



CHARLES M. SHORTRIDGE, Editor and Proprietor.

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THE SUMMER MONTHS. Are you going to the country on a vacation? If so, it is no trouble for us to forward THE CALL to your address.

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THE CALL SPEAKS FOR ALL. The commencement season is with us.

Every harmony of the time is Republican music.

To the college orator life is one grand declamation.

There is nothing compromising about Populism this year.

The appropriation bill is big, but none too big for the country.

The festival idea has blossomed in a way that promises an early fruition.

The festival idea is a good thing to keep in mind until we get the thing itself in hand.

No one can object to the establishment of a park in the Mission. It is a home mission.

The Democrats seem to saw wood only to get sticks of convenient size to throw at one another.

The competing road will not only bring the monopoly to terms, but close the term of the monopoly.

Up to date no one in the country seems to care whether the Chicago convention ever meets or not.

In a little while the political cuckoo will have gone to join the dodo at part and parcel of the dreadful past.

The transfer nuisance is one of the kind the public will never get used to. The irritation will be always there.

California fares well in the appropriation bill, and the people will take notice it was passed by Republican votes.

Tillman's lectures in Kansas were so successful he is accused of tossing up a haystack of greenbacks with his pitchfork.

It will be agreed on all sides that the Grant monument should have been raised by something better than convict labor.

Dupont's claim to a seat in the Senate is nothing like the powder he makes, for every time it is brought up it hangs fire.

The only hope of the Democrats to make combinations in this campaign is to combine with themselves, and even that seems forlorn.

People are content to have their eyes on the St. Louis convention, but they would like to have their hands on that at Chicago.

The comfort of the American home depends on the maintenance of American wages, and the way to secure the one is to protect the other.

The graduates will soon be filling the country with new ideas on the ideal republic and the way to teach your grandmother how to suck eggs.

It begins to look as if the Cleveland letter declaring himself not a candidate for re-election must have been used for gun-wadding and shot away in a swamp.

It is noted that Governor Morton of New York did not veto a single bill passed by the recent Legislature, and now some people are praising the Legislature and some are condemning the Governor.

Arthur Corbin recently presented the New York people with 150 buffaloes for their park, and thus it comes about that New York City is now the only place in America where buffalo can be found in large numbers.

According to the reports collected by the Orange Judd Farmer the present condition of the wheat crop is more favorable to a big output than in any month of May since 1891, when the harvest was regarded as phenomenal.

There never was a time when all sections of the country were so eager for internal improvements as now, and that is another reason why the party which has been always in favor of such improvements should be restored to power.

In saying we cannot have a summer fiesta in this City because we have "nothing but wind and dust to accentuate the season," the Oakland Tribune clearly overlooks the fact that we could have the Oakland people, and there is nothing windy about them.

The Democratic tariff has been about as beneficial to the English cutlery-makers of Sheffield as to the wool-spinners of Bradford. By reducing the duties all the way from 25 to 50 per cent the British have been able to increase their exports of cutlery to this country from \$407,000 in 1894 to \$739,000 in 1895, and the difference is just so much lost to American workmen.

The attempt of the Southern Pacific Company to head off the business of the Valley road by offering low rates to big shippers on three years' contracts is evidently not finding much favor among the people of that section. The Fresno Republican says: "The disposition of shippers generally will not be to invidiously discriminate against the enterprise which is bringing them relief from monopoly exaction."

CANADA'S ADVANTAGE.

Aprons of the movement in Congress to withdraw from the Canadian railroads penetrating the United States, the privilege of taking American goods in bond and shipping them whithersoever they please, a correspondent of the New York Sun has published some startling facts and conclusions. From the report of the Secretary of the Treasury to Congress he quotes that for the three years—1893, 1894 and 1895—no less than 1,316,852 cars, containing 24,063,329 tons of merchandise, were diverted from American to Canadian railroads under the bonding regulations.

These goods, it should be remembered, are transported over Canadian territory from one part of the United States to another by railroads which are heavily subsidized, which are unhampered by any such law as our interstate commerce act, and which for other reasons are able to haul at much lower rates than American lines can afford to charge. That is why they control so large a part of the traffic that otherwise would fall to American roads.

The Sun's correspondent makes this showing: If the loss in earnings to American railroads was only 12 1/2 cents per 100 pounds, the total loss for three years was \$60,158,322. Railway traffic earnings for the past three years have been less than for the years 1890, '91 and '92. If the average loss for 1896, '97, '98 and '99 is no greater (if the bonding regulations remain in force) than the average of the past three years, the total loss for this decade will be more than \$200,000,000.

The total gross freight traffic earnings of all the railroads in Canada for the fiscal year 1893 was \$32,935,029. For ten years at the same rate it would amount to \$320,545,208. Of this total \$200,000,000, or 61 per cent, would be from American traffic, which legitimately belongs to our own railways just as much as our coasting trade belongs to American vessels.

By a like careful use of figures and logic the correspondent shows that the total passenger traffic earnings of the Canadian roads for the fiscal year 1893 were \$15,087,300; that if these roads were denied the bonding privilege they would lose the freight, and that in consequence they could not afford to charge the present low passenger rates that bring them so great a volume of business. He estimates that their loss on passenger receipts would be not less than \$5,000,000 a year. That is to say, deducting from their total gross earnings of \$52,042,396, \$20,000,000 for freight and \$5,000,000 for passengers, they would have left only \$27,042,396 as total gross earnings for 15,020 miles of railway, or \$1800 a mile. The average bonded indebtedness of all the Canadian railroads is \$21,000 a mile, which, at 5 per cent, demands \$1100 a mile for interest upon bonds, leaving \$700 a mile for operating expenses, rentals, renewals, interest on current loans, etc. Their actual operating expenses in 1893 was \$2361 a mile. Twenty-one out of twenty-seven Canadian roads did not earn operating expenses, because they had no American traffic. It can easily be inferred not only to what extent American roads would be benefited by the withdrawal of the bonding privilege, but also the difficulty that Canadian roads would find in existing.

Whether they have been so instructed or not, it matters little, but Government office-holders are having a good deal to say these days about the economical management of the affairs of the Nation by the Cleveland administration, as compared with President Harrison's management of them. Let us see what President Harrison did in the way of reducing the public debt. The figures of the Treasury Department show that during his administration debt reductions were as follows:

Table with 2 columns: Year, Amount. 1890.....\$125,000,000; 1891.....135,000,000; 1892.....40,000,000; 1893.....10,000,000. Total.....\$310,000,000

Up to date the Cleveland administration has not reduced the public debt a farthing, but it has borrowed money on the credit of the Nation, the principal and interest of which are as follows:

Table with 2 columns: Year, Amount. 1894 (February).....\$50,000,000; Interest 10 years at 5 per cent.....25,000,000; 1894 (November).....50,000,000; Interest 9 1/2 years at 5 per cent.....23,750,000; Interest 20 years at 4 per cent.....62,175,400; 1896.....100,000,000; Interest 25 years at 4 per cent.....116,000,000. Total.....\$501,843,880

But this is not all the Cleveland administration has done for the country. The income from the Wilson-Gorman tariff act has failed in nearly every month to meet the current expenditures of the Government, and not only so, but the conduct of the Treasury Department has disturbed the commercial relations of the people more than any other administration in the history of the country.

INDUSTRY WAITS.

To use a commercial expression, the people of the United States are living from "hand to mouth." They are waiting for the Cleveland administration before launching out into new channels of trade and industry. Capital is always timid when threatened, and it is bold when it feels sure of fair treatment. The cry of "hard times" and of the "stringency of loanable money" is the legitimate fruitage of a want of confidence in the integrity and ability of the administration at Washington to meet and provide for the demands that commerce is obliged to make upon the Government.

But public sentiment is now so strongly set against the financial and economic policy of the present administration that its overthrow is only a matter of waiting for the coming of March next. In view of this fact, and the certainty of the Government again putting itself in touch with the business interests of the people, there is enough of an encouraging character in the immediate future of the channels of trade and traffic to warrant capital in seeking employment in business operations without waiting for the formal induction of the St. Louis nominee into the office of President.

The election of a President next November who will be thoroughly in sympathy with the best interests of the country is so much of a foregone conclusion that the people are justified in going forward in the work of rebuilding the industries and the commerce of the country. Conditions are still clouded, but the outlook is full of encouragement. The days of distress are numbered, and they will end with the retirement of Democratic rule.

ANOTHER BOND ISSUE.

There is foundation for the Wall-street rumor that there will be another Government bond issue before or after the autumn season opens. The treasury gold reserve grows less from day to day, and the July disbursements will reduce it far

AROUND THE CORRIDORS.

There is a remarkable man at the Occidental Hotel. He is Joseph R. Walker, the millionaire banker and mine and real property owner of Salt Lake. Probably between the two oceans there is not a more striking illustration of the self-made man. "In 1852 I and my three little brothers persuaded our mother, then living in St. Louis, to come out West," said Mr. Walker yesterday. "Our father and sisters had recently died and my mother was left alone and she didn't know what to do. We boys persuaded her to start with us. We just took her into it—and so one day we all started out from St. Louis in a little wagon drawn by two oxen of oxen. It was a frightful trip to attempt in those days, but we boys, who didn't know anything about danger, and our mother, who was ready to accept any situation that we were willing to accept, pursued our way to take our chances. We were six months in getting through. Our oxen gave out at many places along the road and it was all we could do to get them along at all. The long journey from Green River to Salt Lake was made in three stages; there was no other wagon to bear company. We camped at every green spot where the oxen could get grass, and finally, after great hazard in a country overrun by Indians, we reached the Mormon settlement at Salt Lake. Times have gone on prosperously with me since then and for many years I have been in possession of a very large fortune, but at no time since I acquired it have I seen the happiness that I saw when jogging along in that little old wagon over the plains and mountains, when I dreamed dreams of money I would make and the positions I would hold. Mr. Walker owned the Altamont mine at Butte, Mont., and had a dozen other properties. He says the new Mercur district, fifty miles from Salt Lake, is developing some enormous mines. The Golden Gate mine there, he declares, has \$10,000,000 worth of ore in sight. He predicts the district will become another Coeuridore.

J. D. Hanbury, one of the wild boomers of San Diego and Lower California in 1867-88, when the heaviest part of the population there was engaged in the town lot business, has made a big strike again at Tokio. The amount which he is said to have raked in is \$150,000, but it may not be so much when all the details are known. Mr. Hanbury was operating in the south he had a partner named Garvey. They became the agents and finally the virtual successors of the Mexican International Company, which organization claimed to own 18,000,000 acres in the peninsula of Lower California. They caught many a good tenderfoot, for the boom of the peninsula that land around Ensenada, over 100 miles from San Diego, was sold at from \$40 to \$150 an acre. A lot of dizzy towns were launched, notably San Carlos, San Quintin, Punta Banda and others. Broad avenues were cut through the streets, and gifted promoters sang their alluring songs day and evening to woo the red gold from the crowd of people who flocked that way. An overland stage, with relays of fine horses, was put on. Everything hummed. In the midst of this bubble enigma to buy a breakfast. Mr. Hanbury, who had some time previously founded a watch factory at Otay, Cal., was floored as flatly as any of his constituency. He pulled himself together, however, after some months and transported the same factory to Japan. He took twenty workmen along and they proceeded to make watches for the little brown men of the Mikado's realm. "The factory was a success. Hanbury made money out of it and finally he unloaded it to the Government. The result is that Japan is not only making watches, but is going to get further and is now making the machinery with which to make more watches. It is predicted that these same watches will be ere long coming to the Pacific Coast, here to be for sale and compete with American watches. Hanbury, who made the comfortable stake, has gone to Paris, or some other foreign port, and he is expected to be back ere long. Garvey, his whilom partner in the days of the boom, disappeared somewhere in the East a few years ago.

STEEL WAGON ROADS.

The acute interest now being taken in roads in this State might receive an added stimulus from the suggestion of Martin Dodge, State Road Commissioner of Ohio, and also by Governor Griggs of New Jersey, that steel rails for use by ordinary wagons offer a brilliant solution for a difficult problem within limited but very important lines. The idea is a railroad in its most primitive form. It contemplates the use of two steel rails of the thickness of boiler-plate, each formed in the shape of a gutter of a convenient width, say five inches, with appropriate sides and shoulders, making it easy for wagon-wheels to enter and follow the troughs. These metal troughs are to rest upon a suitable foundation, and the spaces between them is to be filled with macadam for the horses' feet.

It is surprising to be informed that such a road costs \$3000 a mile, while a macadamized road costs \$7000 a mile. These are Eastern estimates. Whether or not they will agree with conditions here is a matter for engineers to determine. This estimate for a steel road, which in the absence of numerous turnouts, or a good earth road on either side, would seem to be necessary. Even a double track would cost hardly more than \$4000 a mile.

Considerations beyond the original cost, however, are equally important. Manifestly a steel road would last much longer than any other, and it is evident that a horse can draw on such a road twenty times as much as on an ordinary earth road, and five times as much as on a macadamized road. It is in these items that the great economy of the idea is to be sought. So great a saving in traction power reduces the number of horses which patrons of the road would require, and that alone in a thickly settled community would pay for the construction of the road.

Such a road would require constant attention and in many parts of California would likely be impracticable, even on level ground. This is because of the long, dry summers and the moving of sand under the wind. This would tend to keep the gutters filled, and there would be no rains to move the earth. On moderate grades the plan would be clearly feasible. In short, the peculiar conditions obtaining in California give the suggestion an aspect which it does not wear in the Eastern States, but that is no reason why the matter should not be thoroughly studied. Among other possibilities which it suggests is the granting of charters to private companies for the construction and maintenance of steel roads in rural districts.

CHRISTIAN ENDEAVORERS.

The ninth annual convention of the California Christian Endeavor Union, which has assembled in San Jose, will not occupy so large a part of the attention of the general public as is given to great political conventions, but nevertheless it will be a most notable gathering, and to a large portion of the better element of the community will be one of the important events of the year.

Assemblies of this kind are the most effectual answers to all assertions that the power of the Christian church is waning. The young men and women who will meet at San Jose will represent a great part of the intelligence, the virtue and the earnestness of the youth of California. They and those whom they stand for are among the most widely influential factors of our social organism. Their actions and even their opinions will have a marked effect upon the whole tone of California life, and no cause to which they devote themselves can be considered as weak or waning even by the most pessimistic students of modern society.

It would be well if all classes of people would take more interest than is generally done in conventions of this kind. The work of the Christian Endeavor Union is among the best now going on in the world. Their campaign of education is not the inculcation of a barren dogma, but the establishment of a practical beneficence in the community from which all can derive good. California has reason to be justly grateful to the churches and whatever other influences have inclined so many of her most gifted men and women to a task of this kind, and with regard to the convention at San Jose with more than ordinary pride.

CURRENT HUMOR.

Little Miss Muffet. She sat on a tuffet. And finished her biscuits and tea; Then picked up a spider That sat down beside her. And counted his legs—Cleveland Post.

THE PACIFIC STATES.

Callam County (Wash.) Courier. The San Francisco CALL is certainly right in one proposition and that is that the Pacific Coast should have a Cabinet position in the next administration. The electoral votes of the Pacific States when combined are equal to those of some States in the East, and they are always accorded Cabinet places in every administration. It is only necessary to compare the history of the Pacific States with that of any of the Middle States like Ohio, Indiana and Illinois to see how completely they will have the best qualifications for leadership.

The future development of commerce on the Pacific Coast will make it necessary for the welfare of the Pacific States and the commercial way to be influential factors in the administration of our National Government. The Pacific States cannot expect to have their interests looked after properly in the trade with Asia, Australia, the islands and South America if the National Administration is run exclusively by Eastern men who are ignorant of our wants and entirely occupied with other interests.

The Pacific States are a respectable American navy on this coast, and they will want many other things from the National Government which they will never get unless they have an increased influence in the administration. The first object must be a place in the Cabinet of the Pacific States must make a fight for that purpose.

California naturally has a preponderance of influence by reason of her superior size, but in her own line Japan is going ahead, and rapidly, too. I refer now to silk goods, and she is making great efforts, too, in cotton goods and cotton yarns. In the latter lines they may affect European interests, but won't affect ours.

A KINDLY ACT.

The San Francisco CALL of last Monday contained a three-column review of the growth of trades unions in Los Angeles. A metropolitan paper that will devote this amount of space to organized labor in a sister city demonstrates its friendliness to the interests of labor. Accompanying the review were the photographs of officers of the Council of the United Brotherhood of Carpenters and Joiners of America, P. McNamara, Secretaries H. E. Martens and E. K. Holman, President Edward Booth of the Carpenters' association and President J. H. McWilliams of the Labor Congress. The position duly appointed to organized labor, a friendly and a friendly act upon a city of the Pacific States, and a kindly act on its part when it agreed to dispense with the typesetting machines for the printing of a review of the growth of the different trades unions in Los Angeles is still another evidence of THE CALL'S friendship for organized labor.

DELEGATES AT LARGE.

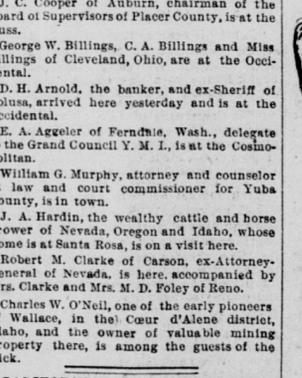
Yreka Journal. While Northern California did not succeed in getting a delegate at large to the National Republican Convention, we are satisfied that two men could have been chosen who would better represent the State than George A. Knight and John D. Spreckels. The former is one of the most brilliant speakers in California and is certain to be heard from in the convention. John D. Spreckels has made a good clean fight in politics in San Francisco, and the entire State is glad to see that the better class of residents in San Francisco are taking some interest in politics and not leaving it entirely to the old bosses, with whom the better class of men had no chance.

THE CONVENTION DID RIGHT.

Kern County Echo. Not a few good Republicans are disposed to criticize the Sacramento convention for adopting a free coinage resolution in view of what the National Convention is practically sure to do on that subject. But our State did exactly right. California Republicans favor free coinage; if Indiana or Ohio Republicans take a different view of the situation let each give full expression to his views, and then out of the whole voice the National gathering can gather the correct consensus of opinion and give expression to the wishes of the majority. If the convention had not done this, the National meeting would be in total darkness.

A PRETTY SHIRT WAIST.

An excellent and dainty model for a lady's shirt waist and one of the most used, is shown here. The design includes both standing and turn-over collars, as may be preferred. Any cotton fabric of heavy or medium weight is suitable for this useful waist. The collar and cuffs may be made detachable.



CALIFORNIANS IN NEW YORK.

NEW YORK, N. Y., May 14.—At the Plaza-Mr. and Mrs. Bach; Marlborough—A. L. Begleiter, Vendome—Mr. and Mrs. W. Andrews; Belmont—J. H. Adams, E. Boyes, J. Bryes; Morton—J. H. Creely; Continental—J. M. Brozell.

LOVE VS. WEALTH.

Cupid, being shy, scales: Here's a human hair; Fair would I list among the sales In thy busy mart. Place it, with its weight of pride, Or if you're of the other side—Place upon the other side—Hoop of glittering gold. So? Thou dost not weigh the heart! In thine love-enchanted art, Lightest are the best! Cupid, truly thou art sage; All our thoughts above; In the march of youth and age—What can weigh 'gainst Love? —Cleveland Plain Dealer.

MEN WHO PULL TOGETHER.

Oakland Tribune. Southern California, as usual, was a unit in the late Republican Convention at Sacramento. Some of the delegates from other parts of the State were disposed to kick against what seemed to them an undue influence. This lead was perfectly legitimate. The chairman of the convention, the Lieutenant-Governor and other good things the delegates from Southern California were conceded at once. If a Governor had been elected from the nominations he would have been selected from that part of the State. Save for a little sectional feeling noted as an unrecurrent, such results are altogether commendable. It illustrates the value of the pull together. These Southern California folks first agree upon what they want and then they go for it. They are not in the habit of playing politics. It is a business proposition and then they go for it. They are ruling the State. They decide what measures shall be supported and what ones

MINISTER EDWIN DUN.

All Nonsense, He Says, About Japan Invading Us With Labor. People Interested in Bicycles Have Flooded Mr. Dun With Inquiries By Myriads.

Edwin Dun of Ohio, United States Minister to Japan, who has arrived here after three years' absence as the representative of this Government in the land of the Mikado, has a fund of curious information regarding that country. He lived there many years before he was appointed Minister, though at one time he was Secretary of the Embassy and at another acting Charge d'Affaires.

The Minister has grown bigger, or rather stouter, during the last three years. "The supposition that Japan had grown arrogant after her victories is entirely wrong," said Mr. Dun. "On the contrary, the war has had a tendency to sober the Japanese. They see their responsibilities more than ever before, and are trying to do all they can for their country. This is very noticeable all over the empire.

"And about Japanese manufactured goods and Japanese labor coming in here, there has been an unnecessary excitement about that. It is all talk. I get letters constantly, and from all over, inquiring about it. I can only give one answer to all I get letters particularly inquiring about bicycles. "Well, there is no such thing as a Japanese bicycle. True, they do make a fragile thing for boys which the little fellows manage to ride on, but they are in no sense a bicycle such as you have here. "The bicycles that the people use there are all made either in the United States or in Europe, and so they will continue to be. No one need have any fear of that. "In her own line Japan is going ahead, and rapidly, too. I refer now to silk goods, and she is making great efforts, too, in cotton goods and cotton yarns. In the latter lines they may affect European interests, but won't affect ours.

"I read a letter not long ago, printed in this country, from a man who had been at Kobe, and he drew a most doleful picture of the awful results from competition from Japan in both goods and labor in the United States. "The Japanese are not going to interfere with us. We will go along serene and prosperous in our own way. There is no cause for agitation."

Mr. Dun has here several days. He is to spend a vacation of two and a half months, and will put in most of that time in Ohio, Washington and New York.

ANSWERS TO CORRESPONDENTS.

POLL TAX EXEMPTION.—R. F. Folsom, Cal. The fact that a man is near-sighted or a cripple, or both, does not exempt him from the operation of the poll tax. As to roadtax a collector out of pity might pass him by.

GABRIELLE GREELY.—Subscriber, Sacramento, Cal. At the time that Gabrielle Greely, daughter of the late Horace Greely, became a convert to another religion, the fact was announced in all the newspapers of the day.

HALF DOLLAR OF '53.—P. L. City. There is no premium on a half dollar of 1853, unless it is one of that date without arrow-heads at the date or rays about the eagle. Such are exchanged for silver and command from \$30 to \$30 premium.

ADDRESSES.—A. E. S. City. The address of Helena Modjeska is Los Angeles; Mary Anderson Navaro, London, Eng.; Mark Twain, Hartford, Conn.; Gladstone, London, Eng.; Tomaso, care of Dramatic Mirror, New York City; In our own line Japan is going ahead, and rapidly, too. I refer now to silk goods, and she is making great efforts, too, in cotton goods and cotton yarns. In the latter lines they may affect European interests, but won't affect ours.

FOREIGN TIDES.—C. F. R. Langlois, Curry County, Or. The following gives the rise from extreme low water to extreme high water at places named: At Aden, Gulf of Aden, at mouth of Red Sea, 9.8 feet; at Suez, north entrance to the Red Sea, 9.8 feet; at Muscat, entrance to Persian Gulf, 11.3 feet; at mouth of Euphrates River, end of Persian Gulf, 7.3 feet.

FAUST.—A. Sg., City. There are quite a number of works published in the English language that tell the story of Dr. Faust. There are the works of Goethe, translated by Anna Wanaak; "Faustus," a tragedy, translated by J. W. Colburn; "Faust," a dramatic poem, translated by A. Hayward; "Faust," translated by Taylor, and a number of other books that can be seen in the libraries of this City. Some are to be found in the Free Public Library.

MOBILE REGENT.—B. H. D. Silver City, Idaho. Your question, "What was the name of the captain of the Mobile Regent in service at the close of the Mexican war?" was submitted to the Navy Department at Washington, D. C., and the following reply was received: "It is informed that it does not appear from the records of the War Office that there was a vessel of the name of Mobile Regent in the navy during the Mexican war."

POLISH HORNS.—F. W. K., City. The following is given as a method for polishing horns: Scrub the horn perfectly smooth with glass, then rub with fine sandpaper or Dutch rushes; repeat the rubbing with a bit of felt powder, and finish with a piece of soft wash linen dampened with a little sweet oil; or still better, rub it with subnitrate of bismuth by the palm of the hand.

PRESIDENCY.—Several Readers, City. The question, "Two natives of the United States man and wife, to go to Europe on a pleasure tour and a child is born to them, a son, while they

is this boy eligible for the office of President of the United States? A says "no" and B says "yes"—is one that has been asked from time without date, but an answer to it cannot be given until the highest court in the land decides what is meant by the following words in the constitution of the United States: "No person, except a natural-born citizen, shall be eligible to the office of President." There has not been any judicial definition of the words "natural-born citizen," and whether it means to apply to one born on the soil is as yet a matter of doubt. This department, however, is glad to know that A and B have been able to settle this great constitutional question to the individual satisfaction of each.

PASSPORT REGULATION.—J. B. City. The United States issues passports only to citizens upon application and proof of citizenship. The applicant must set forth in an affidavit whether he is a native born or naturalized citizen, occupation and place of permanent legal residence, and declare that he is going abroad for temporary sojourn and intends to return to the United States for the purpose of residing and performing the duties of citizenship therein, a personal description of the applicant and the oath of allegiance. If the applicant is a married man and wants to take along his wife, children and servants it is necessary only to state the names of the parties and relationship to the applicant. A passport is valid for two years and the fee is \$1, which must accompany the application. To persons wishing passports for themselves blank forms of application will be furnished by the Department of State, the applicant setting forth at the time of the request under what form citizenship is claimed, whether by birth or

naturalization or annexation of territory. Communications should be addressed to the Department of State, Washington, D. C., passport division. Professional titles are not included in passports. The affidavit must be supported by that of a citizen acquainted with the facts of citizenship.

CALIFORNIA glass fruits, 50c lb. Townsend's. BEST peanut taffy in the world. Townsend's. GENUINE eyeglasses, 15c to 40c. 814 1/2 4th, nr. Market. Sundays, 738 Market (Kast shoestore). SPECIAL information daily to manufacturers, business houses and public men by the Press Clipping Bureau (Allen's), 510 Montgomery.

Queen Victoria has a marked preference for grey horses, and throughout her holiday on the tatte and smaller dose than other magnesia. For sale only in bottles with registered trade-mark label.

First Moth—How's that? Second Moth—Great. Warm meal three times a day. Chinchilla overcoat, you know.—Detroit News.

Take the Northern Pacific to All Points East. If you are going East call at 638 Market street, San Francisco, and get our figures. Finest service in the Northwest. All trains vestibuled and equipped with dining-cars, upholstered tourist cars and elegant Pullman sleepers. Through sleepers once a week. T. K. Steiner, agent.

"Mrs. Winslow's Soothing Syrup" Has been used over 50 years by millions of mothers for their children while teething with perfect success. It soothes the child, regulates the gums, allays pain, cures Wind Colic, softens the bowels, and cures all ailments of infants, whether arising from teething or other causes. For sale by Druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. 25c a bottle.

CORONADO.—Atmosphere is perfectly dry, soft and mild, being entirely free from the mists common further north. Round-trip tickets, by steamship, including fifteen days' board at the Hotel del Coronado, \$50; longer stay \$2.50 per day. Apply 4 New Montgomery st., San Francisco.

She—Are you sure I am the first woman you ever loved? He—I swear it. She—Then you may go. After you have obtained some experience, come to me again.—Detroit Free Press.

NEW TO-DAY.

Cool chairs for hot weather—4-75. Comfort, rest, recreation and fun, vacation time. You paid \$8 for them last year and they weren't a bit better; now \$4.75.

Long enough for the tallest man; rests from head to foot. Bra-kets each side; for arm-rests, books, papers or newspapers. Tones made of bamboo and rattan—springy.

Good for the verandah—porch—sitting-room (with cushions); welcome any place. Carpets. Rugs. Matting.

CALIFORNIA FURNITURE COMPANY (N. P. Cole & Co.) 117-123 Geary Street.



United States Minister Dun of Japan, Who Says the Cheap Labor Talk Is All a Scare. (Sketched from life by a "Call" artist.)