU—Reader, Hayward, Cal. Mail for Honolulu will leave San Francisco at 10 o'clock on the morning of the following dates: September 2 and 17, October 1 and November 11 and 20. Via Vancouver, B. C., it will leave at 7 o'clock in the morning on the following dates: September 22, October 20, November 17 and December 15. It is possible that there will be intermediate dates, but as to that there is no certainty.

DARK DAYS—G. E., Pacheco, Contra Costa County, Cal. There have been a great many dark days in the past hundred years or more. On the 19th of May, 1780, there was the dark day of New England. It extended from Maine into New York and New Jersey, and in most of the States in Massachusetts and the lower portion of New Hampshire. It lasted from 10 o'clock in the forenoon till midnight, and during its prevalence it was impossible to see the sun or stars. The day was lighted within doors, and animals, mistaking the hour, went to sleep. January 1, 1815, was dark in Canada, and on the 21st of October of the same year was another dark day. Thomas Noble, who took observations of the solar eclipse, wrote: "The day (21st) was so dark that they were forced to light candles to eat their dinners by." This could not be from an eclipse, as the solar eclipse being on the 26th of November, 1815, the day was so dark in London, England, that it was recorded that "in the neighborhood of Chislehurst, where the day was so dark that the driving stages were obliged to dismount and by the aid of candles to proceed on their way." On the famous dark day in New England had come a Professor, Dr. A. B. Barnard, who thought that the day of judgment had come. He said that the presence of ordinary clouds of unusual volume and intensity. Superstitious persons associate such days with the day of final judgment.

## THE SIMPLE TRUTH.

The San Francisco Call account to be congratulated on its special account of the Republican State Convention at Sacramento. Its account of the proceedings was exactly as stated in the caption—"complete." Vallejo Chronicle.

Cal. grape fruit 50c per lb at Townsend's.

Buy wall paper and window shades at Clark's 653 Market street. Country orders solicited.

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## Northern Pacific Railway.

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## First and Second

Class rates for the reduced via the San Francisco route. Call at the ticket office, 625 Market.

"I see," said the elderly boarder, "that the papers says the Fox retreated doggedly. I wonder what sort of retreat that was?"

"Presumably," said the Cheerful Idiot, "they took to their bars."—Indianapolis Journal.

"Mrs. Winslow's Soothing Syrup" has been used over fifty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays pain, cures Wind Colic, regulates the bowels and is the best remedy for Diarrhoea, whether arising from teething or other causes. For sale by Druggists everywhere. Beware of cheap imitations. Every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. 25c a bottle.

HOTEL DEL CORONADO—Takes advantage of the round-trip tickets. Now only \$50 per steamship, including fifteen days' board at hotel; longer stay \$2.50 per day. Apply at New Montgomery street, San Francisco.

## ADVERTISEMENTS.



what fine laundry work is, is where we receive recommendations, and which we value. When the old-time housekeeper tells you that our perfectly laundered linen is a marvel to her, or when our fine domestic or gloss finish is laid on shirt front, collar or cuff, you know that it is up-to-date and beyond competition.

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