JEWISH NEW YEAR BEGUN.

Impressive Services in All the Hebrew Places of Worship.

BLOWING OF THE RAM'S HORN.

Discourses by Drs. Voorsanger, Levy, Nieto and Fryer. Special Music.

The Hebrew New Year was universally celebrated yesterday. The first of the "Days of Awe" was religiously set apart to devotional uses in the synagogue, and to sober enjoyments outside of it. As a rule, the Jew, more particularly in the United States, is rather lax in regard to the observance of the solemn days of his faith; but with singular unanimity of purpose, all classes—reformed, conservative, radical or orthodox—all unite in setting apart as sacred the New Year and the Day of Atonement.

In this City, services were held in the temples. Good audiences were noticeable in all of them, and in many cases extra benches had to be placed to accommodate the large crowds that thronged in. Previous to the Musaph service, the Shofar or cornet was blown thirty times with different intonations. This was supposed to bring the audience to a sense of the importance of the day. Sermons appropriate to the occasion were preached by the rabbis, and the musical programmes rendered by the choirs took the form of traditional recitatives and classical compositions.

The great audience at Temple Emmanu-El heard exquisite music and a timely and eloquent sermon.

The new union prayer-book that has recently been adopted by the congregation was used for the first time. Much of the music was the composition of Cantor E. J. Stark. "Solemn Sounds," a fine quintet selection, was his production.

The regular choir was re-enforced by a quartet, and the singers were Miss Daisy Cohn, Miss Jeannette Wilcox, Miss J. Eastman, Mme. Bernadi, M. Jones, J. C. Hughes, Charles Morrow and W. Heilson.

Dr. Voorsanger presented the lesson of the day, as follows: "During my recent travels I passed a village church which had a sun dial in its tower, and beneath the dial a German legend was inscribed, which paraphrased in English would read somewhat as follows:

Time flies, man remains;
Man dies, hope remains;
Hope dies, God remains.

"The simplicity of these words invests them with a sentiment appropriate to this day. Time, old Father Time, flies and dies and man watches his passing on. Time is God's instrument for making history. Man is a million and a half years old, but his historical record covers but four thousand years of that time. What an infinitesminal portion of an infinite period! Within these four thousand years civilizations were born and have died. Within these years man never was an infant; the archæological museums, the ruins of old countries, the earth itself contains the testimony of the tombs. Every civilization was a sign-manual of power. They passed away, and so man also dies. But hope remains. Death means change, not annihilation. The eternal cycles that are passed shall be succeeded by an eternal number to come. Man dies, but men live. Ruins may not be rebuilt, but out of his experience man creates the new world in which he is to live. And should the last cycle really come and hope itself die, then God shall abide and remain. God is not only the Creator but the motive of life."

Congregation Sherith-Israel worshiped at the Taylor-street synagogue under most favorable circumstances. The special music under the direction of Cantor Davis and Mrs. H. J. Stewart was novel in the introduction of stringed instruments and the adaptation of Mendelssohn and Mozart music to the service. Every feature of the music was a success.

Rabbi Nieto, in opening his discourse, said:

All life may be defined as a retrospect and a forecast. Man was ever taking under consideration his past, analyzing his failures and successes, and gaining experience from them, wherewith he would endeavor to fortify himself for the future. Thus experience became the stimulus of his hopes, the inspiration of his energies. But while the few that were earnest and sincere enough to ascribe the causes which emanated from themselves and produced defeat to the proper source, the many overrated their own intelligence, and were too self-satisfied and opinionated to admit their own incapacity had been their ruin.

Continuing, he said:

The greatest misfortune that besets the majority of men is that their hope is an indefinite yearning for an undefined something. If, instead of this, men would study themselves, become masters of their own natures and possess a thorough knowledge of their own abilities and plan the successive steps by which they would mount to the realization of an ambition defined and within the compass of their powers, we would have less of failures.

In concluding he said:

There is a saying in the Talmud that after the destruction of the first temple prophetic insight was taken away from the prophets and given to fools. At the risk of being ranked as one of the fools I will to-day prophesy to you that in a couple of generations there will be a spiritual revolution. Experience and history teach us that to the apathetic attitude of the old Hebrew toward the religion they claimed to revere was due the progressive movement that set in. To-day there is the same apathy apparent. I know that for the past two years there has been a religious revival in the City, and I feel in my inmost consciousness that this agitation will go on till at last so great a spiritual height shall be reached as would verify in a great measure all the noble things the old prophet foretold.

Congregation Ohabai Shalome observed the ceremonies of New Year's day at its new synagogue on Bush street. The church, although not strictly orthodox, is conservative, and as its position was stated by the new pastor, Rabbi Julius Fryer, "It admits progressive ideas in keeping with the general welfare of the congregation."

Rabbi Fryer's text was Numbers 29:i, "On the first day of the seventh month ye shall blow the cornet (shofar), a holy convocation unto all."

He reviewed at considerable length the noteworthy events of the past year. It had been an eventful and in many instances a calamitous year, he said, one that had brought gloom to many hearts and made many a valiant soul tremble at the approaching storm. The cornet blowing that marked the services of the day was symbolic. It was like the bugle blast that signified to the traveler on the verge of a precipice that danger and aid are both near. It warned him of danger, but likewise saved him from being hurled into eternity through the lurking dangers of a dark and tempestuous night.

The progress of human life was compared to the seasons. Infancy was like spring, the rejuvenating and resurrecting time of nature; youth like the summer of ripening fruits; autumn, the solemn time when a man reckons with himself, as it were, and casts up the accounts of his life, like the harvest season of ingathering fruits; and winter, when the cold blasts lay bare the forests and strip nature of her beauty, was symbolic of the termination of human life. But when the form is in the coffin and the clods of the valley rattle upon the lid, that is not the end of life. The spirit soars away from the trials that have fretted it here to the great source whence it came.

The finale to this harmony of thought was a review of the history of the congregation's life, congratulations upon the progress made in the direction of its long cherished aim and a hope for long continuance of its usefulness.

The Geary-street temple was so crowded at yesterday's service that to avoid discomfort to the worshipers it was found necessary to lock the doors. The services began at 7 A. M. and closed at 1 P. M. Dr. M. S. Levy, the rabbi of the Congregation Beth Israel, preached from the text found in Psalm cxxxix:23-24:

Search me, O God, and know my heart. Try me and know my thoughts, and see if any wicked way be in me, and lead me in the way everlasting.

He opened his sermon with a quotation from George D. Prentice's poem, "The Closing Year." Continuing, he said: "The text I have selected is the essense of a very honest prayer. But all prayers are not honest. Some are merely formal and mean nothing. Some are real as far as they go, but do not go far.

"There is a demand for practical preaching, by which I do not mean the preaching of morality as distinct from doctrine, but such preaching as deals with the individual wants and difficulties and sorrows of the human heart, and which makes the people feel that the eye of the word of God, like the eye of a picture, turns upon them whithersoever they go. Is the annual season of prayer and the filling of the house of God as we see it filled to-day, every pew occupied and hundreds standing, is this a hopeful sight?

"Is the faith of Israel strengthened by the religious tonic which is annually administered? I do not believe that the annual outpouring is in itself a sign of good for Israel's service. What we need is the constant Sabbath service, to be sustained by faith. It is to be regretted that the modern synagogue worshiper who condescends to listen to his rabbi two or three hours during an entire year is so lost in worldly matters that he judges even his minister by the touchstone of business. As a matter of fact, the business feature of the present synagogue is all absorbing. As long as there are houses of worship willing to cater at so much per head and people eager to barter for the privileges offered, so long as Judaism is to be weighed in the scale of dollars and cents, just so long will men and women continue to believe that ministers talk officially.

"It is unfortunately true that some leaders tell us that there is no meaning in prayer and scoff at the doctrines and ordinances of Israel and treat the antiquities of our faith as fables, but I know from personal experience the power of God's grace and its influence in breathing sweet peace into the family circle, and I have been a spectator of its wondrous and potent force in making others happy. The truth that religion depends not so much upon the worship as with the worshiper is forcibly illustrated by the varied characteristics of public devotions all over the land. To-day with us, next year with our neighbor, this year, according to one ritual, in the year to come, as fancy or even fashion may dictate, unstable as water, changeable as the seasons. Not in earnestness, but to accommodate ourselves to custom, not to pray, but to listen to paid readers, not to pour out our hearts in song and tune our souls to the inspiring music of the psalmist, but to listen to singing."

As is the custom in the orthodox Jewish churches there will be a celebration of the second day of the New Year by services this morning at the Geary-street temple, and Dr. Levy will discourse on the theme, "What is Judaism?"

A RUMOR GOING AROUND.

It Says Another of the Southern Pacific's Old Guards Will Go.

T. H. Goodman's Long Service. Rates From Chicago to the Northwest Go Up.

There were wild reports around the big yellow building yesterday about the speedy retirement from office of T. H. Goodman the Southern Pacific Company's general passenger agent.

It was all caused by a wee paragraph published in the Railway Agent, a new railway monthly published in Cleveland, Ohio. The magazine has not the best name for accuracy, but as this publication focused other rumors of similar portend that have been floating about for some time, it gave weight to what would otherwise have been given little heed. A grim smile chased away a frown when Mr. Goodman was asked about the gossip.

"If this is so, it's the first I've heard of it," said he. "I have certainly received no notification of my prospective retirement, and as I have now been with the company nearly twenty-seven years I should suppose I would be notified if anything of this sort is to happen."

On December 12 of this year Mr. Goodman will complete his twenty-seventh year of service for the Huntington-Stanford-Crocker combination. He was for several years prior to that general passenger agent of the old Atlantic and Great Western road, with headquarters in Cleveland, Ohio. There were few signs then of the monster system that has since developed.

Gossip has it that the general passenger agent of the company's Atlantic division, S. F. B. Morse, a grandson of Professor Samuel F. B. Morse of electric telegraph fame, has long been chalked up on Mr. Huntington's blackboard as Mr. Goodman's successor.

Senator Stanford and Charles Crocker were more Mr. Goodman's supporters than Mr. Huntington has ever been, although there has never been any pronounced antagonism shown by Mr. Huntington. No one has ever questioned Mr. Goodman's efficiency. More than this, he has been one of the few men in the big company who made for it stanch friends. Mr. Morse's headquarters are at New Orleans and his present duty is confined to all branches of the company east of El Paso.

Recently there was a pow-wow here with the head officials of the Pacific system. Ever since then there has been more or less gossip about something being liable to drop. So if Mr. Goodman's retirement and one or two other shake-ups should come to pass before many moons the wise men would be prepared to say "I told you so."

To-day the rates on all classes of freight between Chicago and Montana and Washington common points will be materially advanced. In some cases the advance will be nearly 100 per cent. The new schedule will apply only via the Northern Pacific and the Great Northern and their Eastern connections.

In some commodities the advance is very marked. The rate on patent medicines and drugs in less than carload lots from Chicago to Montana points is advanced from $1 89 to $3 10 per 100 pounds, and between Chicago and Spokane the rate on the same class will be raised from $1 89 to $3 60 per 100 pounds, or nearly 100 per cent. Although the tariffs announcing these advances have not yet been issued by the railroad companies, proofs of the same have been received in Chicago by connecting roads and local wholesalers and shippers, and the latter interests are already protesting against the new schedule.

A Grand Choral Concert.

A choral concert of 400 voices was given yesterday evening in Metropolitan Temple, under the direction of William L. Tomlins, and, considering the short time which the Chicago conductor has had with the singers under his training, the work they performed was remarkable.

The numbers included part songs and choruses. Gounod's "Here by Babylon's Wave" was one of the best sung numbers and was loudly encored, the singers clapping as loudly as the audience, though no repetition was given. The "Hallelujah" chorus was also sung in a very satisfactory manner. The other numbers included "The Glory of the Lord" and "Glory to God" from "The Messiah," as well as part songs by Mendelssohn, Garrett, etc.

JEE GAM'S ORDINATION.

The First Chinese Congregational Pastor in the United States.

TWENTY-FIVE YEARS' WORK.

Rev. Dr. Mooar, Who Presided, Converted Jee Gam a Quarter of a Century Ago.

Jee Gam, who for twenty-five years has managed the Congregational mission on Brenham place, was ordained into the pastorate yesterday. He is the first Chinaman in the United States who has been made a regularly appointed minister of the Congregational church, and great interest was felt in Protestant church circles in his ordination.

For his own part the new pastor would have been contented to pursue the even tenor of his way at the mission, just as he had done for the last quarter of a century, but his Chinese converts would not have it so; they wanted him to be ordained, and made a unanimous petition to Rev. Dr. Pond, the superintendent, to that effect. "I told them I could work just as well without becoming a reverend," said Jee Gam, yesterday, "but they insisted, so I had to give in; but I shall keep on just the same at the mission."

REV. JEE GAM, NOW A FULL-FLEDGED CONGREGATIONAL MINISTER.

The ceremony of Jee Gam's ordination took place in the evening at Bethany Church, of which Dr. Pond is pastor, but the Congregational council met in the parlors of the church in the afternoon to catechise the candidate for ordination and hear his confession of faith.

Delegates and pastors were present from most of the Congregational churches in San Francisco and Oakland. By unanimous consent Rev. Dr. Mooar was chosen moderator, though all present did not know the reason for this choice till later in the proceedings. Rev. William Tubb having been elected scribe to the council Jee Gam was admitted and requested to give some account of his early life and conversion.

He is a middle-aged, intelligent-looking Chinaman of a more acquiline cast of features than most of his countrymen, and he made an address in excellent English that was listened to with deep interest by those present.

In his far-away village, eighty miles from Canton, Jee Gam, as a boy of 14, had heard marvelous rumors about the "golden mountains" that lay "in a barbarous, strange and very far, but exceedingly rich country." He told of his adventures in getting to this land, where he had been led to believe that he would only have to pick up the gold and return, and instead of dwelling on his disappointment, he described how he had gone to live as cook in a family where he had found what he now considered infinitely more precious than "mountains of gold."

Jee Gam alluded to the people who were responsible for his conversion as "Dr. Mooar's family," and the interest felt by those present in the convert redoubled as they realized that the man who had baptized him a quarter of a century before was acting as moderator of the council that was to pronounce upon his fitness for ordination.

The candidate answered all the theological questioning without hesitating, and, having read his confession of faith, was requested to withdraw. Ten minutes later he was called back to the room and Dr. Mooar, shaking him warmly by the hand, said:

"My brother, it gives me great pleasure to say that the council is unanimous in its decision that you are fit for ordination."

"I am also glad, but I do not feel myself worthy," said Jee Gam humbly, as he responded to the handshake and wiped a suspicious moisture from his eyes. Congratulations on all hands followed, and the council adjourned.

Bethany Church was decorated with flowers and filled with an interested congregation in the evening.

NEARING HIS END.

Telegrams Report Will Hart to Be in an Unconscious Condition.

W. N. Hart, so widely and favorably known in this State among newspaper men, is dying in New York of cancer. The telegrams yesterday reported him in an unconscious condition, with all hope of his recovery abandoned. His mother, Mrs. Kate Hart, is with him. She has met with several very grievous afflictions within the past year. Last fall her other son, Frank Hart, 28 years old, was drowned in Austin Creek, near Cazadero.

Will Hart is one of the best known newspaper men in San Francisco. He began as a compositor, learning the rudiments of the profession. Under City Editor Ross Jackson he blossomed out as a reporter about fifteen years ago. He made a big mark for himself in his early reportorial days on the Alta.

Some ten years ago he went on the Examiner, and remained there, with the exception of a flying trip on Eastern papers, to the time he went to New York for treatment. Hart's best work was done on what is called the police and water front details.

He was the best all-round reporter in the City, and that, of course, means on the Pacific Coast. No one could touch him as a marine reporter. Mr. Hearst appreciated his abilities in that line and tried his best to keep him in that position. Hart's talents were of such a broad character, however, that he was frequently called upon to do special work. He occupied a number of official positions on the Examiner. He was City editor a number of times. He was assistant City editor at the time he went East last.

Hart was unfortunate in his marriage and some five years ago he and his wife were divorced.

Eight months ago Hart noticed a slight swelling on his right jaw which gradually increased in size. He thought it was a tumor and jokingly made arrangements to go to the hospital and have a piece of himself cut off. After the operation the sad truth came out. Under the microcope it was shown beyond a doubt that he was suffering from malignant cancer. Hart bore up heroically when the truth was told him. His large number of friends called to see him and did all in their power to comfort him and make the time pass as agreeably as possibly.

In spite of the best efforts of the local physicians the disease advanced. As a last resource his stanch friends sent him to a special hospital in New York, where he was placed under the serum treatment.

For a time he seemed to improve. The disease was held in check, but do what they might the physicians could not drive it back. Through all the arduous and almost hopeless treatment Hart bore up cheerfully.

He is now in the unconscious stage and the friends who held fast to hope in the face of the most discouraging news think that the end is not far off.

CARPENTERS AND JOINERS.

There Will Be No Strike Ordered on the Ferry Depot Work.

The District Council States That No Such Move Was Ever Contemplated.

Several articles have recently been published to the effect that the carpenters' unions of this City would cause trouble if the woodwork on the new ferry depot is let out on contracts. The idea implied was that being State work it should be done under an old law at the rate of $4 a day of eight hours, and if the work should be let out to contractors the journeymen would only receive what the contractor would pay, or the regular union rates at the most. The statement was that a committee from the carpenters' and joiners' unions had called upon Labor Commissioner Fitzgerald and had intimated that if the Harbor Commissioners let out the contract, instead of having the work done by the day, thus depriving the carpenters of the opportunity of earning $4 a day, the unions would call all of its members engaged on the work out on a strike.

Last evening the District Council of Carpenters and Joiners, representing the four unions in this City, held a meeting and denounced as untrue statements that a strike or trouble of any kind was contemplated, and they issued the following card:

Owing to the fact that articles have appeared in the daily press intimating that a general strike is about to be ordered among the San Francisco carpenters we take this opportunity of refuting all such statements. While we are using our best endeavors to build up our organization and are meeting with the greatest success still we feel certain of bettering our condition without using arbitrary measures by throwing our men on the street by ordering a general strike.

In the past all differences between the contractor and the journeymen have been settled amicably, and we anticipate doing business the same in the future. The card system that we have introduced among the carpenters has proved most successful, and as we do not anticipate nor sanction any trouble there is no occasion for the public to become alarmed by unauthorized statements.

The council did not know anything about the matter until the published reports were read, and at present they do not propose to authorize or be responsible for any strike or other trouble. They say if any carpenters go out on a strike, they will do so on their own responsibility. It is argued that it would be the height of folly, now that the building trades are recovering a little from the recent depression, to do anything that would cause trouble and throw the men out of work again. Besides it is their plan to effect changes by more pacific means than by striking.

The pileus, a head-covering in use among both Greeks and Romans, was a close-fitting woolen cap worn under the helmet, and, on the march, kept on the head, while the helmet was removed and slung to the girdle.

MERCHANTS MUST RALLY

The Traffic Association Appeals to All Californians for Help.

STAND SHOULDER TO SHOULDER.

Lessons of the Past Should Urge More Vigorous Measures for the Future.

The Traffic Association's executive committee met yesterday afternoon in special session. The object of the meeting was to consider an address to the merchants of California. The end of the association's fiscal year is close at hand and its stanch supporters seek to rally help from the ranks of all citizens interested in the problems it seeks to solve. The following appeal was finally decided on, to be sent to merchants in all parts of the State:

To the Merchants of California: The Traffic Association of California is organized to secure to the merchants of this State the best possible terms for the transportation of their goods, wares and merchandise.

The people of the Pacific Coast are to-day enjoying the fruits of the achievements of this association in that they now have the option of patronizing the line of clipper ships plying between this port and the Atlantic ports of the United States, or the Panama line, in connection with the Panama Steamship Company, in the work of construction now being pushed on the competing line—the San Francisco and Joaquin Valley Railroad—which line is destined soon to play an important part in the rate adjustments within this State.

The foundation of a great building has been laid; the superstruction is also up, and it now rests with the association to put on the finishing touches and to properly round out this great undertaking.

We are still confronted with the local rate question, and the same is bound to receive attention at our hands—it may be as a whole or in given commodities—and then on the border of the same arises that other wall that California must break down before she can be emancipated; i. e., the high rates at present existing to the several territories naturally tributary to the trade centers of California. We refer particularly to Arizona and New Mexico, both on the line of the Southern Pacific Company and that of the Atlantic and Pacific Railroad, also leaving the line of the Southern Pacific at Benson, Ariz., on the line of the New Mexico and Arizona and Sonora Railway as far south as Guaymas, Mexico.

Rates as they stand to-day to the City of Mexico and common points and to other points in inland Mexico are placed on a basis consistent with our position, the same rates being in force from San Francisco as from St. Louis, but to other points mentioned are unfairly against us.

Rates from California to Texas also deserve our attention. California manufactures rarely reach that market.

To the east and north of us in Utah, Colorado, Idaho, Montana, Oregon and Washington are markets, the bulk of whose trade should flow to and from this direction instead of the East.

If the merchants of California cannot look for and secure the trade of their nearest neighbors, their failure to control it must lie in the existing rate adjustments as between the several carriers.

We should naturally look for the trade of the Pacific Coast of Central America. It is a patent fact that during the period of active competition on the part of the North American Navigation Company that trade to and from this port materially increased, and our efforts should be directed toward encouraging that measure of competition necessary to closer relations with that section.

Of greater importance still is the trade with China and Japan. San Francisco is the natural entrepot of this Oriental business to the United States, and the pioneer Pacific Coast port in that trade and yet to-day over two-thirds of the trans-Pacific business passes through the ports to the north of us—Tacoma, Wash., and Vancouver, B. C. Of the tea alone imported into the United States from China and Japan only about 12 per cent per annum passes through this port. We see rice and other merchandise destined to San Francisco coming via the Pacific Coast Steamship Company, having traveled from China to Tacoma and there transhipped. We see the cotton from the Southern States traveling via St. Paul, Minn., and over the Northern Pacific Railroad to Tacoma and from there to China and Japan. In all of this there is something wrong, which should receive our early attention in the endeavor to hold to San Francisco her natural prestige.

We shall endeavor to make the office of the Traffic Association a place of interest to the members, in that they will find there full and correct information regarding rates of freight and other matters pertaining to freight business, not only to and from California generally but also as to rates from all Eastern points to and from the several States and Territories wherein California competes for business, and by keeping in touch with the great number of transportation companies in the State or to and from the State, also coastwise and foreign, aim to be in a position to advise you by bulletin of changes in either rates or routes, which cannot fail to be of interest to the members or their patrons.

It behooves the merchants of the State of California to lend their moral if not pecuniary aid to every competing line, be it great or little, by water, mule team or rail, organized to transport freight within the State's borders or to or from this State.

San Francisco has practically lost the trade of Oregon and Washington, and Portland has been the gainer, but when you contrast her position with that of San Francisco it ceases to be a cause of comment and becomes one of commiseration. San Francisco, situated as she is on one of the finest harbors of the world, and yet for fifteen years her ocean waterways were practically closed to her, and with her one perceptible overland railway—while as to Portland, we find her with six independent lines, affording through transportation to and from the East, and no restriction whatever on her ocean waterways, placing her in an independent position. In view of this it is evident that there is inherent in San Francisco some vital recuperative power which enabled her to keep on under steady headway, notwithstanding the loss of trade in one direction, curtailment in others and disbarment in more yet, and this is mentioned that you will at once realize the immense change in San Francisco possible when we can boast of six independent outlets for our Eastern trade.

A natural desire of the merchant is to do business with every one on business principles and on those lines would endeavor to impress on the transportation companies that in favoring California with better rates than her competitors to the same territories, lies the greatest promise for future and permanent prosperity for it.

The advent of the San Joaquin Valley Railroad into this port will be a momentous day for San Francisco. That advent is much more portentous than appears on the surface. It will be the nucleus around which will spring up new systems of steamship and sail competition, both coastwise and foreign, and the cheaper grades of ocean freights instead of seeking other channels as now (owing to the glut of better paying loads because of present circumscribed facilities) will travel through this port, and every aggrandizement of this nature of the port of San Francisco means an increased measure of prosperity to the State at large in additional channels for the further distribution of her natural products and manufactures. These are the signs of the times, and every move by this association looking toward and encouraging these ends is, in its judgment, good policy.

The work before the association is great in volume and possible of most gratifying results, and these results are a foregone conclusion if the merchants of California will but adopt and follow to the letter the plan of standing shoulder to shoulder, remembering that motto so much to the point, "United we stand; divided we fall," having always in view that the acts of this association invariably contemplate the greatest good to the greatest number.

The whole may be substantially summed up, that the mission of the Traffic Association of California is to extend the horizon of the distribution of California's natural products, manufactures and trade generally at the lowest possible rates as compared with those enjoyed by her competitors, and to encourage all legitimate competition through means which may be determined as opportunities ripen, and to secure for California proper recognition of her position as a producer, manufacturer and great trade center, and it is to these laudable ends that your membership in this association contributes.

THE TRAFFIC ASSOCIATION OF CALIFORNIA.
B. F. Dunham, President. William Bostwick Curtis, Traffic Manager.

James Keir Hardie Coming.

At a meeting last evening of the San Francisco section of the Socialist Labor party a telegram from Salt Lake City was read, stating that Hon. James Keir Hardie, ex-member of the British Parliament and a prominent Socialist lecturer, will arrive in this City on Sunday evening. He will be met by a reception committee from the section at the Sixteenth-street station, Oakland. Mr. Hardie is accompanied by Frank Smith, the secretary of the Independent London Labor party, of which Mr. Hardie is the president. Mr. Hardie will speak in Metropolitan Temple on Monday evening. He will be given a complimentary benefit by the section at Turk-street Temple as soon as his engagements will permit. Preparations are being made for him to speak in Sacramento next week.

CARELESS GUNNERY.

A Newspaper Man Severely Burned by a Discharge of Powder at the Presidio.

W. F. Burke, a CALL reporter, was severely burned by a discharge of powder at the Presidio yesterday afternoon.

Mr. Burke was strolling in front of the fort, and had just passed a porthole from which the muzzle of a cannon protruded when the gun was discharged. The powder struck his left side, burning his face, neck and shoulder and tearing his clothes. He was knocked down by the blast and lay for several moments in a semi-unconscious state, until soldiers from the fort picked him up and sent him to his home at 1510 Larkin street.

Mr. Burke says no one warned him that he was on dangerous ground, and he did not know that the gunners were practicing. If the gun had been discharged a moment earlier he would have been blown to pieces.

THE SAUSALITO LANTERN.

It Is to Be Supplanted by Electricity for Lighting the Streets.

A Proposition Made the Town Trustees—Ordinances and Protests.

The Sausalito lantern is doomed. It is to be relegated to the caves and the cellars and supplanted by electric lights. The Sausalito lantern is a novelty. It is purely a local affair, home made and composed of four parts—a candlestick, a lamp chimney, a piece of wire and the stub end of a candle. It has in the past answered the purpose for which it was designed, of aiding pedestrians to keep in the middle of the road. But since they have builded sidewalks in Sausalito the pedestrians do not keep in the middle of the road: they take to the sidewalks, when they can find them. And that is why they want electricity. They say they are tired of carrying their lights in their hands. Up in Mill Valley they say Sausalito is putting on airs. But Mill Valley is said to be jealous. Anyway Sausalito insists upon the electricity, and the Board of Town Trustees favor the proposition.

A communication was read at the meeting of the board on Monday night from Dr. Case, who represents San Francisco parties, in which it was proposed to put in an electric lighting plant, provided subscribers can be secured for 500 lamps. The rate suggested is less than 2 cents per lamp per hour. Arc lights will be furnished at the same rate.

The board very promptly informed Dr. Case that it was ready to consider a direct business proposition from his man, but that it must be a definite one and not a set of glittering generalities.

Dr. Case assured the board that his communication was intended merely as a "feeler." He was informed by General Dickinson, president of the board, that "feelers" were incompetent, irrelevant and immaterial; the board wanted direct evidence of intention.

The general had arrived on the late boat direct from the distressing atmosphere of the Durrant trial and was not in a humorous mood. But he was in a mood for electric lights and referred the proposition to the Street Committee with instructions to report at the October meeting of the board.

Ordinance 42, providing for the establishment of grades of Caledonia and Easterby streets, found no protestants and was passed till the next regular meeting.

Protests were offered to the closing of South and Water streets, through the Pacific Yacht Club grounds. The protests were based on the fact that property-owners had made their purchase with the understanding that the streets were to be kept open. The point was also made that they had not been properly notified of the intention of the board. President Dickinson held the point as to notification well taken and the matter was postponed indefinitely.

Contractor Raisch was granted 22 days' further time to complete street work.

The board adjourned till the first Monday in October.

An absent-minded Attleboro (Mass.) man left his bicycle in front of the postoffice in that town recently and walked home. The next morning he looked in vain for it in his barn, finally remembered where he had left it, and, going there, found it in the same spot where he had left it.

Germany claims territory in Africa to the extent of 1,000,000 miles of area.

THE NEW BLYTHE BLOCK

Will Positively Not Be Built if Mr. Taylor's Ordinance Is Passed.

SAYS ATTORNEY W. H. H. HART.

The Proposed Structure to Be at Least One Hundred and Eighty Feet High.

The ordinance proposed by the Fire Department Committee of the Board of Supervisors regulating the height of buildings meets the unqualified antagonism of several of the largest property-owners in this City. It is argued by those who should be in a position to know that if the Supervisors adopt the ordinance as amended by Mr. Taylor, limiting the height of future structures to 100 feet, it will be the worst blow ever aimed at San Francisco's growth and prosperity generally.

"I am bitterly and unalterably opposed to any such ordinance," said Attorney W. H. H. Hart yesterday, "because it means a death blow to many structures now under contemplation which would not only be ornamental but highly beneficial to the City at large. Several of my clients are directly interested in the proposed ordinance, and, if it becomes a law, they will abandon entirely improvements that have been contemplated for several years.

"I refer particularly to the Blythe block, where a modern structure of some twelve stories or more is to be erected, provided this obnoxious ordinance does not become operative. We have been subjected to many irritating delays through influences over which we had no control, but now that matters are about in practical shape for something definite we are met with a proposition limiting the height of all buildings to 100 feet, or just seven stories.

"As the legal representative of the Blythe estate I desire to say that if the recommendation of the Fire Department Committee is passed by the Supervisors the Blythe block will remain in its present condition. This must not be construed as a threat, but as a calm statement of a business proposition, in which the erection of a paying block so many stories high at a cost of several hundred thousand dollars are the only things to be considered. The day of low buildings is about over, and we do not propose to be forced into erecting a six or seven story structure which could not possibly compete with the Mills, Crocker, Chronicle or half a dozen other buildings I might mention.

"I am not at liberty to give the exact size of the Blythe block, but this much I can say, that its least height will be 180 feet. The plans as drawn admit of a structure seventeen stories high, though I think the limit, provided this ordinance is not passed, will be twelve stories. The Blythe estate can, of course, afford to allow the present buildings to remain on the Market-street block, and the parties interested will certainly do this if the 100-foot limit of Supervisor Taylor is passed.

"I have three other clients who expect in the not distant future to erect modern twelve and fifteen story business structures, but they will certainly put their money elsewhere if limited to a seven-story building. It matters not how handsome or complete the equipments of these lesser buildings, they certainly cannot compete successfully with the Mills or Crocker buildings. At least, that is the way my clients view the matter, and I heartily agree with them. It is to be hoped for the future interest of San Francisco that the Supervisors will extend to builders the same courtesy that has been granted others in the past. Unless this is done, Market street and other business thoroughfares will for all time present the shoddy and unkept appearance of to-day."

Bishop Warren's Arrival.

Bishop Henry W. Warren, D.D., LL.D., of Denver, Colo., is at the Palace, having returned from Pacific Grove, where he held the California Annual Conference. Next Wednesday he will hold the Southern California Conference at Pasadena. On Sunday, the 22d, he will preach at Stanford University. This evening Bishop and Mrs. Warren will be tendered a reception by the Central Methodist Church, Mission street. He will deliver an address on the "Unity of Our City Methodism."

When the Emperor Henry in 1194 captured Salerno he ordered the wives and daughters of the leading citizens to be put up at auction and sold, and these unhappy ladies were thus disposed of to a brutal soldiery.

The size of the Turkish turban formerly indicated the rank of the wearer.

Two Days Introduction!

We want to introduce you to our New Fall importations from New York, so on Friday and Saturday we shall offer them at such prices as San Francisco never saw.

Overcoats.
Meltons and Beavers, Dark and Medium Colors; Late Fall Styles; Tailor made.
Two Days Price $10.00

Ulsters.
New Fall Styles, in Tweeds and Cheviots. Nothing like them in town.
Two Days Price $10.00

Children's Suits.
Latest Novelties just arrived from New York,
$1.50 to $10.

Men's Suits.
An immense assortment of Black and Blue Cheviots, Fancy Worsteds and Mixed Tweeds; Double and Single Breasted Sacks and Handsome Frocks. Three lines, as follows:
Two Days Price $10.00.
Same as displayed by our Kearny st. competitor at $15.00.
Two Days Price $12.50.
Same at $17.50 on Kearny street.
Two Days Price $15.00.
Same at $25 on Kearny street.

Every garment a "Souvenir" in itself. No need to give away "Silver" to sell them. The cost of that "silver" scheme is paid by adding it to the price of the goods.

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