



AT THE GRAND STAND ON VAN NESS AVENUE.

"The greatness of the City depends upon the character of its transportation facilities, and we will seek to improve the highways of our City, that there may be rapid transit on the streets along which we ride."—Samuel M. Shortridge.

dows, porch and lawn were filled with strector and locomotive headlights, so arranged as to shed their light into the street.

As the wheelmen moved down the street they were greeted with cheer after cheer by those in the windows of every house and by those who lined the street.

From the starting point to the turn at Eighth street the streets were thronged, even to the inconvenience of the cyclists, for the people crowded out to the car tracks, leaving but a narrow passage-way. In addition to this was the inconvenience of the Folsom-street electric cars, which ran both ways and caused break after break in the line of march.

In several instances the cars were obliged to join in the procession, so to speak, because the floats on tracks could not be removed from the tracks.

By the time the head of the line reached Ninth street the end was not in sight, and from all accounts it was located back on Eighteenth or Nineteenth street. From Ninth to Eighth street the crowd began to manifest itself in earnest. Eighth street from Folsom to Market was simply impassable, except to the cyclists, who were given a small strip in the middle of the street. As each float and gaily decorated wheel came into view it was greeted with enthusiasm, and in not a few instances the cyclists were good naturedly bombarded with Roman candles.

It was not until the cyclists reached Market street that they realized what was wheeling through the masses rallyists. They had met with a large and enthusiastic gathering on Folsom street, big crowds on Ninth and Eighth streets, but on Market street it was literally a surging mass of humanity.

After leaving Eighth and Market streets, on its way downtown, the parade got into difficulties that eventually resulted in its going to pieces before Kearny street was reached.

As soon as the platoon of police had passed, the densely packed masses of humanity that lined both sides of the street closed in on the cyclists, and before Fourth street was reached only a narrow lane not over three feet wide was left to allow the wheelmen to pass. Riding in this narrow space, particularly over the cobble, was out of the question, and the majority dismounted and led their wheels.

The parade was noticeably weaker after leaving Van Ness avenue, for many clubs became weary of the continual effort of pushing through the throngs and gave up the struggle. Some cut off into side streets and deserted the parade completely, while others, seeing no prospect of getting through to Kearny street with whole wheels or decorations, cut out of the line and joined the counter-march as soon as an opportunity presented itself.

Those who came late down Market street seemed to be completely at sea and many clubs were swallowed up in the crowds. A few that escaped in any kind of formation wandered or crowded their way down Kearny street without knowing where they were going. Some rode as far as California street, while others turned back at Post, and after trying vainly to re-enter Market street were obliged to give up the struggle, even a semblance of order.

The greatest crowd of all was at Kearny and Market streets and it may safely be said that the very enthusiasm of the people prevented the parade from being a grand spectacle at that point.

The streetcars that had been blocked for some time added to the general confusion about the time the last of the wheelmen reached Kearny street, their dozens of jangling gongs turning the night into pandemonium. Before the tail end of the parade reached Kearny street it had ceased to be a parade and became a rout where every man or woman looked out for himself or herself.

Where small bands of wheelmen were trying to escape a few extinguished lanterns on poles or wires showed above the heads of the crowding, perspiring jam of humanity, while here and there a wheelwoman stood in the doorway with her wheel, having given up the struggle against the crowds and retired to a place of safety to await a chance to get home.

Toward the latter end of the parade the rowdies that were largely in evidence along the line of march began to make it very uncomfortable for the paraders. One man with a beautiful superstructure of lanterns and flags tried to cross Market to get down Third street when some one made a grab at a lantern dangling from a wire and the wheelman turned to ex-

postulated, but in an instant his float was seized on all sides and torn to pieces before he could make the slightest effort to get away.

A Japanese who rode, or rather led, a gaily decorated wheel was in trouble before he had gone a hundred yards beyond Kearny street. He foolishly attempted to fight his assailants, and was knocked down and trampled on until a squad of police charged the mob and rescued him. His face was cut, his clothing torn and his wheel wrecked. Two young girls were in the midst of the surging crowd as it struggled about the policemen, and one nearly had her clothing torn from her body before she could escape to the outskirts.

Many of the wheelmen and their lady friends did not venture to leave the vicinity of Kearny and Market streets until the crowds had dispersed, which was an hour after the parade had melted away.

Car 21 of the Valencia-street line followed the rear of the procession too closely down Market street and had a rather turbulent time of it. Near the corner of Seventh street the car encroached rather close upon the heels of the last of the wheelmen. This enraged the crowd and they commenced shouting at the motor-man.

Some one suggested overturning the car, and the mob took kindly to the suggestion. Grasping the car by the upright bars at the side they commenced rocking it until it threatened to go over. The passengers screamed and things were looking very critical when an opening occurred and the car was able to escape. The same car had a similar experience at Fifth and Market streets.

The floats, properly speaking, were not a prominent feature of the bicycle parade. They were few and far between, yet they were attractive and popular.

A pirate-ship, or a freebooter, headed the procession. It was a tandem, decorated with flags and ablaze with Japanese lanterns.

The miniature ship displayed a skull and crossbones at its masthead and scores of Japanese lanterns at its yards. It was carried by Club 13, of which R. C. Lennie is president. The colors of the miniature ship were of a flaming red, and taken all in all, it presented a very striking appearance. As the bow was seen the frowning mouth of a cannon, proclaiming the warlike character of the ship.

The float entitled "The New Charter," was drawn by a spanking span of bay horses.

It was illustrated with a picture of workmen and workingwomen in search of employment, and bore the following inscription: "A vote for the new charter means steady wages for the workingmen."

Upon the reverse side of the transparency were the interrogatories: "Do you want good streets?" "Do you want improvements?" "If so, vote for the new charter."

The Bay City Wheelmen had a big float in line bearing about a dozen men in regulation street-laborers' garb. A large banner suspended above the float bore the legend, "The Bay City Are Willing to Work to Have Market Street Improved." A transparency also bore the inscription, "Hunting for Good Roads."

One of the most striking floats was that of the Union Iron Works. It was drawn by four beautiful dark bays, and consisted of a model of the battle-ship Oregon, surmounted by a canopy of Japanese lanterns. At the rear of the float an aged employe of the iron works bore aloft a large American flag. At the sides of the wagon were hung banners bearing the motto, "What's the Matter With the Oregon?" About thirty employes of the works escorted on bicycles this miniature of their masterpiece.

A significant showing was that of the South Side Improvement clubs. Their sentiments were typified by two pinto mules drawing a wagon upon whose sides were emblazoned the words, "We won't stop kicking until Folsom street is finished." The float of the San Francisco Road Club was appropriate and emphatic. It consisted of a miniature gallows, from which an effigy was suspended. Above the crosspiece was a gruesome warning, embellished by a frightful skull and crossbones, stating that such was the "Fate of the first politician who opposed good roads."

A yacht manned by four men on concealed bicycles was a feature contributed by the employes of the Rambler Cyclorama. The effect was produced by coupling two tandems, which were entirely hidden by the canvas hull of the craft.

The most artistic float in line was that of the Imperial Cycling Club. It represented a large white crown resting on a white cushion. The crown was bejeweled with numerous little incandescent lights which flashed alternately, giving the impression of sparkling stones. A banner suspended from the rear of the vehicle bore the club yell: "Holy smoke! Who are we? You know, we are I. C. O."



The Awful Fate of the Obdurate Silurian of the Future.

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The California Social Club Cyclers had a beautiful float in line. It was mounted upon two bicycles and consisted of a delicate little chariot apparently formed of blue and gold ribbon, the club colors, from which little Hazel McGinn drove through the air two beautifully decorated little bicycles.

G. Hale and A. Lewis of the Golden Gate Cycling Club made a striking appearance, with an elaborately decorated outfit. They had two bicycles coupled together, to which was attached an intricate

framework strung with Japanese lanterns, and wheelmen will accomplish not only the repaving of Market street and the completion of Folsom street, but the lighting of the park and many other improvements that will add materially to the wealth, health and comfort of our city.

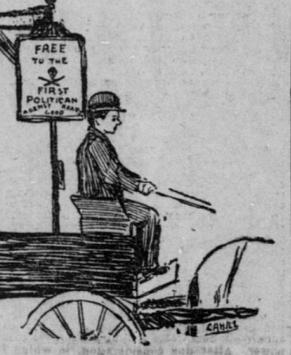
But, in order to be effective, our efforts must be harmoniously directed along the line of reasonable demands. Grant this and we may count upon the hearty sympathy and support of the two irresistible forces—the people and the press.

Hearty co-operation will secure the enforcement of our demands and will demonstrate to every well-wisher of our City that "where there is a will, there is a way."

Mayor Suro, one of the invited speakers, sent the following note in explanation of his absence, through his secretary, which was read by President Conwell:

Gentlemen—Your invitation to participate in the monster good roads demonstration was received by Mr. Suro. His best wishes go with the demonstration and the organizers. He rarely, however, leaves his home at the Heights in the evening and for that reason he begs you will excuse his inability to be present.

Wishing you all good in your work, very truly yours, A. C. UNSWORTH, Secretary.



HOW MR. HAIGHCEDE LOOKED ON HIS WHEEL.

Southside Improvement clubs and on behalf of the San Francisco Cycle Board of Trade, I congratulate you upon the magnificent parade which you have so successfully accomplished: The objects of our demonstration as wheelmen are threefold. Primarily, to educate us all in a realizing sense of our own strength and possible influence. Secondly, to rejoice with our Southside friends over the improvement of Folsom street; and lastly, to protest most vigorously against the condition of San Francisco pavements in general and Market street in particular.

Similar demonstrations in sister cities have resulted in such an awakening of the public mind to public action that to-day the bicycle is considered to be the greatest boon of modern invention, if for nothing more than for its accomplishments in the betterment of city streets and country roads.

I trust that the objects of this demonstration are accomplished and from to-night we may date a new era for San Francisco and her pavements, to which was attached an intricate

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The concerted action of wheelmen and wheelwomen will accomplish not only the repaving of Market street and the completion of Folsom street, but the lighting of the park and many other improvements that will add materially to the wealth, health and comfort of our city.

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time and enthusiastic wheelman. He heartily indorsed the objects of the demonstration and was followed by J. Richard Freud. The latter's address follows:

Let us see what our streets cost—\$200,000 expended during the past fiscal year in repaving the accepted streets of San Francisco; \$34,000,000 spent upon the streets and sewers of San Francisco during the past forty years; what have we to show for this vast expenditure? Rotten sewers, patched pavements and broken roads. Sewers, justly considered as the worst of any civilized community on earth, except the City of Mexico. Pavements, the most defective of any progressive city in the United States. Roads, that are the laughing stock of the villages of the country.

Such is the street picture of the third richest city in America—a metropolis with an assessable wealth of \$70,000,000. A city, whose marvelous natural resources should make it the most beautiful and attractive center on the face of the globe. What is the cause of this anomalous condition? It is clearly owing to the obsolete and defective system of municipal government, known as the consolidation act of 1856, which forty years out of date, amended and supplemented by successive Legislatures over 400 times. It was made for a village of 40,000 inhabitants, and no more fills the wants of this metropolis of 350,000 people than the clothes of a child will fit a man.

Under the consolidation act all the streets, sewers and roads are in charge of the Supervisors and the Superintendent of Streets. This ancient system has proven a failure. It results in extravagance, incompetency and corruption, and has resulted in the present disgraceful and dangerous condition of our highways.

There is but one sure remedy for this municipal malady—change the system. Wipe out the consolidation act and substitute a new charter. When anything gets beyond redemption, patchwork is idle. A mere change of officials will never answer. We must root out the entire system. How will the charter prove the remedy? It provides a competent Board of Public Works, with a City Engineer who must be ten years a practical engineer, and a Superintendent of Public Works who must be a master builder. Such a Board of Public Works will have full charge of all the streets, sewers, pavements and roads of the City.

The time for tinkering with the streets has passed. We will never have good streets until we get good sewers. An improved system of sewers, with conduits for all the wires that now disgrace our thoroughfares, must go hand in hand with smooth, sanitary pavements. These valuable improvements will cost \$5,000,000 and can only be had by bonding the City. Future generations will enjoy these blessings, as well as the taxpayer of to-day, and, therefore, posterity should also bear its share of the burden.

San Francisco is the only City in the United States of over 100,000 population that has no bonded indebtedness. Under our present defective system of municipal government the taxpayers never have and never will afford to bond this City. The present system requires a two-thirds vote of the people to issue bonds. The present stupidity, waste and corruption in handling the public funds will never warrant the taxpayers to add more fuel to the flames. The charter, however, will make the bonding of the City for permanent public improvement an easy and certain thing. Under such a modern and approved system of municipal government, every public-spirited citizen favor bonding the City.

Adopt the charter and let the City issue \$5,000,000 bonds for forty years. What would it cost? Our own City banks would be glad to lend the bonds at 4 per cent. The \$1,000,000 for interest and \$125,000 for a sinking fund, making \$325,000 a year, less than one cent per cent on an assessed value of property in San Francisco; not even that much, because a large saving would result by reducing the tax levy and the cost of renewals. Again, every dollar expended by a city in improvements is matched by an equal expenditure by private citizens, thus largely increasing the revenue of the city.

This, then, is the only safe course open to the citizens of San Francisco. Adopt the charter, issue the bonds, improve the City. Progress and prosperity will thus be assured. From now until November 3 let the motto of every citizen be, "Carry the charter and win a victory."

James F. Barry, Colonel Eddy, H. F. Wynne and several others followed, and just before the close of the meeting the following resolutions were read:

WHEREAS, Street improvement is one of the first evidences of progress in a great city. Good streets are as necessary to the welfare of the citizens as good food and good clothes. The good citizen, therefore, should not only show the efforts of the people to better their condition by improving the streets. This agitation during the past year has secured to San Francisco great benefits in modern street improvements upon Van Ness avenue, Folsom street and other streets. And whereas, the general condition of the business streets of San Francisco demands continued effort for their improvement, to place them in condition for even favorable comparison with the streets of other cities of the Union. So deplorable is the condition of Market street, the business artery, with a pavement which, although it may have been adequate to the demands of travel upon it many years ago, is now so far behind the examples of progress set by most of the cities of this country, that it has become a daily reproach to the intelligence and the energy of our people; therefore be it

Resolved, That this agitation so successfully begun be continued until the unsightly blemish upon the fair face of our City, the present antiquated pavement of Market street, has been removed and this street repaved with a modern roadway suitable to the traffic of the present times; and also until necessary improvements of other important streets have been effected; and further

Resolved, That the thanks of this meeting and of the citizens of San Francisco are due and are hereby extended to all those City officials and private citizens who, by their influence and activity have brought about such needed practical results in street improvements.

They were adopted with a roar and the vast assemblage dispersed, after having thus aided to contribute a notable page to the history of public improvements in the City and County of San Francisco.

SAN DIEGO FORECLOSURE SUIT. Holders of Linda Vista Irrigation District Bonds Take Action. SAN DIEGO, CAL., July 25.—T. S. Van Dyke and John C. Van Dyke as trustees for the holders of the Linda Vista Irrigation District bonds through their attorneys filed a suit to-day in the superior court to foreclose a lien reserved to them to secure the payment of the principal and interest of the bonds on the Pamo Reservoir-site, the Dye Canyon Reservoir and a large number of rights of way, and floodland and water rights, taking in all the property included in the water system that was intended to supply water for the Linda Vista District, the largest in the State. The total outstanding bonded indebtedness of the district is about \$178,000. Of this the trustees represent over \$100,000 in the suit to foreclose.

The complaint alleges a default by the district in the payment of interest for over two years, and prays for the sale of all the property mentioned in the complaint, and that the proceeds be applied to payment of the principal and interest due on the bonds.

Assassinated Near Campo. SAN DIEGO, CAL., July 25.—John Ward, 65 years old, an old settler near Campo, was found dead yesterday morning with a brushknife sticking through his body. It was believed he was murdered by Indians.

Brushes for Barbers. FOR BARBERS, FAKERS, bootblacks, bath-houses, billiard saloons, tavern bookbinders, cigar-makers, dyers, flour-mills, foundries, laundries, canners, hangers, printers, painters, shoe factories, stable-men, taxicab drivers, tailors, etc. BUCHANAN BROS., Brush Manufacturers, 609 Sacramento St., San Francisco.

NEW WESTERN HOTEL. KEARNY and WASHINGTON STS.—RE-modeled and renovated. KING, W.A.R. & CO., European plan. Rooms 50c to \$1.50 per day, \$3 to \$5 per week; \$5 to \$30 per month; free bath; hot and cold water every room; fire gratis in every room; elevator runs all night.

HOOD'S Sarsaparilla. Is the best—in fact the One True Blood Purifier. Hood's Pills the best family cathartic and liver stimulant. 25c.

WEAK MEN and WOMEN. SHOULD USE DAMIANA BITTERS. It is a great strength-giver. Gives blood to the sexual organs.

CHILD'S TANS are cheap at 85c. \$1.50 we'll sell at..... 85c

LADIES' TAN OXFORDS, that beat anything ever shown for \$2, we'll dispose of for..... 80c

MEN'S SUMMER TANS, worth \$2.50, we'll put a closing price of..... \$1.15

The above are only a few of the many big inducements that we are offering. **OUT-OF-TOWN FOLKS**—Send for the Sullivan money-saver, the book of shoes, and prices that are right.

SULLIVAN'S MONEY-SAVERS IN SHOES, 18-20-22 Fourth Street. Just South of Market.

CLEVELAND BICYCLES. A BICYCLE IS OF NO USE. To a man unless it proves its stanchness and reliability under trying circumstances. It may do all right to look at, but if it gives out at a critical moment some gets hurt.

Better buy a CLEVELAND—it looks right, it runs easy and it will not shake to pieces on a bad road. WHY? Because there's HONEST VALUE in it. They sell for their true value—\$100.

Examine Our Bargains in Second-Hand Wheels at \$15, \$20, \$25, \$30 and \$35.



Is the light that will bring a great big glow of happiness to you. By it you will see how strong and vigorous your weak body can be made. Hudson is for man. The great Hudson is to be had only from the Hudson Medical Institute. This wonderful discovery was made by the specialists of the old famous Hudson Medical Institute. It is the strongest and most powerful vitalizer made. It is so powerful that it is simply wonderful how harmless it is. You can get it from nowhere but from the Hudson Medical Institute. Write for circulars and testimonials.

The extraordinary Rejuvenator is the most wonderful discovery of the age. It has been indorsed by the leading scientific men of Europe and America. HUDYAN is purely vegetable. HUDYAN stops prematureness of the discharge in twenty days. Cures LOST MANHOOD, constipation, dizziness, falling sensations, nervous twitches of the eyes and other parts. Strengthens, invigorates and tones the entire system. It is as cheap as any other remedy.

HUDYAN cures debility, nervousness, emissions, and develops and restores weak organs. Pains in the back, issues by day or night stopped quickly. Over 2000 private indorsements.

Prematureness means impotency in the first stage. It is a symptom of seminal weakness and barrenness. It can be stopped in twenty days by the use of Hudson. Hudson costs no more than any other remedy. Send for circulars and testimonials. TAINED BLOOD—impure blood, due to serious private disorders, carries myriads of virus-producing germs. Then comes throat, pimples, copper-colored spots, ulcers in mouth, old sores and falling hair. You can save a trip to Hot Springs by writing for "Blood Book" to the old physicians of the HUDSON MEDICAL INSTITUTE, Stockton, Market and Ellis Sts., SAN FRANCISCO, CAL.

HOW CHEAP—WHAT PRETTY STYLES HOW CAN YOU DO IT?—THE SALE OF HOOD'S MILAR RE-MARKABLE TANS LAST WEEK. MANY WHO BOUGHT TANS LAST WEEK.

WE MUST SELL 'EM!

THAT'S OUR CHIEF REASON. IT'S NOT A QUESTION OF PRICE OR WHAT THEY'RE WORTH — IT'S WHAT THEY'LL BRING. LAST WEEK WE SOLD PLENTY—THIS WEEK WE'LL STRIKE THE CLIMAX.

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LEAVITT & BILL, 803 LARKIN ST., S. F. 1112 BROADWAY, OAKLAND.

MANLY VIGOR ONCE MORE in harmony with the world, 2000 completely cured men are singing happy praises for the greatest and most successful cure for sexual weakness and loss of vigor. Medical science. An account of this wonderful discovery, in book form, with references and proofs, free to all who send for it. Forging men (sealed) free. Full manly vigor permanently restored. Failure impossible. **ERIE MEDICAL CO., BUFFALO, N.Y.**

\$5 Belts for \$30. Old-fashioned and poorly made, can be had by paying your money to electric belt "quacks" and traveling salesmen. Buy the first-class article at a reasonable price write or call for free copy of our new book. **PIERCE & SON, 704 Sacramento St., Cor. Kearny, second, third and fourth floors, San Francisco.**

BRUSHES FOR BARBERS, FAKERS, bootblacks, bath-houses, billiard saloons, tavern bookbinders, cigar-makers, dyers, flour-mills, foundries, laundries, canners, hangers, printers, painters, shoe factories, stable-men, taxicab drivers, tailors, etc. **BUCHANAN BROS.,** Brush Manufacturers, 609 Sacramento St., San Francisco.

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Every Conceivable Shape and Design Was Made Use Of by the Decorators of Wheels. There Were Mimic Boats and Gigantic Umbrellas and a Multitude of Creations Glimmering in the Light of Chinese Lanterns.