

AMUSEMENTS.

BALDWIN THEATRE.—"The Case of Rebellious Susan."

COLUMBIA THEATRE.—"One of Our Girls."

TIWOLI OPERA-HOUSE.—"Satanella."

ORPHEUM.—"The Case of Rebellious Susan."

MOROSCO'S OPERA-HOUSE.—"A Flag of Truce."

ORPHEUM.—"High-Class Vaudeville."

ALCAZAR THEATRE.—"Mulchay's Visit."

ST. JAMES THEATRE.—"Trade Exhibition."

MONDAY, JULY 15, 1895.

CITY NEWS IN BRIEF.

The theaters this week have all attractions of unusual interest to offer patrons.

Charles Warren Stoddard has written a novel which will be published this year.

The CALL's weekly resume of news from the various fraternal orders is published to-day.

A ball was given at the Garibaldi Hall Saturday night for the benefit of the Italian Seaman's Society.

The Prison Director has reduced the price of San Quentin male jugbats to \$4.20 a hundred.

John C. Benz, an old miner, shot himself at his home, 1623 Powell street, yesterday forenoon.

It blew at the rate of 40 miles an hour on the bay yesterday, but almost a calm at Point Lobos.

The Berbers' Association picnic at Harbor View Park yesterday was well attended and most successful.

The St. Joseph Benevolent Society held its semi-annual meeting yesterday and elected three councilmen.

Time-tables of the railroad companies are published free of charge in the CALL for the accommodation of readers.

The attitude of the Solid Eight of the Board of Supervisors in relation to public trust is stated and the result indicated.

Champion Jones of Australia was defeated by J. Lawless and Austin Hendry in the San Francisco handball court yesterday.

The Weather Bureau forecasts for to-day in San Francisco: Fair weather, slightly warmer, with westerly winds.

The doings of society in town and country are recorded in to-day's issues. The resorts still claim a considerable patronage.

Marksmen were out in force at Shell Mound yesterday blazing away at the targets. The stiff wind prevented any high scores.

The outlook for the realty market is reported to be brightening steadily. The weekly review of transactions appears in to-day's CALL.

A deaf and dumb institute, erected through the efforts of the Sisters of Mercy of the Order of St. Joseph, will be opened in the city.

The Steiner Bros. gave a big barbecue to their friends yesterday, as a preliminary to the opening of their pottery works at Baden.

Rev. A. G. Wilson of the Second Unitarian Church preached to-day on "The Evil of the Stage and How to Remedy Them."

Rev. Dr. Goodwin, pastor of the California-street Methodist Church, discussed the work accomplished by the C. T. U. in his sermon.

J. K. Kigallon, the Denver champion, and Al Penney defeated R. Lenihan and J. Feeley at the Union handball court yesterday.

The Sacred Heart College will commence its routine work among the lower grades to-day. The higher grades will commence a week later.

The funeral of Chong Wai, a Chinese merchant made the victim of a highbinder's revenge, occurred yesterday with Taoist ceremonies.

At the service of the First Congregational Church last evening three addresses were delivered on "The Greatest Convention on Earth."

Convict Milton H. Lee of San Quentin has written a novel with a moral, but the Prison Directors will not grant him permission to have it published.

Thousands of people visited Golden Gate Park and the Cliff House yesterday. It was an ideal day for an outing and the people took advantage of it.

J. A. Clayton, the San Jose banker, had his arm hurt at the shoulder by Dr. W. V. Thorne yesterday. The operation was very successful one.

Rev. J. M. Taulbee delivered the first of his sermons on the objects of the American Protective Association yesterday at Metropolitan Temple.

Rev. J. W. Taulbee preached at the Central Methodist Episcopal Church last night on the subject: "Analogy Between Material Philosophy and Psychology."

In Placer County the mining industry is being stimulated by the gold strike in Nevada County by a large figure this year, according to Hon. Jacob Neff.

An alarm was turned in from box 514, early this night, for a fire at the corner of Geary street, caused by an overturned lamp. The damage was merely nominal.

Managers of Oregon steamers want to dock their vessels at the Golden Gate wharf as a great street is out of the way and the roadway leading thereto is in a wretched condition.

Comte and Comtesse Felix d'Hotelnstein and Marquis and Marquise de Nicolay of Paris, France, who were in the city for a week last month, arrived in town yesterday.

George D. Burton, the New York electrician who started the controversy over the effect of electricity on cats, was in the city yesterday and gave his views on the subject.

Convict Joseph Cook, who was formerly a Police Court clerk of this city, has made application to be released on parole. His health has broken down and he wants to die outside the walls.

Socialist meetings were held at Pythian Castle and the Turk-street temple last night. John W. Reynolds discussed municipal reform, the former, and P. O. Christlorn that of patriotism at the latter.

The French colony celebrated the anniversary of the "Fall of Babel" yesterday with great success. The celebration included a procession in this city and festivities on an elaborate scale at Shell Mound.

John (Catcherman of Vallejo), whose wife departed a few days ago, was in the city yesterday, called at police headquarters yesterday and asked for assistance in compelling her to return to him and her children.

The best rate of ocean steamers in 1874 was 14 knots an hour, says a sidewater expert. The Lucania and other ocean greyhounds now average 25 statute miles an hour in the New York and Queenstown route.

A corporation has been formed in Stockton for the manufacture of chemicals. It will make a specialty of the manufacture of tartaric acid and cream of tartar from the dregs of wine, which are formerly thrown away.

The officers of Marin County and farmers are hunting on the hills for a young Swiss named David Bullotti, who assaulted the sixteen-year-old daughter of a local farmer. He was lynched if caught by the friends of the injured family.

Emmanuel Baptist Church, the scene of the double murder with which Theodore Durrant is charged, was visited yesterday by a large and solemn service attended by large congregations. Nothing occurred to mar the impressive-ness of the occasion.

At the last regular meeting of the Congregational Church of San Francisco, the following officers were installed: President, E. Sternberg; vice-president, Theo. B. Jones; treasurer, M. Lewis; secretary, Prof. D. M. Jones; and Michael, Baruch, Chas. L. Spino and S. Fisher.

John Cook, 227 Minna street, while on his way home about 2:30 A. M. yesterday was accosted on Fifth street by three men, who asked for a money bag. Cook refused to give it, was beaten and robbed him of \$3. He was so badly injured that he had to be taken to the Receiving Hospital.

The yacht Queen won the San Francisco Club regatta yesterday over the undisputed ownership of the silver cup. The day was one of accidents, calm streaks and heavy gales. The race between the two former craft was for the first time and gave a splendid account of herself in the race.

Hon. J. H. Neff, president of the California Association, declares that the organization will not abandon the fight against the issuance of patents to mineral lands to the railroad. A meeting of the executive committee of the association has been called for the 29th inst. to formulate a plan of campaign.

Steve Reagan, 521 Howard street, was walking along Mission street yesterday morning at 10 o'clock with his brother Peter, when they were met by Tim Myhan and two friends. A fight ensued and Steve and Myhan were badly injured. Steve and Peter Reagan will have to answer today to a charge of disturbing the peace.

An open meeting of the Young Woman's Suffrage Club will be held this evening at 909 Broadway street. The following programme has been prepared: The "Inventor's Wife," Mrs. E. M. Duran; song, "Little Baby Meenas"; Shakespearean game; Miss M. Young; song, "Banjo and Banjo"; Miss M. Young; paper, "Inventor's Wife"; banjo solo, "Little Baby Meenas"; Miss M. Young; field; address, "The Advantages of Woman Suffrage," W. C. Kyle.

LIGHTS OF LITERATURE.

Bret Harte's Editorship of the Original Overland Monthly.

"GOLDEN ERA" SPACE WORK.

Charles Warren Stoddard Has Written a Novel to Be Published This Year.

Sitting at one of the little tables in the court of the Palace Hotel yesterday A. Roman, the founder of the Overland Monthly, spoke of the contributors whose literary work did so much to win world-wide recognition for the magazine.

"Yes, I consulted Bret Harte about starting the magazine," said Mr. Roman. "I did not know Harte at that time, but Charles Warren Stoddard spoke so highly of him that I made his acquaintance and unfolded to him my plans for establishing a literary monthly on the Pacific Coast. Harte did not seem to be much taken with the idea and was inclined to discourage the enterprise on the ground that the field was too narrow.

"After a lapse of some time I resolved to publish the magazine and engaged Noah Brooks, Dr. W. C. Bartlett and Bret Harte to get out the first number. I paid each of them \$50 a month. Harte, who was then employed in the United States Mint of this city, had more leisure time than either Bartlett or Brooks and so gave more personal attention to the work of reading manuscripts than the others did.

"Before the second number was published Harte came to me and said, 'I will do all the work if you will pay me what you have been paying the three—\$150 a month.'

"I assented to this arrangement and Harte became editor of the Overland Monthly."

Replying to a general line of inquiries Mr. Roman said he understood that Harte was now a lion in English society. "Harte made money here in San Francisco, in Boston and New York," said he. "Many of his friends and admirers advanced him money. Osgood of Boston paid him \$10,000 for a year's work, and Bliss, of the American Publishing Company, paid him large sums of money. The question, what does Harte do with all the money he makes? He has been asked of me hundreds of times. I do not know and do not care to know. It has been suggested that he gambled and lavished his wealth on women, but the subject never interested me. His letter to Hay, acknowledging the efforts of friends to keep him in the consular service, is the only acknowledgment of kindness that I ever knew Harte to make."

Charles Warren Stoddard, the poet of the South Seas and professor of English literature in the Catholic University of America, has found memories of Bret Harte and the kindest of admiration for A. Roman. Of the latter he said yesterday: "He is a Roman in the broadest sense. It was his work, his money and his faith that established the Overland Monthly."

"I knew Bret Harte very well," resumed the genial professor in his kindly reminiscences of the early seventies. "Harte was very good to me, indeed, and I shall not forget him. Neither shall I forget dear old Joe Lawrence who paid me the first money I ever earned. When he called me into the editorial office of the Golden Era and asked, 'Did you write this,' indicating something that had been published in his paper, I replied in the affirmative, and he then said, 'Young man, continue your work for the Golden Era. I will allow you a dollar a column.' It was the happiest day of my life. I was to be rich; wealth and literary honors were to be mine. Dear old Joe, he was good to Charley."

The reverie of the poet was interrupted by the abrupt question: "Is Mark Twain broke?" Meanwhile some of the "dear old has been" who had been gazing into empty space came back to earth and awaited the reply.

"He is not 'dead broke,' but he has lost a great deal of money, and has had some trouble. You wouldn't fancy it, but Mark, with all of his reputed shrewdness, is a dreamer. Howells told me that the humorist had spent a whole lot of money on a type-setting invention. When the machine was supposed to be complete and needed only an ingenious contrivance of delicate mechanism to perfect it, Mark paid an inventive expert or genius a fabulous monthly sum to complete it. I think of hiring a man at \$1000 a month to finish a job. An idiot only would complete the task and cut off the salary. I would have too much business sense myself to complete a job that was paying me \$1000 a month so long as it was unfinished."

"I understand," resumed the professor, "that Mark will soon visit San Francisco on his trip around the world, and I presume he will lecture here. He cannot be very poor, for when he was married his father-in-law gave him an establishment of house, horses, carriages and home equipments costing \$50,000."

Mr. Stoddard was asked: "What are you doing yourself in literary work—do you write as well as lecture?"

With the glow of California summer on his cheek and the light of an evening in Bohemia in his eye, the poet exclaimed: "I have written a novel, 'My Sweetheart,' but that is not the title of it. The title is secret, and my name is not to appear as the author of the book."

"Does 'My Sweetheart' live on paper, or in the imagination, like the 'Annals of Bohemia'?"

"Bless your heart, it is type-written—ninety thousand words. Now, I cannot tell you all about it to-day," continued the author, "because it is a long story. Three years ago I spent my summer vacation at Mrs. Dennison's beautiful home in Cambridge—you know, the mother of Selim and Fred Woodworth. Willie Woodworth is a charming and beautiful young lady—a year in charge. Life was made so pleasant for me! Well, I finished my novel there, rolled up the manuscript and resolved not to look at it again for one year. At the expiration of a year I unrolled it, read it over and rolled it up again. Another year elapsed. I read it again and had it type-written."

"When I told this to one of my friends in New York, who is a prominent writer, he exclaimed: 'How fortunate you are. I am compelled to put everything I write on the market at once. Engagements are made for prompt delivery, and the copy must be ready to the day.'

"The interview was here interrupted by some people who dragged the poet to dinner.

"What are poets good for?" is a question that Paul Neumann used to answer by telling the story of a great King and the splendid court of the kingdom. One of the courtiers made bold to express his ideas of men in general and poets in particular,

ALL HAIL TO THE QUEEN.

Ed Howard Once More Pilots the Speedy Yacht to Victory.

JOHN BENZ' SUICIDE.

WON SAN FRANCISCO'S CUP.

A Day of Calms, Heavy Gales and Accidents—Splendid Work of the Zeolus.

"It will be a great day for the race," commented Commodore Gutte of the San Francisco Yacht Club, as his head appeared above the cockpit-rail of the *Chipsa* yesterday morning and his practiced eye swept the horizon. Down through Hurricane Gulch the wind was piping free, and away off to the southward the whitecaps were dancing like corymbes in the Tivoli ballet. Close over toward the shore lay Charley Morrell's *Queen*, with both hands on the silver cup and her weather eye open to the main chance. From the long list of crack boats which had been entered the *Queen's* chances did not appear to be of the best, but the confidence of those on board never abated a whit. Ed Howard was on hand to guide the fleet craft through calms and puffs to the winning stakeboat, and the lady mascot was also in evidence.

The race was not as eventful as regattas

in the Satellite and the launch was in racing trim, but at the last moment Colonel Knight backed out and went fishing.

"Humph!" ejaculated the doctor, savagely, "there are other times to go fishing and then he embarked in the Satellite and made the spray fly as the launch skimmed over the waves like a bullet from a gun. The Daring broke one of her after propeller blades, so there was no race. Colonel Knight wants to race in rough and smooth, and yesterday would have been just the day over the clubhouse course.

In the regatta the *Sappho* was the first to get away. She shaped her course almost directly for Shag Rock, while the *Ella*, which followed her, hugged the shore to catch the flood tide and make an easy sail around the rock. McCarthy, in setting the course, kept away from the shore to avoid the calm streak, but both yachts got it just the same.

The *Sappho's* commander had made the shrewdest reckoning, though, for when he drifted out of the calm he was almost on top of Shag Rock. He sped away for the Frolic, far in advance of the rest, and had the road clear for the home stakeboat. The boat that there is always wind to be found on the San Francisco course was fulfilled, but it was found where it was least expected. Up near Richardson's Bay, where the breeze is always light and baffling, there was a good wind all day, and there was little difficulty in rounding the last stakeboat.

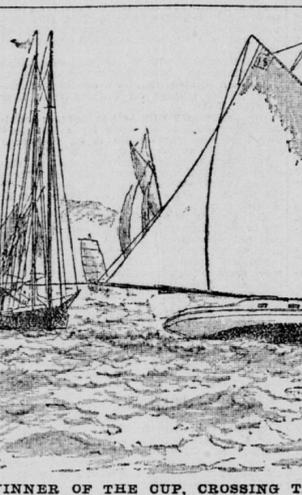
The *Sappho* met with her accident near Shag Rock the second time around, and it was here also that the *Queen* nearly came to grief. On the first half the *Sappho* approached the rock with caution and with her topsail down. She found the wind so favorable that the second time she jibed, everything was set and crack went her topmast. The stick went through the mainmast and the boom cracked at the same time. Quick as a flash the young sailors cleared away the wreckage and the main boom was spliced, while the *Sappho* cuddled along to the Frolic. The *Queen* met with her mishap opposite Hurricane

gulch. A puff of wind snapped the topmast and the broken stick was still dangling when Shag Rock was reached. Howard "wing-and-winged" the mainmast and had to go twice into the wind before it was cleared.

At the end of the race Kelly of the Harpoon took a sensational header after the yacht's small boat. He attempted to grab the painter as the Harpoon rushed by the float in front of the clubhouse, and losing his balance, over he went into the bay. A ducking does not bother a yachtsman half as much as losing a race, and the next moment Kelly bobbed up serenely and secured the boat.

The result of the regatta was as follows: Fastest time over the course, *Queen*; winner in first class, *Sappho*; winner in second class, *Queen*; winner in third class, *Zeolus*; winner in fourth class, *Flash*.

The classified result of the race is as follows:



THE YACHT QUEEN, WINNER OF THE CUP, CROSSING THE FINISHING LINE. (Sketched by a "Call" artist.)

of yore, but as usual there was work left for the ship-carpenters and sail-makers. The boats were beset with calm streaks and heavy gales. Down near Shag Rock old bores was holding high carnival, and there was a time when the seaworthiness of every craft was tested to its limit by the endurance. The *Queen* won the regatta and the undisputed ownership of the Hammersmith & Field trophy, and the latter will hereafter grace the table in the cabin of the saucy sloop.

The *Sappho* made her usual good showing, but she experienced hard luck in the calm streaks, her topmast snapped and ripped the mainmast and her boom was split at the jaws. For all this she traveled around the course like a racehorse and finished the triangle, but when it did blow it came in great gusts. Down near Shag Rock old bores was holding high carnival, and there was a time when the seaworthiness of every craft was tested to its limit by the endurance. The *Queen* won the regatta and the undisputed ownership of the Hammersmith & Field trophy, and the latter will hereafter grace the table in the cabin of the saucy sloop.

Not a few who witnessed the race were ready to bet that the *Ella*, and Ames did all he could with the sloop, but he was virtually thrown out of the race rounding the *Chipsa* for the first time. The *Mischief*, which has recently changed her name and owner, followed the race at a distance, and served Ames a mean trick. Both the *Lois*, as the boat is now called, and the *Ella* were legging it to the *Chipsa*, with the *Lois* in the lead, but she was kept on and blanketed the *Ella*. The latter had to come about again, and was sent so far to the leeward that she almost fouled the *McArthur* before she could tack.

The *Queen* parted with her topmast after rounding the *Chipsa*, but she quickly picked up her lost time and seemed to go better for it. The Harpoon also smashed her top stick, but she showed up well, despite her accident, and gave the winners a good brush for first place.

The *Zeolus*, Morrow & Westerfield's new craft, was tried out for the first time, and her performance must have satisfied her owners and builder. She stood up like a rock in the heaviest weather and ran like a deer on the ocean. She was sailed by Frank Stone, and all she required was more ballast to give the *Queen* the race of her life. At one time it was thought that she had a mortgage on the cup, but the mistake was corrected, and she was given a year's time allowance. But she won in her class, and the *Zeolus* will be heard from yet.

The *Pride of the Bay* was in the first class, but her captain evidently had forgotten the fact, and she was sailed by the *Whirlwind* 1 minute and 23 seconds.

Great things were expected of the *Molly Woggin*, as the old veteran, Captain Matthew Turner, her owner and builder, was at the wheel. But she, too, got too much wind, and—snap—went her gaff and left the rigging hanging down.

The *Whirlwind*, with her piratical and picturesque looking captain, Admiral von Schmidt, made the prettiest maneuvers of the day. The *Catherine* and *Flash* were on the tack about the Frolic at the Angel Island stakeboat, and were just rounding the stern, when the *Whirlwind*, with her slab-sided mainmast, sneaked in between the *Flash* and the Frolic, just grazing the boom of the jigger, and squared away for the home. For all her clever work, though, the *Zeolus* beat her.

The Rover dropped out of the race the second time around to Shag Rock. Bruce had reckoned without the flood tide, and both owners have apparently given up for nearly half an hour he got it up and went home. Shag Rock always was a hoodoo to the Rover. In the class for small boats the *Flash* took first honors, with the *Catherine* in second place. The *Mignon* giving the latter a very close run.

The regatta committee consisted of Matthew Turner, H. H. Jenness and J. Guitte; the judges were Charles G. Yale and J. M. Shotwell, and the timekeepers Charles Hill and R. Hommedieu.

There was to have been a race for launches in the morning in which were entered the *Athlete*, *Satellite* and *Daring*. The race between the two former craft was looked forward to with great interest. The *Athlete* is owned by Colonel George A. Knight, and the *Satellite* by Dr. V. P. Buckley. The boats have been rivals since the plans were drawn for them, and both owners have apparently been too willing to have a go. Yesterday was to decide the merits of the two launches, but Knight failed to put in an appearance, Dr. Buckley had a new propeller put

SPUR TRACKS WILL GO.

Park Commissioners Say They Will Have the Rails Removed.

The spur track of the Southern Pacific that has obstructed and spoiled the great ocean boulevard for nearly two years now will be removed. The statement is made upon the authority of Park Commissioners Austin and Rosenfeld, and since they have exclusive jurisdiction over that part of San Francisco their word must carry weight. They have said that the spur tracks, and all of them that now exist illegally, will be removed. Just when, however, has not been determined, and Commissioner Rosenfeld says a few days will be needed to settle this point.

In answer to the direct question, Will the Park Commissioners remove the spur track from the ocean boulevard, Mr. Austin said, yesterday:

"The Park Commissioners are in no way interested in the spur track or its retention, except so far as it benefits the park. In reducing the expenses there the people are benefited in a corresponding reduction in taxes. Now I will explain how this benefits the people.

"This spur track was built for the sole purpose of aiding the Midwinter Fairs. Prior to that period and a few months afterward we were able to get all the loam needed in the park from Berkeley. When that was exhausted we looked around for some cheap way of supplying the deficiency. The Merchants' Association offered to give us the street sweepings at the nominal cost of 25 cents a yard, and we gladly accepted the proposition. Then it was that the spur track became of benefit to the people, for the Merchants' Association could only afford to supply the sweepings at the figure named on condition that the Southern Pacific would haul the refuse at a reasonable rate.

"When this track is torn up it means that we must send seven, possibly ten, miles for the loam necessary to the life of the park. Instead of costing us 25 cents a yard we will consider ourselves lucky if we can get it done for 75 cents. If the railroad people can be believed they are not making a cent out of the contract with the Merchants' Association."

Mr. Austin made the latter assertion Mr. Rosenfeld exhibited the following letter from the Southern Pacific. The letter speaks loudest for itself and is as follows:

SAN FRANCISCO, July 10, 1895.

Mr. Joseph Austin, Chairman Golden Gate Park Commission, City of San Francisco:

Reference is made to your letter of the 6th inst. whereby this company has for some time been transporting from this city by Golden Gate Park street sweepings at rate of \$5 per car. I learn that since July 1 we have, as prior to that date, been shipping the sweepings for transportation to the city at the rate of 25 cents per yard, I regret to say, that this company has rendered the service at an actual loss, and it is therefore impossible to continue the arrangement, under which circumstances we best respectfully ask that your honorable board will cause such instructions to be issued as will either cause the discontinuance of this traffic, or, if it be your desire to continue it, that opportunity be given for readjustment of transportation charges as necessary to render the service for the expense of performing the same. C. F. SPURGE.

The manufacture of typewriting machines has in late years grown to very large proportions. This is one of the newest of our manufactures.

FURNITURE moved, stored, packed and shipped at low rates by Morton Taylor Street, 31 Geary street and 408 Taylor Street.

ALONG THE WATER FRONT.

The Oregon Navigation Company Wants Pacific-Street Wharf.

RAILS FOR THE VALLEY ROAD.

There Was a Gale on the Bay Yesterday, but Almost a Calm at the Heads.

There was quite a change in the weather's traditional condition at the heads and on the bay yesterday. At Point Lobos it was not blowing strong enough to drive the fog away at 2 P. M., while off Meigs wharf the wind kept piping at a 40-mile gait. The small yachts had, therefore, all they could do to stagger along under double-reefed canvas. At 5 P. M. the wind had fallen at the heads from six to four miles an hour, while in the bay it had increased, if anything, and the fishermen and crabbers on the Powell and Lombard streets wharves had a hard time of it.

"I wonder what the speed of ocean steamers will be twenty years hence?" said Captain Hawley of the Spreckels Tugboat Company yesterday. "The Atlantic liners are now making twenty-five statute miles an hour between New York and Queenstown, and it is safe to say that that record will be broken in the near future, perhaps by the St. Louis. It is interesting to note how rapidly the swiftest average running of the best steamers has advanced within recent years. Twenty-one years ago there were still on the coast of the United States in the main west of the Atlantic, and she was one of the fastest—the old Scotia. Her best average between New York and Queenstown was just fourteen knots an hour.

In 1875 the City of Berlin made fifteen knots and the Germanic and Britannic of the White Star line brought it up to fifteen and a half in 1876 and 1877. The Arizona left them behind in 1879, and in 1882 she took the record for two years, and in August, 1884, the Oregon of the Guion line made nineteen and a quarter knots, and that was exceeded a little by the Umbria and Etruria. The City of Paris, now the American steamer Pacific, touched twenty knots in September, 1889, the Campania exceeded twenty-one knots in 1893, and the Lucania almost reached twenty-one and three-quarter knots in 1894. It will be seen that the rate of speed is just one-half more than it was twenty years ago."

The sugar steamer *Kaualui* arrived from the Hawaiian Islands yesterday. She was ten days and twelve hours making the trip, so all the news was anticipated by the arrival of the *Miwera* at Vancouver, B. C., yesterday. The *Kaualui* went direct to the sugar refinery.

The cruiser *Olympia* was thrown open to the public yesterday, and a large number of people availed themselves of the opportunity. The tug *Ethel* and *Marion* carried many visitors to the ship until the boatmen began to cut the rates. The steamer charged 25 cents the round trip and the boatmen offered to make the journey for half that price, and so secured the most passengers, but the public did not make much of the cheap rate. They all paid their money going, but in returning many of them could not find their boatmen and had to pay a return fare on the tug.

There is a movement afoot to have the Harbor Commissioners arrange Pacific-street wharf for the Portland steamers. At present the vessels dock at Spear street, which is in an out-of-the-way hole and the approaches to which are in a state of ruin. An antiquated one-horse car line runs within a block of the wharf and then the passengers for Oregon have to pick their way along a wooden pavement full of holes to the wharf. If the change is made the steamers will be in the middle of the traffic on the front and the passengers would be convenient to all the car lines.

The steamer *Portland*, better known as the Haytian Republic, came down from Port Costa yesterday, where she has been laid up for a long time. She has been chartered by the Alaska Packers' Association and will make supplies to the canneries and bring down salmon.

The fact that it was Sunday did not stop work on the steamer *Washtenaw*. The San Joaquin Valley Road Company wants her cargo as quickly as it can get it, so the steamer is being loaded with goods on all day. The *Ajax* was loaded by noon and the steamer A. C. Freese at once took her in tow and started for Stockton.

The Society of Old Friends will have an excursion to Vallejo next Sunday. The proceeds are to be devoted to the cemetery fund.

WITH RITES OF TAOSIM.

Funeral of Chong Wai, the Victim of a Highbinder's Revenge.

What a Departed Soul Goes Through According to This Oriental Belief.

The funeral of Chong Wai, the Chinese merchant who was shot by the highbinder, Mook Tai, at the corner of Washington and Stockton streets, Thursday evening, as the outcome of an old feud, took place with great ceremony yesterday afternoon.

It was one of the biggest funerals ever witnessed in Chinatown. The rites were celebrated by a Taoist priest, called a "naimoo," and there was the customary spread of edibles—pork and rice, already cooked—that was served to the guests as they journeyed through "tai yuk," as the other journey are called in the mythology of Taosim.

These appetizers are supposed, as offerings, to appease the wrath of the "shap wun deen," or departed soul, or that would place and intentionally bribe the "hun wun jen," or gatekeeper.

According to Taosim, which is somewhat akin to a crude kind of Buddhism, and was introduced into China long after Confucius flourished, a dead Chinese has a rather hard time of it, even in getting to the gate of hades, and even betide him if he should happen to be a poor man, or have no friends on earth willing to pave his way with offerings. For this reason bits of paper are burned as money offerings to the host of troublesome spirits, the gaudy of which the deceased must run, and if the offerings are sufficiently sufficient, the departed soul is admitted to the gatekeeper without much trouble. This explains why the Chinese, in their superstition, will do more for a dead man than for one who is still alive and in sad need of assistance. They fear that if they neglect the rites, the departed soul will be unable to come back and injure them in some way, whereas a living man is not, according to them, capable of any such power.

While in hades the deceased must pass through the ordeal of the ten judges. If he proves to have been a very good man while on earth he is permitted to become reincarnated as the son of some mandarin or some other great or rich man, but the tests prove him to have been faulty he is thrown into an immense windmill and thus turned loose to come into existence some time again as a bird or beast or fish. Believing as they do, the Taoists will not say anything that has blood in it, for fear they might be evouring an old acquaintance.

In the great Taoist temple in China the most picturesque and horrible punish-

THE MANAGERS OF THE PLAYHOUSES HAVE TO OFFER.

The attraction at the Baldwin Theater to-night will be the presentation of "The Case of Rebellious Susan" by the Daniel Frohman Lyceum Company. This play, illustrative of English society life, will treat of the "new woman."

"One of Our Girls," by Bronson Howard, in which Helen Dauvray will appear as the principal character, will be presented to-night at the Columbia Theater to-night. Every lady attending the performance will be presented with a handsome souvenir.

This evening Hoyt's farce-comedy "A Black Sheep" will be offered at the New California Theater. This is said to be one of the playwright's best efforts and is sure to provoke laughter from first to last. Otis Harlan will take the leading part.

The melodrama that will be presented at Morosco's Grand Opera-house to-night, "A Flag of Truce," is one that will contain some of the most realistic effects, such as never have been introduced on a stage in this city before.

The variety bill for this week at the Orpheum contains some new and interesting features. Among the number will be a wonderful test of the powers of Miss Kennedy, who, blindfolded, will tell a number of figures written on a slate by different people in the audience.

The opera of "Satanella," by Balfe, will be presented at the Tivoli Opera-house this evening for the first time in twelve years. Martin Pache, a new tenor, will make his appearance in the role of Count Rupert, supported by the other members of the company.

Thomas C. Leary and James F. Post, two well-known comedians, will make their appearance in Irish comedy at the Alcazar to-night. The piece chosen is "Mulchay's Visit." It is said to be a farce that will keep the audience in good humor the entire evening.

At the Macdonough Theater in Oakland there will be presented that interesting play, "The Old Homestead," which, during the three weeks' run in this city, proved such an attraction.

The amount of wealth invested in our manufactures is increasing in a larger proportion than that put into any other form of production.

New York is the wealthiest of the States. The value of its real and personal property reaches the enormous aggregate of \$2,651,940,000.

NEWSPAPER MEN MEET.

The Change of City Editors Accompanied by a Pleasant Supper.

A pleasant reception was tendered at Norman's on Bush street during the small hours of yesterday morning to John Lathrop of the Examiner and incidentally a warm welcome was given to Thomas Garrett, the new city editor of that newspaper.

Most of the bright writers of the Examiner staff were there. About fifty cover men were spread and there was no adjournment until every one had been given an opportunity to say his respects to the two guests of the evening.

Mr. Garrett takes charge of the city desk of the Examiner to-day. For about two and a half years he had been city editor of the Chronicle, but resigned from that position to succeed Andrew Lawrence. Before he joined the Chronicle staff Mr. Garrett was city editor of the Evening Post. He is an Oxford graduate and has made a fine record as a leader of newsmen from that position to succeed Andrew Lawrence. Before he joined the Chronicle staff Mr. Garrett was city editor of the Evening Post. He is an Oxford graduate and has made a fine record as a leader of newsmen from that position to succeed Andrew Lawrence. Before he joined the Chronicle staff Mr. Garrett was city editor of the Evening Post. He is an Oxford graduate and has made a fine record as a leader of newsmen from that position to succeed Andrew Lawrence.

NEW TO-DAY-AMUSEMENTS.

CALIFORNIA THEATRE.

THE BEST IS NONE TOO GOOD AND NOW WE HAVE THE BEST! The Merriest of All Merry Events, THIS VERY NIGHT FIRST TIME HERE HOYT'S Roaring, Rollicking, Frolicking "A BLACK SHEEP!" You WON'T SMILE, BUT YOU'LL HA HA AND LAUGH GOOD AND HEARTY TO-NIGHT DOWN DEEP, At That Funny OTIS HARLAN as "HOT STUFF!" AND THE BEVY OF PRETTY GIRLS, THE NEWEST OF NEW SONGS, STYLISH AND NEW GAMES, AND THE FUNNIEST FARCE! This Popular Playwright Ever Offered.

Columbia Theatre.

SPECIAL AND IMPORTANT ENGAGEMENT OF THE Well-Known Actress MISS HELEN DAUVRAY! Who Will Appear with the FRAULEN COMPANY. In Bronson Howard's Greatest of All Successes, "ONE OF OUR GIRLS!" The Record Play of the Lyceum Theater, New York, 314 PERFORMANCES Under the Personal Direction of Miss Dauvray. EACH NIGHT A FEW SEATS REMAINING. This Evening Will Be Presented With an Elegant and Costly SOUVENIR.

MOROSCO'S GRAND OPERA-HOUSE.

The Handsomest Family Theater in America. WALTER MOROSCO... Sole Lessee and Manager.

EVERY EVENING AT EIGHT, SEVENTH WEEK OF THE EMINENT! Author—Actor—Manager, WALTER SANFORD. In the Superb Scenic Success, "A FLAG OF TRUCE!" EVENING PRICES—25c and 50c. Family Circle and Gallery, 10c. Usual Matinees Saturday and Sunday.

BALDWIN THEATRE.

TO-NIGHT—MATINEE SATURDAY! DANIEL FROHMAN'S LYCEUM THEATRE COMPANY. FIRST TIME HERE OF "THE CASE OF REBELLIOUS SUSAN," Next Week—Second Week Lyceum Co. "THE AMAZONS." Seats now on sale.

TIWOLI OPERA-HOUSE.

Mrs. ERNESTINE KRELLING, Proprietor & Manager.

TO-NIGHT—ARTISTIC RENDITION OF Balfe's Melodious Opera, in Five Acts, Entitled "SATANELLA" OR—THE POWER OF LOVE! MARTIN PACHE... as... Rupert ALICE NIELSEN... as... Satanella W. H. KIRK... as... Annanias LAURA MILLARD... as... Lelia Beautiful Scenery! Correct Costumes! Brilliant Light Effects! Popular Prices—25c and 50c.

ORPHEUM.

O'Farrell Street, Between Stockton and Powell.

AN UNPARALLELED PROGRAMME Novelty and Comedy Par Excellence! THE KENNEDY BROS. KENNEDY and LORENZ. THE MUEHLENMANN TRIO. BLOCK-SM and B. G. THE DE FORESTS, BARTLETT and MAY. MILLAR BROS. GILBERT and GOLDIE. LES FRERES MARTINETTI. Reserved seats, 25c; Balcony, 10c; Opera chairs and Box seats, 50c.

MACDONOUGH THEATRE (OAKLAND).

4 Nights and Wed. Mat. Beginning To-night "THE OLD HOMESTEAD." "THE OLD HOMESTEAD." Prices—Ev'ngs, 25c, 50c, 75c, 81c; Mat., 25c, 50c, 75c.

RUNNING RACES.

CALIFORNIA JOCKEY CLUB RACES, SPRING MEETING!

BAY DISTRICT TRACK.

Races Tuesday, Wednesday, Thursday, Friday and Saturday—Rain or Shine. Five or more races each day. Races start at 2:30 P. M. sharp. McAllister and Geary street cars pass the gate.

ments are exemplified by the paintings, carvings and sculpture and many a bold robber has been horrified into conversion by simply being forced to look at them. One illustration shows a departed soul being thrown into a pot of boiling oil. "The ten judges of hell" are naturally among the greatest terrors of the Chinese mind.

After the ceremonies the remains of Chong Wai were taken to the "foon mow dai," Chinese cemetery, and placed beneath the soil with a good supply of choice delicacies.

There was a change in the weather's traditional condition at the heads and on the bay yesterday. At Point Lobos it was not blowing strong enough to drive the fog away at 2 P. M., while off Meigs wharf the wind kept piping at a 40-mile gait. The small yachts had, therefore, all they could do to stagger along under double-reefed canvas. At 5 P. M. the wind had fallen at the heads from six to four miles an hour, while in the bay it had increased, if anything, and the fishermen and crabbers on the Powell and Lombard streets wharves had a hard time of it.

"I wonder what the speed of ocean steamers will be twenty years hence?" said Captain Hawley of the Spreckels Tugboat Company yesterday. "The Atlantic liners are now making twenty-five statute miles an hour between New York and Queenstown, and it is safe to say that that record will be broken in the near future, perhaps by the St. Louis. It is interesting to note how rapidly the swiftest average running of the best steamers has advanced within recent years. Twenty-one years ago there were still on the coast of the United States in the main west of the Atlantic, and she was one of the fastest—the old Scotia. Her best average between New York and Queenstown was just fourteen knots an hour.

In 1875 the City of Berlin made fifteen knots and the Germanic and Britannic of the White Star line brought it up to fifteen and a half in 1876 and 1877. The Arizona left them behind in 1879, and in 1882 she took the record for two years, and in August, 1884, the Oregon of the Guion line made nineteen and a quarter knots, and that was exceeded a little by the Umbria and Etruria. The City of Paris, now the American steamer Pacific, touched twenty knots in September, 1889, the Campania exceeded twenty-one knots in 1893, and the Lucania almost reached twenty-one and three-quarter knots in 1894. It will be seen that the rate of speed is just one-half more than it was twenty years ago."

The sugar steamer *Kaualui* arrived from the Hawaiian Islands yesterday. She was ten days and twelve hours making the trip, so all the news was anticipated by the arrival of the *Miwera* at Vancouver, B. C., yesterday. The *Kaualui*