

THEIR PLEDGES BROKEN.

Railroad Commissioners Who Have Not Lived Up to Promises.

DR. STANTON STILL PRACTICES.

Meetings Frittered Away in Wrangles Over Patronage and Minor Matters.

The people of California elected James L. Stanton, H. M. La Rue and William R. Clark to the important positions of Railroad Commissioners in a State where the railroad interests are immense, and the people have a right to know what they are doing to earn their salaries and the honors thrust upon them.

It would take far more space to tell what they have not been doing than to relate what they have accomplished. It would also take time to tell of the pledges disregarded and the time frittered away by men who were chosen to guard the people's interests and compel the Southern Pacific Company to keep within the law.

These pledges were strong and were received with much enthusiasm at the time of the election. For instance, the platform of the Democratic party, the organization that nominated Messrs. La Rue and Stanton, who form a majority of the board, contains the following pledge:

We pledge our candidates for the Railroad Commission to reduce the rates of freight and passenger fares one-half, and that during their term of office they shall pursue their official labors unhampered by the demands of any business or avocation. And we further pledge them to initiate needed reforms in the freight schedules and classifications without a formal complaint being made.

Both Commissioners La Rue and Stanton were perfectly well aware that the platform contained these words, but it was their intention to live up to them? Apparently not, from what has happened since the time they took their seats and began wrangling over patronage. The pledge specifically says that in case of election they shall give up the business in which they are engaged and devote their entire time and attention to the business of the commission. Has this been done? In the case of the San Francisco Commissioner certainly not.

The brass sign announcing that Dr. James L. Stanton, surgeon, is still in business and ready for patients are at the door of the door at 659 Clay street, and those who mount to the head of the stairs can walk, at the proper hours, directly into the snug laboratory of the Commissioner, who will attend to his patients as soon as a string of patients who are ahead of him can be ministered to.

Dr. Stanton seems to be largely in business, and if appearances are any criterion so much so as to preclude his doing much else than attend to his practice. At an attendant said yesterday that he could also be seen from 7 to 9 in the evening by those who were unable to avail themselves of his services during the day.

Of the words of the platform pledge were so strong enough to bind Dr. Stanton, how about those of Andrew Clunie, who nominated him before the convention and stood sponsor for him all through?

When Dr. Stanton's name was mentioned George T. Mays interposed and asked: "Is it Dr. Stanton's intention to give up his practice and devote his full time to the business of the commission if he is elected?"

To which Mr. Clunie replied: "Yes, it is his intention to give his life, if necessary, to down this corporation."

This was putting it pretty strong and placing Dr. Stanton more in the light of an anti-monopolist than he had been previously, but perhaps Mr. Clunie had been misled by the words of the platform. At a later Dr. Stanton's "downing" has been a very mild operation thus far.

But a more serious phase of the broken pledge lies in the promise to reduce the number of freight rates from 100 to 50 and to bring about needed reforms without formal complaint being made to the commission.

H. M. La Rue said, while he was being held as a candidate for nomination, he pledged myself to reduce to the lowest possible notch. Mr. La Rue is president of the commission and a man of standing in Sacramento.

The minutes of the meetings of the board, which began early in January, and have been held at least twice a month since that time, will show whether or not the pledge relating to the number of freight classifications has been fulfilled.

Denied of the verbiage of minute books they amount to about this much: First meeting—Temporary organization. Second—More organization. Third—Permanent organization. Fourth—Quarrels over patronage. Fifth—More quarrels over patronage. Sixth—Communications placed on file; more freight reductions. Seventh—More communications placed on file.

And so on to the present time, with occasional brighter spots, and some of the officials appearing and speaking in behalf of some of the changes advocated in one of the aforementioned communications.

Not one word of reductions in the number of freight classifications has been made at this time, and the echoes of the campaign had hardly died away and the people were looking to the new commission as to a new broom.

The people elected these men, and the people have a right to call them to account for their official acts. Will they be called to time or will they be permitted to go on breaking pledges and frittering away the people's time?

On the subject of the Southern Pacific made the startling statement that the company has voluntarily reduced rates, but how great or how small the reduction has been they are unable to say. The figures are not obtainable, but there is no doubt that the corporation has made some reductions, and the faithful ones at Market and Montgomery streets, who laugh when Huntington smiles and sob when he sighs, say they were made solely to the belief of the people. Merchants and shippers who ought to know say that no reductions such as was contemplated in the pledge taken by the Railroad Commissioners have been made, and that all the reductions were either of no value or were ordered to freeze out competitors.

J. C. Stubbs, third vice-president of the Southern Pacific Company, made the broad statement that there is no doubt that the company's freight rates had been systematically reduced within the last two years. He could not say how much, even approximately, these reductions amounted to in aggregate, though he did not believe they reached anything like 25 per cent.

"Our policy," said he, "has been one of voluntary reduction of freight rates, though, of course, it is not possible to say, and what has been done in that direction."

Utah a sharp cut in the long list of commodities has been made owing to a reduction in freight rates from the east to Utah.

"Montana rates were recently reduced for the same reason, and that cut will make an important decrease in revenue."

"The East-bound rates on seedling oranges have been reduced 20 per cent."

"The adoption of class B rating on California wines in wood, thereby placing that freight in a lower and cheaper class for transportation, has made many liberal reductions."

"Could you not give approximate figures on the total reductions?" was asked.

"That would be exceedingly difficult," was the reply. "We should have to take up every item and find the percentage in each case and also estimate the tonnage in other cases and then compare both with former tariffs. These instances, however, give a fair idea of the reductions made up to the present and our latest cut is 50 cents per 100 pounds on canned goods from California common points to New Orleans and New York, to take effect August 5."

Frank S. Johnson of the Johnson-Locke Company by comparison.

"The only reduction we hear the Southern Pacific has made is in the matter of canned fruits. This rate was formerly 75 cents, but two weeks ago it was reduced to 50 cents. We do not know of any other change in New York and New Orleans only, and is not concurred in by the general transcontinental lines reaching into the great interior, where most of the canned goods are consumed."

"This cut rate does not affect us in any way. What canned goods we can take in August, September and October on our ships we have already contracted for, and consequently reductions in any rates of freight we wanted. Our rate is not affected by the reduction of the Southern Pacific. The only practical result we can see is that the railroad company has succeeded in lowering its own rates, making it unquestionably well benefited California."

Mr. Williams, of Williams, Brown & Co., corroborated the statement of Mr. Johnson, adding that so far as he knew, there had been no material reductions in freight rates in California within the last two months. In this connection it might be well to state that any change in Eastern freights, whether increase or decrease, is not due to the efforts of the Railway Commissioners of this State. Any general change of freight charges is due entirely to the railroad officials, or to the United States Commissioners.

Mr. Michaels of Langley & Michaels said: "I can state emphatically that there has been no reduction in any rates of a character to benefit us. It is true there have been some changes in which the tariff on certain lines has been materially lessened, but in every instance the article so favored has been a matter of course from this point. We have never asked for a reduction simply because such a proceeding would be a mere waste of time. Where there is no competition the question of rates on a certain article is a river that is wholly within the province of the railroad. The so-called reductions do not benefit us a cent."

The firm of Baker & Hamilton seems to have had a little to say in the matter. Pacific than most commercial houses in San Francisco. According to Mr. Hamilton the present rates are perfectly satisfactory to them, and further than this, he says they are a matter of course from the Southern Pacific that was not responded to. Mr. Hamilton said yesterday:

"We are perfectly satisfied with the rates given us by the railroad, and I think every other firm in San Francisco is equally well pleased. Last fall Mr. Smurr asked us to send a competent man to Ogden to look over the field and then make such recommendations as we thought would benefit the hardware trade of San Francisco."

"We did this, and yesterday received a revised tariff for Ogden and Salt Lake City, in which reductions reaching as high as 50 per cent were made. This enables us to compete with Los Angeles and other points—something we have never been able to do until now."

Some of the other hardware merchants, notably W. W. Montague and Dunham, of the same firm, also have had a favorable change reported by Mr. Hamilton. California rates are the same to-day with them as they were twelve months ago.

W. W. Montague, assistant manager of the Dairyman's Union, said: "The rates are satisfactory to us at the present time, because we are not shipping anything. It is not our season for doing business in transportation. If we were, I should say that the rates would be quite unusual for such a time as this, and that such a reduction as an example of how shippers are treated. Our freight is mostly in butter. Our annual shipment of this staple to New York and Eastern points amounts to something over 500,000 pounds."

In common with other shippers of this product we have asked for a refrigerator service over the Sunset route, but could not get it. The present unsatisfactory conditions are on condition that we should attend to packing the ice, etc."

"As to a reduction in rates, I will show you how most Southern Pacific reductions have been made. The present schedules announcing a reduction contain some sort of a 'joker.' It is never to be found on the surface, and it often happens that it is very skillfully concealed beneath a mass of apparently favorable figures."

"A year ago last July the company reduced the rate on butter from 2 cents to 1 1/2 cents per pound. At the same time the maximum weight of a carload was increased from 20,000 to 24,000 pounds. The benefit to the shipper was nil. He paid practically the same rate as before. This is the only reduction that has come under my observation during the past year or so. I have heard nothing of a general reduction of rates on anything else."

"The Railroad Commissioners, though pledged to look into the freight situation and order some reduction, have done nothing as far as I have been able to learn. I don't think the people expect much of this body."

A representative of Holbrook, Merrill & Co. said: "No general reduction in rates has been made nor is likely to be made, and the present unsatisfactory conditions will in all probability exist until we have competition. In the new road here our only hope of release from the clutches of a greedy monopoly. The Railroad Commissioners, however, have not shown any disposition to see that it has been a farce. Though its duties have been clearly defined by the constitution it still insists upon sitting as a judicial body. The Commissioners are not to be blamed for this. Why don't they go ahead and exercise the prerogative granted them by the highest law of the State? It is clearly their duty to regulate rates and fares over all lines in the State. In my opinion local rates need looking into more than anything else at the present time."

"Take valley rates for example. On freight of the first class the rate to Los Angeles is 60 cents, while to Fresno, a third of the distance, is 85 cents. The company is hauling second class freight to Fresno for 65 cents, while on the same class to Los Angeles only 48 1/2 cents is charged. On third class Los Angeles gets 75 cents and Fresno 55 cents. The first class rate to Los Angeles costs 3 cents and to Fresno 54 cents. The same condition exists in all towns of the San Joaquin Valley, notwithstanding the distinction of prohibitions of the State constitution. Millions of dollars of overcharges have been made in this valley by the Southern Pacific that might be recovered by an action at law. When the right man takes this matter into the courts the company will

be compelled to refund the extortionate charges squeezed out of the shippers.

"Whenever a reduction is made by this company in its rates it either turns out to be no reduction at all or the thing is evened up by an increase in charges at some other point. No general reduction has been made in the past ten years on either local or overland rates. The only hope of the people lies in the new road."

A representative of Wellman, Peck & Co. said: "We are simply holding our breath and waiting for the completion of the new line. We know of no reduction in rates; that is to say, a general reduction. Now and then the rate on a certain commodity to a certain point will be reduced by the Southern Pacific for the purpose of freeing out a competitor or working some other trick of transportation. Usually the old rate is put on again after a few months or the charges are increased to some other point, which sort of evens up the thing. As for a general reduction either on overland or local rates no one with sound reasoning capacity ever expects to see this until the company is actually forced to a change by competition."

"The Railroad Commission, though pledged to a reduction, has taken no action at all, as far as we are informed. People generally understand what the pledge of a Railroad Commission means. The duties of this body are clearly defined, but a reason seems easy, and no doubt profitable."

MISSION WORK.

The San Francisco Presbytery Votes in Favor of Establishing a Church Extension Sinking Fund.

A meeting of the San Francisco Presbytery was held yesterday afternoon in the Howard Presbyterian Church, to consider the work of Presbyterian church extension in this city.

Rev. J. Cumming Smith moved that, in order to meet the growing needs of Pres-

byterianism in San Francisco, the Home Mission committee be authorized to collect money to form a "church-extension sinking fund." He also moved that a new object of benevolence be laid before the churches, and that the pastors explain to the people the imperative demands of the local field, and secure as liberal a response as possible. This motion, which has been unsuccessfully brought before the presbytery, at intervals, for the last two years, was unanimously passed.

It is understood that Rev. J. Cumming Smith, Rev. Robert Mackenzie and Rev. F. R. Farrand intend to push the work of raising a sinking fund as rapidly as possible, in order to be ready to afford material help to the French and Italian missions, as well as to establish missions in growing suburbs of San Francisco.

A motion was made by Rev. John Hemphill with regard to the quarter cent anniversary fund. At the general assembly held in Pittsburg last June Dr. Hemphill was appointed a committee of one for this city to help to raise the million-dollar anniversary fund. His motion yesterday was to the effect that the presbytery should endorse local effort to aid the fund. The motion was carried unanimously.

Rev. J. Cumming Smith reported that the affairs of the Central Tabernacle had been wound up, leaving a surplus of \$240. Half this amount the Tabernacle finance committee, which was composed of trustees of the defunct church, had handed to Rev. Dr. Gibson for the Sunday-school and library, and the other \$120 Dr. Smith had been commissioned to give to the presbytery.

Rev. Eugene Dupuy of the French Reformed Church drew attention to the fact that he had been laboring for months on his own account, and that the treasury

by the fact that every available boat on the water front, both on this side and the other, is engaged, and even single log row boats are at a premium.

Yacht clubs from all over the bay have arranged to send their crack flyers, and those who have no record will be on hand as witnesses. Every launch able to get up steam or spout gasoline has been secured. The small wharfs running into the water from private residences will give out colored lights at regular intervals as arranged by the director-general, and from the time the red light is given the reception of a procession begins there will not be a dark spot in the neighborhood of Belvedere.

From the ferry landing to the bridge overlooking the bay there will be a system of illuminations, which although beautiful will not in any wise indicate the magnitude of the effect which will present itself when the parade ground comes into view. Each feature will be more magnificent than the preceding one, and the conclusion will outdo anything ever seen in the line of pyrotechnic grandeur.

Eugene Davis, J. Webster Dorsey, Robert McGill, Dr. Frink and countless others have provided for the reception of a good many friends and the general atmosphere will be of exceeding conviviality.

The arks—those small comfortable floating summer-homes—will be so arranged that any visitor looking for a friend can be directed to the right spot at once, and from all reports it is suggested that no one will want to get back to land again for the remainder of the night.

"Belvedere March," written and arranged by a Belvedere lady and dedicated to the director-general, will be played by the Presidio and the Park bands while the festivities are going on. There will be, aside from this particular feature, twenty

other numbers, and the order of the night will be mirth, music, song, splendor and—war.

For the benefit of those who are not absolutely familiar with the rules governing the parade and its incidental features Director-General Hawkins, from the official ark Pollywood, has issued the following manifesto:

HEADQUARTERS SECOND ANNUAL NIGHT IN VENICE, BELVEDERE, AUG. 3, 1895.

To those CONCERNED, and respectfully requested to give the following rules and suggestions your most careful attention:

Transportation—Guests will leave San Francisco by special boat from Tiburon ferry, at foot of Clay street; on arrival of this boat buses will be in waiting to convey only the invited guests to their destination on Belvedere. Returning boats will leave Tiburon at 11 P. M.

Fares—Fare shall be 10 cents cash for each passenger each way. No tickets will be accepted. No deadheads.

Control—The control of the committee on conveyances shall be permitted to enter Belvedere gates after 1 P. M. All other public and private conveyances will be rigidly excluded.

All buses shall enter Belvedere by way of the beach road, and buses displaying the white flag or lantern shall turn to the right at the first junction and proceed to the ferry by way of the middle and schoolhouse roads. Buses displaying the red flag or lantern shall turn at the second junction and run by the upper and schoolhouse road to the ferry.

Immediately after the display of fireworks the course of the buses will be reversed—one-half going south on the middle road to junction with beach road, and thence to ferry, and the other half moving south on the upper road to the second junction and thence by lower and beach road to the ferry.

Shots—Shots shall be fired from the inside of the road and passengers to the outside. All buses must keep off the beach road during the display of fireworks.

Launch parade—All boats entering the parade must be provided with a good strong painter at least thirty feet long; all boats to be decorated. The committee will furnish red and blue torches to be burned as per signals from the marshals' boats (Vamose and Cub), which will accompany parade on port side. The displaying of either red or blue torches from the marshals' boats will be the signal for

BELVEDERE'S NIGHT OFF.

Final Preparations Before the Spectacular Water Carnival.

THE FESTIVAL OF VENICE.

The Director-General Has Left Nothing Undone for the Occasion.

All Belvedere is preparing for the blaze of color and the scene of beauty which will occur to-morrow night on and around the island. The residents for the last few days have been engaged in hanging festoons of lanterns and stringers of flags from one home to the other, while the director-general, James S. Hawkins, has been straining his executive ability to harmonize the entire programme and blend the features so as to have detail carried out with precision and care.

He has placed all his co-workers in absolute touch with his desires, and there is no possibility of a failure.

Every precaution is being taken to prevent accidents of any kind, and if the provisions laid down by the members of various committees are carried out it will never be necessary to have a rehearsal.

An indication of the crowd is suggested



GEORGE A. POPE'S STEAM LAUNCH MASCOITE, SELECTED TO LEAD THE PARADE TO-MORROW NIGHT. [From a picture taken by Dr. G. K. Frink for "The Call."]

by the fact that every available boat on the water front, both on this side and the other, is engaged, and even single log row boats are at a premium.

Yacht clubs from all over the bay have arranged to send their crack flyers, and those who have no record will be on hand as witnesses. Every launch able to get up steam or spout gasoline has been secured. The small wharfs running into the water from private residences will give out colored lights at regular intervals as arranged by the director-general, and from the time the red light is given the reception of a procession begins there will not be a dark spot in the neighborhood of Belvedere.

From the ferry landing to the bridge overlooking the bay there will be a system of illuminations, which although beautiful will not in any wise indicate the magnitude of the effect which will present itself when the parade ground comes into view. Each feature will be more magnificent than the preceding one, and the conclusion will outdo anything ever seen in the line of pyrotechnic grandeur.

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NEW TO-DAY-DRY GOODS.

POWERFUL INDUCEMENTS!

Our GREAT SACRIFICE CLEARANCE SALE closes another successful week with an offering of the following lines of STYLISH AND SEASONABLE GOODS AT FORCING-OUT PRICES!

- LADIES' WAISTS! At 55 Cents. LADIES' WHITE LAUNDRY SHIRT WAIST, tucked or stiff bosoms, regular price \$1.25, will be offered at 55c. At \$1.00. LADIES' LAUNDRY WAISTS, in heavy percale, in fancy stripes and checks of black, navy blue and pink, regular price \$1.50 and \$1.75, will be closed out at \$1. LADIES' CAPES! At \$1.50. LADIES' CAPES, double or single, trimmed with applique in contrasting shades, tan, black, navy, brown and red, worth \$4, will be closed out at \$1.50 each. At \$2.50. LADIES' CAPES, double or single, in various designs of trimming, braided applique, lace and ribbon, all the newest shades, worth \$5.50, will be closed out at \$2.50 each. At \$5.00. LADIES' FULL RIPLE CAPES, of black clay worsted, handsomely lined; also black, navy, tan and Havana brown Riple Capes, lined throughout with silk and trimmed with applique of contrasting shade, worth \$12.50, will be closed out at \$5 each. LADIES' SUITS! At \$4.95. LADIES' SUITS, navy and black serge, worth \$9, will be closed out at \$4.95 each. At \$7.50. LADIES' SUITS, navy, black and tan cheviot, box jacket and skirt, lined throughout, worth \$12.50, will be closed out at \$7.50 each. WASH GOODS, ETC.! At 5 Cents a Yard. CRINKLED SEERSUCKERS, 24-INCH CREPONS and HEAVY-GRADE SEERSUCKERS, odd lines, reduced from 10c, 12 1/2c and 15c a yard. At 5 Cents a Yard. ANOTHER LOT OF HEAVY ENGLISH TENNIS FLANNELS to be closed out at 5c; value 8 1/2c. At 7 1/2 Cents a Yard. About 50 pieces WIDE-WIDTH VIENNA CREPON, stylish colorings, reduced from 12 1/2c. At 15 Cents a Yard. 2 cases BEST XXX DOUBLE-BED-WIDTH SHEETING, unbleached, 81 inches wide, reduced from 20c. MEN'S FURNISHINGS! At 12 1/2 Cents. 196 dozen MEN'S FULL-FINISHED IM-PORTED COTTON SOCKS, in new tan shades, with double-spined heels and toes, regular price 25c, will be closed out at 12 1/2c a pair. At 15 Cents. 85 dozen MEN'S HEAVY CAMEL-HAIR SOCKS, full regular made, with double heels and toes, extra good value for 25c, will be closed out at 15c a pair. At \$1.00. 35 dozen MEN'S AND BOYS' ALL-WOOL DERBY-RIBBED SWEATERS, in colors, navy, black and white, regular price \$2, will be closed out at \$1 each. At 50 Cents. 62 dozen MEN'S MEDIUM WEIGHT BALBRIGGAN UNDERSHIRTS AND DRAWERS, fancy silk finished, in Vienna and ecrus shades, regular price \$1, will be closed out at 50c each.



each boat to light two torches of like color. Do not light others until the next signal is given.

Assemble in north end of cove at 8:30 sharp so as to be in allotted places ready to start when the long whistle is given from steam yacht "Mascoite" at 8:40.

Fireworks—It is requested that no firearms be used during the evening. Do not discharge any fireworks or red fire before or during the general display, except that the red fire may be burned on the two occasions when a grand red-fern illumination of the hills and cove will take place.

The signals to light the red fire will be given from the west side of Valentine's Island, immediately back of the clubhouse, when the committee will burn red fire in quantity. No objections will be made to any private display after the general display is over.

Yachts—All visiting yachts are requested to anchor and dress ship directly outside of line formed from Corinthian clubhouse to bark Dollart.

Steamers—All steam craft are requested to lie by on just outside of visiting yachts, and to blow no whistles between 8:15 and 10:45, except in case of necessity, as this will materially interfere with the musical programme.

AMONG COAST RANCHES.

Sugar-Beet Lands Regarded as a Good and Paying Investment.

Rotation in Crops Persistently Followed the Avenue to Success.

That the ladybug is doing effective work in cleaning the scale-infested orchards of the northern sections is apparent from an interview with Horticultural Commissioner Harney in the Marysville Appeal. He said: "I was extremely pleased to note the wonderful spread of the little black ladybirds that were placed on the San Jose scale infested apple trees at Brownsville. They have spread all over that section. At Challenge Mills I found hundreds of them in an old orchard that was once badly infested, and I found them on trees in Hansonville. The spread of these little beneficial insects is a remarkable thing; they have followed the scale everywhere and have been transported and distributed in the same manner as was the scale, on trees, in boxes of fruit or empty boxes. There are two species, both of which are Scymnus. One is known as Scymnus Lopanthus, about the size of a small head, black and with a tinge of brown; they generally look slightly dusty. The other is as yet undetermined so far as I know. It is shiny black and about the size of a pinhead. On warm afternoons they are out by the hundreds all over the trees. I really believe these little ladybugs will solve the San Jose scale question and tree-owners should become acquainted with them so that they can foster them on every occasion."

By continued use of hellebore for one season it is possible to destroy all the worms on currant bushes in any neighborhood. It does not travel far, and frequently in the same patch with bushes whose leaves are destroyed will be others that for a year or two will escape. But to make sure of getting rid of all of the worms they should be trained either to single stems or not more than two or three together. It is the great number of small currant sprouts that makes it difficult to put the hellebore on all the leaves. A few leaves are left each time, and on some of these enough worms will feed and attain maturity so as to preserve stock for another year.

With reference to the raisin outlook in Fresno County the Fresno Republican says: "The season is about two weeks ahead of last year. Wineries and distillers have no doubt taken many of the inferior grades of grapes, thus lessening the pack, and thereby improving the general average. There is a persistent purpose

among the raisin-growers to hold for cash in the sweatbox. Those who are well posted in the business, and who have the interests of the growers at heart, are more and more firmly convinced that the conditions will be much more improved if the people will refuse to sell unless they get living prices in the sweatbox; or, if they will organize in co-operative associations. The latter is the favorite method, yet it is not being adopted so extensively as might be. People are waiting to sell in the sweatbox. They believe in co-operation, but hesitate to take the step. However, however, several co-operative associations organized and ready for business.

The Nantimo (B. C.) Free Press tells about four sticks of giant rhubarb, grown by W. M. Flewett on his farm at the De Courcy Island. The sticks are 24 inches in length and 8 inches in circumference, the largest weighing 21 pounds 10 ounces, clear stalk of rhubarb. The leaves on each stalk measured 3 feet 6 inches across. These mammoth stalks are the second growth from plants set out this year. These stalks should indicate that farming pays in British Columbia, but, strange to say, the contention is the very opposite.

The substitution of large for small farms cannot be given a moment's favorable consideration. The removal of obstacles to universal small farming should be the aim of every well-wisher of his kind, says the Fresno Republican.

The farmers of this country, the men who own their own homes and till their own soil, are the hope of the Republic, and the greater their numbers and the better their condition, the more bright the outlook for the future of republican institutions.

Vegetable gardens in the valley around Sacramento are being devastated by the army worm, and in some cases, it is reported, entire fields of vegetables have been wiped out by the pest. The Sacramento Bee says that tomatoes shown in the markets there are in a very bad condition. Nearly every one shows where it has been attacked by worms. Canteen owners are also in bad condition. In many instances the worms have bored into them and eaten the meat and left nothing but the rind.

A horse with a lump on his shoulder is like a person eating beef on a tooth that is longer than the rest. You should clean the collars every time you take them off, because they will clean easier when first taken off than if left till the dirt gets dry. Always take the harness off at noon, in that manner. On warm afternoons they are out by the hundreds all over the trees. I really believe these little ladybugs will solve the San Jose scale question and tree-owners should become acquainted with them so that they can foster them on every occasion."

THE PARADE GROUND LOOKING NORTE.

[From a picture taken by Dr. George K. Frink for "The Call."]

was quite depleted. The Oakland presbytery had promised the French pastor a salary of \$240 a year; so had the San Francisco presbytery. By unanimous consent the sum was ordered paid, and Rev. Dr. Ellis was appointed a committee of one to confer with the Oakland presbytery on the subject.

THE PIONEER MINE.

Pierre Humbert Jr. of Boston the Purchaser of Senator Fair's Half Interest.

Pierre Humbert Jr. of Boston is the purchaser of