The Call
San Francisco

CHARLES M. SHORTRIDGE,
Editor and Proprietor.

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MONDAY.....SEPTEMBER 9, 1895

THE CALL SPEAKS FOR ALL.

Celebrate Admission day.

Show your State patriotism.

Sacramento, you do us proud.

Every holiday gives us another rest from the Durrant case.

The sign of the times in Sacramento is "standing-room only."

The Letter-carriers' Convention seems to have closed with a bang.

Rejoice with the youth of California, but don't forget the pioneers.

The question of the day, Will the Railroad Commission stick to it?

It appears from the reports that the British would rather play cricket.

Between California and her Native Sons and Daughters there is a mutual pride.

The latest aspiration of New York girls is to raise money to erect a monument to Mrs. Bloomer.

THE CALL'S miniature reproduction of the yacht race had the call on the town, and the town responded.

The Native Sons are strong enough now to reorganize California and put its politics on a better basis.

This is a good day to swear off from foreign products that come into competition with home industries.

Some day we must have a Pacific Coast yacht go over and show the New Yorkers that they really can be beaten.

The unanswerable argument in favor of the new charter is that it cannot possibly be worse than the present one.

Putting native sons on the police force will bring us one step nearer to the time when they will regulate the town.

The army maneuvers of the European nations cost enough to put a new golden lining on the war cloud every year.

When some people talk of the State Fair at Sacramento they mean the exposition and some mean the Native Daughters.

The Railroad Commissioners have ample time to do some earnest thinking between now and Thursday, and they should do it.

There is to be another investigation of the massacre at Cheng Tu and by the time that is over there will probably be another massacre.

If our sister States were wise all of them would celebrate the admission of California to the Union, for it was a golden gift to them.

In making a still hunt for a Presidential candidate next year Democracy should not overlook the possibility of finding one in the whisky trust.

According to the *World* there are so many empty bottles floating around the sea outside New York Bay they seriously interfere with racing yachts.

The ride of a woman 500 miles on the brakebeam of a freightcar in search of a stolen child is one of the romances of the news of yesterday that eclipses fiction.

There can be little doubt that the increase in the police force will give general satisfaction, and it now devolves on the force to see that the satisfaction continues.

The people are not opposed to a third term for Cleveland on general principles so much as on objections special to himself. What confronts his ambition is not a theory, but a condition.

After all the great expectations the British Labor Congress at Cardiff is said to have ended in a compromise that satisfies nobody, and will have no effect on the settlement of labor problems.

It is asserted that Joseph Chamberlain intends to make a record for himself in Salisbury's Cabinet by carrying out the most vigorous and far-reaching colonial policy ever undertaken by the British Government.

Mayor Sutro has well expressed the general sentiment of the people in saying there is no use in holding a special election on any subject of municipal improvement until we have a new charter that will insure a better and more reliable City government.

If the Attorney-General is right in holding that some of the discriminations in railroad rates are violations of the constitution the work of the Commissioners will be largely simplified. The enforcement of law is a straight path, and no official ever gets lost who follows it.

Gladstone may have been right in saying to General James, "If the American people adopt free trade the United States will become the greatest commercial Nation on earth," but we are not willing to buy commerce at that price. We prefer to be the land of protected industry, good wages and prosperous homes.

The promotion of Li Hung Chang from the office of Viceroy of Pechili to the greater office of Imperial Chancellor is considered a proof that the Chinese Government intends to enter seriously upon the work of re-forming the empire on modern ideas, and Chang will at last have an opportunity to show the world he is really the great man General Grant thought him.

ADMISSION DAY.

The celebration at Sacramento to-day by the Native Sons of the Golden West is an expression of pride and gratification on the part of native Californians for the fact that California was admitted to the Union as a State. This is an interesting thing and peculiar to California. The stranger may wonder why such an order should exist for the celebration of such an event, and why the membership of the order should be confined to natives of the soil. Manifestly few if any of these natives could have been instrumentalities in the struggle which secured Statehood for California, and hence the organization cannot represent to an appreciable extent the struggles of its founders to that end.

Many of the best things in California are peculiar and without precedent. The elements contributing to the struggle for Statehood were singularly picturesque and wholly unparalleled in the histories of the States. Nothing of the commonplace affects the story. In the main it is made up of three elements. The first was the war between the United States and Mexico in 1848, which terminated in victory for our arms and the cession of the California territory to the United States as part of Mexico's penalty for defeat. The second was an exceedingly interesting species of warfare that proceeded upon the soil of California between the United States and Mexican settlers during the pendency of the main struggle on the Rio Grande. The third and most potential of all was the discovery of gold by Americans, and the wonderfully romantic chain of events ensuing therefrom.

All of these circumstances transpiring in California produced a race of men the hardiest, most daring and most picturesque that the century has nourished. They were makers of history as strange and original as that which clings to the Crusaders or the Normans. They thrust themselves into untried and refractory conditions, perforce abandoned the experiences and traditions on which they had been reared and hewed out a strange and picturesque civilization to suit themselves. The Native Sons of the Golden West are the progeny of these men and the product of their civilization.

These sons (many of them now of middle age) were nourished during their earlier years on the inspiration which moved their sires. The fathers who remain with us have an organization of their own, the California Pioneers. This order is purely reminiscent and must in time become extinct. The order of the Native Sons of the Golden West is a perpetuation of the principles which the pioneers founded.

It may be thus reasonably supposed that the Native Sons have assumed a responsibility that contains elements in addition to a sentiment. If they did not represent the splendid manhood and citizenship which characterized their fathers, their organization would appear to lack its highest opportunity and purpose. As the older men carved the State out of war and chaos and presented it to civilization, so their sons, by the very fact of their organization, have charged themselves with the responsibility of cherishing the gift of their fathers.

California needs much at the hands of its able and patriotic citizens and there are none more competent than the young men enrolled in this order of native-born. It would be ill-advised and perhaps self-destructive to consider politics in their scheme, but that is a trifling matter in comparison with the material needs of the State. That native son who best understands and works most strenuously to advance the interests of California is the one most worthy to proclaim himself a native of the soil.

UNEQUAL ASSESSMENTS.

The Watsonville *Pajaronian* says: "The State Board of Equalization has placed the mileage assessment of the Pajaro Valley Railroad in Monterey County at 62 per cent of that of the Southern Pacific Railroad. The latter runs several heavy freight and passenger trains each way daily, its equipment is first-class in every department, its right of way is five times the size of that of the narrow-gauge, its business is heavy all the year and it passes through one of the most productive freight-traffic sections of the State. The narrow-gauge is a local line, without a chance for Eastern business and depends largely on the beet factory. Its main revenue is from the beet industry. If it should be assessed $5700 per mile, the broad-gauge should be assessed four or five times that amount. The State board must have based its value on percentage of gauge. The comparison of values placed on these two roads is the most telling illustration of the leniency shown the Southern Pacific Company."

This is very interesting news. The deduction drawn by our contemporary concerning the lenity with which the Southern Pacific is treated seems unavoidable and just. It appears to be a case of harsh discrimination in favor of the Southern Pacific and against a small rival.

This little road was built largely by some of the leading spirits in the San Joaquin Valley road, and from the beginning has been a thorn in the flesh of the great corporation. The discrimination which the State Board of Equalization has practiced against the little road is clearly serving the interests of the Southern Pacific, whether or not the board may have had any intention to accomplish that end.

This will serve to put the State on its guard with reference to the treatment of the San Joaquin Valley road by future Boards of Equalization. As the backers of the Pajaro Valley Railroad and of the San Joaquin Valley road are in a measure the same, and as both roads are rivals of the Southern Pacific, it will be interesting to see to what extent the State assessors of railroads will go, if any, in using the power of the State to cripple opposition to the Southern Pacific. The San Joaquin Valley road will be a very valuable property, and as its owners will be numerous and powerful it may develop into a check upon the tendency of certain State boards to cherish the interests of the Southern Pacific at the expense of the people. This would be equally as important an achievement as the reduction of freights and fares in the San Joaquin Valley to a point which will insure a profit to industry, an increase of population and an enhancement of land values.

USELESS THREATS.

It has been evident for some time past that in the struggle to maintain the cinch upon the shippers of California, it is a part of the tactics of the monopoly to array one part of the people against the other by threatening its workmen with a reduction of wages if the exactions of the monopoly are reduced.

To men who are dependent upon the railroad company for work and wages the threat is by no means pleasant to face. It is indeed strange that millionaires who are rich enough to live in prodigal luxury, to pay the gambling debts of foreign Princes, to give large sums for the development of Central Africa and to pay dividends on large quantities of watered stock, should have the impudence to declare that if they cannot exact money from the shippers of California they will exact it from the workingmen, but however strange it may seem the threat is apparently unmistakable. Not a few workingmen have been alarmed by it and some men claiming to be their representatives have made protests to the Railroad Commissioners against any reduction whatever in existing rates and discriminations.

The workingmen have, however, no good reason to be alarmed by the threat. The shippers of the State do not ask nor desire that railroad rates shall be reduced below a point sufficient to yield good profits to the owners and pay good wages to the workingmen. Moreover, the reduction asked for will benefit the whole community and not merely those directly engaged in shipping. The interests of all classes of people in this controversy are one and the same. As Commissioner Stanton well said: "Every necessity or commodity of life used by the artisan or laborer, the farmer or producer, manufacturer or merchant at some time is required to pay the cost of transportation, and this in some shape must be added to its cost and eventually paid by the consumer."

The interests of the people in the contest are one, and as there can be no division of those interests there should be no division among the people themselves. The railroad company will have no occasion to reduce wages, and though it may indirectly threaten to do so it will not attempt it. There is a limit even to the power of monopoly. California has now become stronger than the Southern Pacific Company and its ability to crush is past.

BEGIN THE WORK.

The proceedings of the Railroad Commission on Saturday give encouragement to the belief that in the long fight against the monopoly another victory will be won by the people. All the Commissioners expressed a willingness to undertake the work of relieving the people from the cinch of the railroad to some extent at least, and while there was some disagreement as to the degree of relief to be given, there was none upon the general principle that the railroad has been exacting and unjust in its discriminations and that the commission should set about remedying the evil at once.

The series of resolutions introduced by Commissioner Stanton form the salient feature of the situation and to say the least they are full of promise of future good. The written opinion containing a summary of the arguments upon which the resolutions are based, is not less encouraging nor less important than the resolutions themselves, and outlines a policy in which Dr. Stanton will be sustained by the people and ought to be supported by his colleagues.

In the opinion Commissioner Stanton says: "It must be realized by all that the work of preparing a revised tariff so as to put the same in operation is a task of considerable magnitude and my belief is that in order to have the same in operation by January 1, 1896, it will require almost daily sessions of this board until then." Following this up, one of the resolutions declares: "That this board proceed at once to adopt a revised schedule of rates in accordance herewith in order that the same may be in force on or before January 1, 1896."

Whatever differences there may be among the Commissioners on other points of the opinion or the resolutions, there ought to be none on the points we have quoted. To revise the freight tariff will require a great deal of work and there should be no delay in getting at it. Commissioner La Rue has already proposed a reduction in grain rates and he can have no reasonable objection to going further and doing justice to other shippers. Commissioner Clark also has declared himself "in favor of making a reasonable reduction on the lines wherein inequalities and differences exist." So far then there is an agreement on the need of getting to work at any rate, and the agreement should result in immediate action. The people have no desire to cinch the railroads. They ask nothing but justice and certainly no member of the commission can have any excuse for refusing that.

A LOSS TO CALIFORNIA.

Dr. A. C. Hirst delivered last evening his farewell sermon to his congregation and presently goes Eastward to occupy one of the most potential pulpits of Chicago. The passing from our midst of this eminent preacher, talented orator and public-spirited citizen is a distinct loss, not alone to the City of San Francisco, where his presence and influence have been felt for the past several years, but to the entire State of California, which has far too few of his refined and refining qualities among her public men.

It has been a marked characteristic of Dr. Hirst's career and ministry in San Francisco that his energies and efforts as a preacher have been exercised with a clear conception of his place and duty as a citizen. This is a lesson of wisdom which should be commended to the heart of every preacher in the land. If the precepts of truth and duty which, under the name of religion, find pulpit exposition within churches, are to be deemed something more than mere abstraction by the masses of men, they must be capable of application in reforming the private and public evils of practical daily life. In his effort to carry out this idea Dr. Hirst has been a notable success in our City. Always and everywhere a dignified, cultured gentleman, a learned and eloquent orator, a brave and strong advocate of practical reforms, he has moved among our people in a widening circle of respect and influence. His pulpit has been made a place for the outpouring of a powerful current of thought directed to the betterment of San Francisco's social and political habits and the quickening of her moral sense. His personality has given importance and his fervid eloquence has added force to every movement for the upholding of right and the spread of culture to which he has found time to lend his aid. It is indeed a loss to California to lose the impulse to right action which men like Dr. Hirst inspire.

LOTTERIES IN OAKLAND.

The crusade against the lottery evil in San Francisco has extended to Oakland, for the Chief of Police of that city has instructed the officers to enforce the laws against dealers in lottery tickets there. We have not observed lately whether or not the leading newspapers of Oakland are given to the habit of publishing the lists of lottery drawings and "winning numbers," but we trust that they are moved by higher considerations than those which affect the conduct of the leading journals on this side of the bay.

It is not possible for the question of newspaper support of lotteries to have two sides. The whole story is that lottery advertisements are published because they are handsomely paid for, and that the moral effect of this support is ignored by the publishers. This effect is manifold. It not only refers to the encouraging of swindling and the robbing of the people, but it is taken as a measure of the point to which civilization has advanced in the community. We can imagine what would be the effect on the material welfare of Dallas, Texas, if its newspapers should boast of the immunity which prize-fighting enjoys there as an inducement to capitalists to invest their wealth in the development of that section. As newspapers very properly are taken abroad as an index of the morality, intelligence and security of the community in which they are published, it is not difficult to imagine what the better and wealthier classes of the Eastern States think of San Francisco when they see the columns of its leading newspapers devoted to the promulgation of lottery swindles. The people of the Eastern States have outgrown that form of barbarism, and evidence of its existence elsewhere inclines them to stay at home.

It is natural for strangers to assume that a newspaper which encourages frauds of this order, which are peculiar to border civilization and impossible in a wholesomely developed community, will lend itself to any other base and disreputable scheme. Such a judgment of the leading San Francisco papers which publish lottery advertisements would be unjust, but there is still danger of its existence. It would seem, however, that pride, without the aid of knowledge that such publication is bad policy, ought to be sufficient to restrain any publisher from so reprehensible a course.

PERSONAL.

E. H. Campbell of the navy, is at the Occidental.

Frank H. Smith, an attorney of Stockton, is at the Grand.

A. Ekman, a merchant of Oroville, is a guest at the Grand.

Charles S. Beach of the St. James Hotel, San Jose, is at the Lick.

D. N. Carithers, a prominent merchant of Santa Rosa, is at the Lick.

James F. Peck, Sheriff of Merced and Mrs. Peck are staying at the Lick.

P. A. Buell, a lumberman of Stockton, registered at the Grand yesterday.

R. M. Green, a merchant and mine-owner of Oroville, is staying at the Grand.

H. S. Dexter, a capitalist of Calistoga, and his family registered at the California yesterday.

Louis Dean, a big cattleman of Reno, Nevada, was one of yesterday's arrivals at the Russ.

Joseph N. Dolph of Portland, Oregon, a nephew of ex-Senator Dolph, registered at the California yesterday.

Sam Ruddell, Deputy Surveyor of the Port, and his family have taken up their quarters at the California for the winter.

E. B. Edson of Gazelle, a member of the firm of Edson Bros., leading merchants and big cattle and land owners of Siskiyou County, was one of yesterday's arrivals at the Grand.

CALIFORNIANS IN UTAH.

SALT LAKE, UTAH, Sept 8.—George Fair of San Francisco was at the Walker to-day. He went East this evening.

PEOPLE TALKED ABOUT.

Captain George W. Couch of the steamer Old Dominion, is among the oldest steamship captains in the world, not in point of years, but in length of service, having been in commission forty-nine years.

J. Pierpont Morgan, the chief of the syndicate which supplied the United States with gold in exchange for bonds, began life as a clerk with the old New York banking firm of Duncan, Sherman & Co.

Chief Constructor Philip Hichborn of the United States navy is one of the few officers of high rank who are not graduates of Annapolis. He began his career as an apprentice in the Charleston navy-yard.

Herr Gura, the barytone, the original Wotan in "Der Ring des Nibelungen," has been discharged from the Munich Hoftheater, as his voice is no longer fresh enough. He will confine himself to concerts.

Cardinal Ledochowski, who bore the brunt of the Government prosecution during the period of the kulturkampf, is to celebrate his sacerdotal jubilee in a few days. The celebration will be general throughout Germany and Poland.

L. E. Chittenden, who is spending the summer with his son, Horace H. Chittenden, at Shelburne Bay, Vt., is correcting the proof-sheets of a book to be entitled, "Selections From the Writings and Speeches of Abraham Lincoln."

Grover Cleveland has been in public life thirteen years, and one Maine boy named for him, Grover C. Watson of Knox County, Me., is big enough to run as a reform candidate—or, at any rate, as a candidate—for the reform school.

General von Hannekin, the young German officer who played an important part in the recent war between China and Japan, fighting on the side of the former, is in Berlin and is the recipient of much attention.

Great regret is felt in Germany at the death of Professor Rudolph von Roth, the famous Sanskrit scholar, who had been a professor at Tubingen University for fifty years. With Bothlingk, he published a Sanskrit dictionary.

SUPPOSED TO BE HUMOROUS.

He (about to propose)—My dear Elsie, I do love you.

She—You know, of course, I am poor.

He—Yes, Miss Elsie, and I hope you will permit me to be a brother to you.—Humoristische Blaetter.

He—I had a dream about you last night, Miss Louisa. I was about to give you a kiss, when suddenly we were separated by a river that gradually grew as big as the Thames.

She—And there was no bridge and no boat?—Household Words.

"I wish I had a place in your heart," said the summer young man.

"Yes?" said the summer girl.

"Yes, indeed. It is so delightfully cold.—Indianapolis Journal.

Waiter—Will you have spinach to-day, sir?

Guest—Yes, but I don't want it so spunky as it was yesterday. Bring me some with no sand in it.—Boston Transcript.

"Cultured in Boston?" said Perry Patettic. "Well, I guess yes! Last time I was there I got throwed out of a beer saloon for eatin' me free lunch wit' a knife."—Cincinnati Enquirer.

She—And, George, you swore you would never touch liquor with your lips, and here you are drunk.

George—Didn't touch stuff wi' m' lipsh. Used shtraws!—Syracuse Post.

Mr. Noopop—My baby cries all night. I don't know what to do with it.

Mr. Knowitt—I'll tell you what I did. As soon as our baby commenced to cry I used to turn on all the gas. That fooled him. He thought it was broad daylight and went to sleep.—Pearson's Weekly.

"When a man's clothes are too loose," says the Manayunk Philosopher, "there are two ways of remedying the evil. One is to take them back to the tailor. Another is to get a new boarding-house."—Philadelphia Record.

Old Bullion (playfully)—Suppose I should lose my money and die poor, what would my little duckie darling do then?

Young Bride (thoughtfully)—Perhaps a medical college would give me something for your corpse.—New York Weekly.

"What is Charley doing for a living now?"

"Writing."

"I didn't think he was literary."

"He isn't. He writes home for remittances."—Tid-Bits.

Cleff—They tell me your daughter Julia is quite a singer. Has she a good voice? Is her method—

Staff—Can't say so much about her voice, but her method is superb. She never sings when I am at home.—Boston Transcript.

"So old Mr. Brown is married at last?"

"Yes; a furriner, I 'eard."

"A foreigner? No, an English lady."

"Oh, I 'eard as 'ow she was a Tartar."—Household Words.

AROUND THE CORRIDORS.

Duncan B. Harrison, well known as a theatrical manager, was seen in the lobby of the Baldwin last night. He is making arrangements for the return of Miss Pauline Hall, who is soon to visit this country.

Miss Hall has just completed one of the most extensive bicycle tours of Europe ever undertaken by any woman. Miss Hall was accompanied on her tour by her husband, George B. McLellan, Mr. and Mrs. Harrison and Mr. and Mrs. William Trevor. They sailed on the American line steamer New York in the early part of last May and arrived back in America on the 20th of August, their tour embracing sixteen weeks.

PAULINE HALL.

At Friederichsruhe, the home of Prince Bismarck, Miss Hall had the honor of appearing before the Prince and his family and singing several selections from various operas, concluding the reception at the request of the Prince by singing "Die Wacht Am der Rhein." The distance covered was 2378 miles according to the average of the cyclometers.

George Nagle sat in the office of the Palace Hotel yesterday evening reading a copy of the Review of Reviews. Suddenly he closed the magazine with a bang, and turning to the individual who dozed on his right burst out:

"Atmosphere! Book atmosphere! Ridiculous rot! Everything you pick up nowadays in the shape of a book review has something to say about the atmosphere of a certain popular book over which the public seems to have gone particularly wild. Did it ever occur to you that the man who wrote the book couldn't help putting the atmosphere into it. Take for instance James Whitcomb Riley's poetry. You hear some old fossil say that it takes him right back to the newmown hayfields and the odors of the orchard. Well, why in the devil shouldn't it? Riley up to his nineteenth year used to get out at daybreak and milk twenty-six cows, pitch hay until the mow was full, and he then took a little weeding exercise till lunch was ready. In the afternoon he packed spuds two miles to the cellar, and by night, after taking another whack at the cows with a milking stool and eating a vegetable dinner with the farmhands, went to bed in the top story of the old homestead and snored holes in the pillow-sham. That's about the size of it.

"Suddenly he discovered that he could write a particularly delightful brand of verse that everybody liked and that the papers were willing to pay for, so he cut his boots off at the ankels, creased his pants and headed for the city, where he has been ever since. Of course his verse has the farm atmosphere around it. How can he help it. He couldn't do anything else if he tried. Atmosphere! Bosh!"

This burst of indignation seemed to relieve the critic for a few moments, but he stroked his whiskers a little and let drive again.

"Now, there's Marion Crawford, the writer with such a 'delightful Italian air' about his stories. Well, he went to Italy as soon as he was old enough and lived on spaghetti and macaroni until he couldn't get along without it. He wallowed around in Italian society, drank strong claret, smoked Italian tobacco, fell in love with the country and created old "Saracanesca." Italy is all he can think about, and that's where we get the Italian atmosphere.

"Kippling lived in the jungle for eighteen years, Tolstoi never had anything on but peasant's overalls and plowmen's jumpers. He gets up when the early bird is roosting in the tree-top, kicking about the infernal low temperature of Russia, and by sun up he has harrowed a three-acre field and laid the plot of two novels. That's Tolstoi's regular gait and he can't help it. Of course his books show just a slight touch of the son of the soil, and his statistical information shows that he knows the prevailing rate of wages in the land of the Czar. That's the way it goes. Writers can't get away from the things they live among, and this rubbish about atmosphere is a little overdone."

HIGH-GRADE BESSEMER.

A MOUNTAIN OF IRON WITHIN THIS STATE. QUANTITY AND PURITY COMBINED.

To the Editor of the Call—SIR: Although prospecting in this county is yet in its infancy, San Bernardino is rapidly coming to the front in its discoveries and in the production of the precious metals. Rich strikes of gold and silver have recently been recorded. Neglected or abandoned mines again resound with the noises of industry. The pioneer prospectors, with pick, shovel and burro, are trespassing upon the confines of the desert and the strong, brown arm of the sturdy miner is transforming the prospect into a mine. Much has been done, yet there are many square miles in this county untouched by the foot of man that may sometime surprise the country with its now hidden wealth. There is one metal that is not hidden—that stands out to view as does a mountain peak from the apex of the range beyond—and that is its iron. Situated a few miles south of the Atlantic and Pacific Railroad, 160 miles east of Los Angeles, is a mountain of iron—a Bessemer of exceeding purity, lying in several parallel veins, at least three of which are more than 100 feet each in width in solid ore, averaging close to 70 per cent in metallic iron. These veins, black and massive, almost defiant, visible from many miles away, standing as a monument to the poverty of the owners and a reproach to the want of enterprise and absence of capital for the development of an element which, in the form of a commodity, is imported into California by the thousands of tons annually, burdened by hundreds of thousands of dollars in transcontinental freightage. The owners are not sufficiently public spirited to give the property away, yet recognizing the paucity of their purses would deal fairly with capital which would develop it, or would as a secondary proposition part with it for a fraction of its value.

It is entirely within the range of probability that these veins, which to the northward appear to join (as do the veins at Carson Hill from the north), are a prolongation of the "mother vein" of El Dorado, Tuolumne, Calaveras and Mariposa counties, as they are close in the general trend. But whether or not a part of the rich veins of precious metals in the counties further north they are individually or collectively of sufficient magnitude to rank as "mother" vein or veins, and in purity of ore as virgins.

While at San Diego it is now proposed to import iron ore of lower grade from Lower California (a foreign country) for reduction, it is a question which only time may determine when capital shall compel this mountain of Bessemer ore to yield its wealth to enrich the State, give employment to many of its citizens, build up a great industry for the manipulation of an element which more than any other enters into every avenue of life and enriches its promoters.

It seems almost a crime to permit so great a body of ore to lie year after year unproductive, the only development being the annual assessment work, while so many thousands of tons of iron and steel are imported at a cost greatly in excess of that required to convert this ore, even recognizing the greater cost of fuel here as compared with points of production East.

Were this property situated in the Eastern or Southern States, Cuba, or in South America, it would be snatched up only too quickly by that capital which sees merit in something distant while overlooking investment at home.

A famous German geologist has in substance said, "show me a vein wearing an iron hat and I will show you a mine rich in the precious metals." It may be that some day with proper development his prediction may here be verified by a gold property which will astonish the world, for there is much to indicate that, although there is iron here imbedded sufficient for generations yet unborn, its surface auriferous character gives promise of a golden harvest not only in working the baser metal, but in reclaiming the precious lusterless yellow soloth to remain in the United States treasury under the present administration.

C. L. HUBBS.

DAGGETT, Cal., Sept. 5, 1895.

IDEAS OF WESTERN EDITORS.

California.

While Chicago is doing all the "kicking," California is going right ahead in developing her own great resources and encouraging home production, which means employment of home labor and the continued prosperity of her people.—Alameda Telegram.

A market report like that at Helena, Mont., the other day, when California lemons were quoted at $6 50 to $7 per box, while the foreign were quoted at $6, is worth more as a proof of superiority than all the fair medals one could hang on a string.—Riverside Press.

Not content with making sidewalks out of molasses, the Utah Sugar Company reports that this material makes good road pavement. Surely genius knows no bounds.—Bakersfield Echo.

Fresno without the Valley road would be a "lame duck" in the commercial swim for the next quarter of a century, at least. People whose opinions are worth considering have a hearty contempt for a town that will permit an important railway to pass it by for lack of reasonable assistance. At this juncture Fresno cannot afford to take any chances.—Fresno Republican.

The Supreme Court of California has decided that although it is illegal to sell a lottery ticket, it is perfectly legal to buy one. That is, of course, a distinction without any difference, but it is presumably the law, and the sooner the law is made what it ought to be the better it will be for the State.—San Jose Mercury.

The demand for cedar wood for making pencils has so diminished Europe's supply that now, it is said, a draft on California's sequoias is threatened. Imagine these noble trees being whittled into lead pencils.—Pasadena News.

We have heard some of the Nimrods of this locality boast of shooting wild goats at Catalina Island, representing it as a great feat of marksmanship, but we are able to give these exploits full value now when it is accepted as a fact that Jimmy Jones of the Brunswick Hotel ran down and captured one of these animals on the islands a few days ago and brought it home as an evidence of his prowess.—Orange News.

Arizona.

Arizona's admission to the Union is among the probabilities of the coming Congress. Cleveland can't afford to kick us out when Congress admits us.—Phœnix Herald.

Judge E. Ellery Anderson, a corporation lawyer of New York, is said to have the call on the Supreme Court vacancy. There was some hope of that coming to this Territory, but Wall street has got the cinch on old Cleve and the great and yearning Democracy of Arizona runs to waste.—Tucson Citizen.

Oregon.

It is to be hoped that bloomers will not be worn by the young women who are booked to embrace matrimony at the Oregon Industrial Exposition. The bifurcated garment would neither make the ceremony more binding nor enhance its solemnity.—Portland Telegram.

Washington.

Thousands of the people, and especially of those whose education and position fit them best to shape the policy of the country, abstain from attending the primaries. How shall they be compelled to attend? The answer to this question will be the entering wedge of the greatest reform that our politics have ever witnessed.—Seattle Times.

One by one the political records of the members of Mr. Cleveland's cabinet rise up and whack them on the back. The fact has been brought out that Secretary Morton ran for Governor on the Greenback ticket in Nebraska nineteen years ago.—Spokane Spokesman-Review.

EASTERN EDITORS.

A Fishy Business.

It is well known that there is ensconced in the enormous machinery of the Federal Government an irresponsible Commission of Fish and Fisheries, which succeeds in annually expending many thousands of dollars of public money to very little purpose.—Philadelphia Record.

Eastern Potato Bugs.

No man who has ever undertaken to pick a season's bugs from a potato patch will doubt for a moment the account of the stoppage of a train on Long Island by them. He will even wonder how the train was saved from wreck.—St. Louis Dispatch.

For a Short Campaign.

The short-campaign idea has fairly taken hold of the people of best judgment everywhere throughout the country, and the most influential papers have come out in its favor. Whatever pressure, therefore, can be brought upon the politicians who more or less direct the affairs of party to hold late conventions will be brought.—Chicago Times.

No Expression of Gratitude.

A Wisconsin fruit-grower shipped eighty baskets of peaches to a Chicago commission man. He received in return a check for $4, and, after paying for his baskets and help in gathering the fruit, had just the price of a postage stamp remaining. Oddly enough, he didn't use the postage stamp to express his gratitude to the Chicago commission man.—Boston Globe.

Captain Mahan's Advice.

The fact that the British navy estimates have equaled the sum of $26,968,210 reveals the persistency with which Great Britain has followed the advice concerning the enlargement of her battle-ships and her cruisers. Without her Powerful and Terrible the ships of the British squadron would be very small compared with the American battle-ships of the Massachusetts and Oregon build. Nevertheless, she is constructing naval fighters on the lines laid down by the distinguished American critic, Captain Mahan. There is no reason why America should not, by following the advice of this foremost critic of the naval power of the world, become the autocrat of the seas.—Philadelphia Record.

Literature in Chicago.

Returning St. Louisans who happened to come home via Chicago report great literary advancement in that city. A young St. Louis schoolteacher had occasion recently to go to a Chicago stationery-store, and she asked the bright young man who stepped up briskly to wait upon her if he had any scrap-books. The b. y. m. looked puzzled a moment, scratched the lid of his brain vessel, and then the light slowly dawned upon him, and, with a brisk "Yes'm," he went behind the counter and took down a paper-bound yellow-back book and handed it to her, and when she opened it she discovered it was the life of John L. Sullivan.—St. Louis Star Sayings.

Parks and Cities.

The moral of the experiences of the average city in securing parks and adding touches of adornment is against the evil of procrastination. Cities should plan for future growth and not wait until it is all but impossible to accomplish what should have been done almost at the start. Milwaukee may consider herself fortunate in having reserved a portion of her lake front, and she is to be congratulated that with comparatively little money she will be able to construct a lake driveway that will be unexcelled by any like thoroughfare in the world.—Milwaukee Wisconsin.

PLAIN TALKS TO FARMERS.

MR. ADAMS WORDS MET WITH WARM INDORSEMENT.

FARMERS AND THE HARD TIMES.

THE CALL has begun a series of articles entitled, "Plain Talks with Farmers," by Edward F. Adams, himself a farmer. The series begins well. In the first article Mr. Adams makes these pithy remarks:

Speaking as a farmer, I ask: Why is it that mercantile and professional classes live more luxuriously than we? Why do not their wives also rise at five in the morning and toil till bedtime? Why do they ride in palace cars and we in tourist cars? Now our usual answer to this is that the whole race of them are nefarious cormorants thriving upon the blood and sweat of the patient, noble, honest son of toil. But the real reason that they thrive while we strive unprofitably is because they are not such fools as we are; they know their business and we do not. If they buy a ton of grain, they know what it cost them, and when they sell it, they know whether they have made a profit.

Never were truer words written. There is much complaint just now over "hard times" among the farmers of California. Much sympathy is expressed for them. Yet we hear no sympathy expressed for the "hard times" of the shop-keeper, the small tradesman, the small manufacturer. Why not? Have they not suffered during the past few years just as the farmers have? "Oh, but they are business men," would be the reply. That is exactly it. They are business men, they do not ask for sympathy, and they suffer in silence, while the farmers suffer noisily. The sooner the farmers put themselves on the same score as other men, run their business like other business men and expect the same treatment as other business men, the sooner will they attain the same measure of prosperity as other business men. As Mr. Adams, himself a California farmer, says of California farmers: "Other men know their business—the farmers do not."—The Argonaut.

ANSWERS TO CORRESPONDENTS.

CITIZENSHIP—C. H. R., Larkspur, Marin County, Cal. If you have been a resident of the United States for seven years and now desire to become a citizen you will have to declare your intention, and two years after such declaration you can obtain your second papers. In this State an alien must declare upon oath before a District or Circuit Court of the United States, or a Superior Court, two years at least prior to his admission that it is bona fide his intention to become a citizen of the United States and to renounce forever all allegiance to any foreign prince or state, and particularly to the one of which he may be at the time a citizen or subject. Subsequently if it shall appear to the satisfaction of the court to which the alien has applied that he has made a declaration to become a citizen two years before applying for final papers, and has resided continuously within the United States for at least five years and within the State in which the court is held one year at least, and that during that time "he has behaved as a man of good moral character, attached to the principles of the constitution of the United States and well disposed to the good order and happiness of the same," he will be admitted to citizenship.

RATIFICATION—H. L. B., City. The constitution of the United States was signed September 17, 1787, and it was at once transmitted to Congress, which in turn transmitted it to the States. It was ratified by the convention of Delaware December 7; Pennsylvania, December 12; New Jersey, December 18; Georgia, January 2, 1788; Connecticut, January 9; Massachusetts, February 6; Maryland, April 28; South Carolina, May 23, and New Hampshire, June 21, making nine States, the number required to make the instrument binding on all the States. Virginia ratified June 25, 1788; New York, July 26; North Carolina, November 21, 1789, and Rhode Island, May 29, 1790.

TRAINING SCHOOL FOR NURSES—Daily Reader, Santa Clara, Cal. There are three training schools for nurses in San Francisco, one at the Hospital for Children, another at St. Luke's Hospital, and the third at the City and County Hospital. Application to either can be made by letter or in person to the superintendent. Each school is governed by special rules, but generally the applicant must be between 21 and 31 years of age, must present a certificate of good character, must be in sound health, be able to read aloud well and be able to take notes of lectures.

NELLIE BLY—W. B. C., City. Nellie Bly, the newspaper correspondent, left New York City on her trip around the world on the 14th of November, 1889. She made the tour in 72 days 6 hours and 11 minutes. On her way back to the Empire City she landed in San Francisco from the steamship Oceanica, January 21, 1890. Miss Elizabeth Bisland, another newspaper correspondent, who started one day sooner than Miss Bly, occupied 76 days in the journey.

WARRANT OF ARREST—J. C., City. The code of this State says that if an offense charged be a felony the arrest, with or without warrant, may be made at any time of the day or night. If it is a misdemeanor the arrest cannot be made at night, unless under the direction of the magistrate indorsed upon the warrant. Nighttime as defined in the code is that period between sunset and sunrise. Warrants are not served in divorce cases.

DIVORCE COMPLAINT—J. G., City. If a complaint for divorce has been filed in court, and subsequently the parties agree to let bygones be bygones and resume the relations of husband and wife, and the plaintiff has the action dismissed, that is an end to that case. The other portion of your question is one that should be submitted to a competent attorney, as this department is for the purpose of giving facts and not legal advice.

SCHOOL OF DESIGN—Mrs. J. B., City. The tuition fees in the School of Design in the Hopkins' Institute of Art are $6 per month, or $24 from January 2 to May 15, or $48 for the full term in the antique, life class (nude model), portrait class (draped model) and modeling class. The fee in the painting class (still life and portrait) is $8, $30 and $50. The school year opens on the 15th of August and closes on the 15th of May.

SMALL DOGS—E. G. M., City. Very small dogs are the result of inbreeding. The growth of puppies is checked by the use of whisky, administered with food. The get of such animals is not always certain as to size. Sometimes in a litter of six there may be two that will never attain a larger growth than that of the parent, while the others will attain the full size of the breed. In other cases there has not been an undersized dog in the whole litter.

PERNICIOUS ACTIVITY—K. L., City. The language used by Cleveland in his letter to the heads of departments, written on the 14th of July, 1886, in which he wrote of pernicious activity, was as follows: "Office-holders are neither disenfranchised nor forbidden the exercise of political privileges; but their privileges are not enlarged, nor is their duty to the party increased to pernicious activity by office-holding."

LARGEST STEAMERS—A. F. C., Bloomfield, Cal. The largest steamers afloat at this time are the Campania and the Lucania