The San Francisco Call

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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. Do not let it miss you for you will miss it. Orders given to the carrier or left at Business Office will receive prompt attention. NO EXTRA CHARGE. Fifty cents per month for summer months.

Celebrate the Fourth.

This is Liberty's day in Liberty's land.

It is America's answer to the British jubilee.

Yesterday we rested and to-day we whoop it up.

Christian or sinner, we are all one band of loyal Americans.

San Francisco should be a convention center every summer.

There may be some people out of town just now, but they are not missed.

"Onward, Christian Soldiers," and don't forget to "Rally Round the Flag."

Calamity-howling jars like a discord, but patriotic oratory fills the land with harmony.

Great credit is due to our merchants and others for the excellence of their street decorations.

From the Atlantic to the Pacific the whole atmosphere is radiant with star-spangled banners.

Let us have no pessimism in the oratory of the celebration. What's the matter with America? She's all right!

It is still called the treasury reserve, but nevertheless it is big enough money now to talk with confidence and challenge all comers.

Give voice to your patriotism and join the cheering of the crowds. Silence is good at times, but don't be a clam on Independence day.

Crops are good, money is good, the new tariff will be good, opportunities for industry are good, and what more do we need for good times?

The Ohio Democrats neglected to name a candidate for the Senate. Many wish the place, but none is willing to buck against Mr. Hanna in an open field.

There are said to be 30,000 vacant flats and dwelling-houses in Chicago and it looks as if the Two Million Club had better get to work and bring in some people.

The recent derisive reference of David Bennett Hill to what he called "political women without husbands" was risky. David is a political man without a wife, and one of those women may catch him.

Americans returning from foreign tours will hereafter have to pay a duty on the value of all clothing in excess of $100, and now the way the chappies will underrate their London garments will be astonishing.

New York, it seems, has decided after all not to accept the dancing Bacchante, and there is now talk of sending the statue to Chicago. Our turn will come next, and we might as well begin to prepare for the shock.

It is a pity New Hampshire is not one of the leading States of the Union. Her revenues exceeded her expenditures during the last fiscal year by about $150,000 and that would have been a profitable leadership to follow.

There is said to be a strong undercurrent of sentiment against Bryan among the silver men of the East, and it is predicted that a movement to deprive him of leadership will be visible before long. His prospect of getting the Presidential nomination in 1900 is very far from being a sure thing.

San Francisco people can abuse one another roundly at times, but they never get as much meanness in their meaning as Boston folks do when they set in to denounce a neighbor. Here is the Boston *Herald*, for example, spreading a report that Senator Hoar has begun taking lessons in Greek at Washington from a Turkish tutor.

A St. Louis man proposes to combine the airship idea with the trolley system, and claims to be able to construct a means of transportation by which passengers can be carried from St. Louis to Chicago in two hours and thirty minutes. We are not fully posted on the details of the scheme, but it seems open to the objection that if the airship should slip the trolley the passengers who started for Chicago might find themselves landed in Halifax.

The New York *Times* is authority for this peculiar story. A new species of plant lice made its appearance among the gardens along the Hudson this spring and destroyed most of the flowers. Spraying with Paris green, hellebore and other poisons was tried in vain; nothing would kill the lice or check their voracity. Suddenly when hope was lost and people had given up their gardens in despair there came a strange, new bird, never seen before, which preyed upon the pests and exterminated them. The lice it seems have now disappeared, but it is to be hoped the bird remains. There ought to be something in the neighborhood to verify the tale.

ALL HAIL, INDEPENDENCE DAY.

ALL HAIL, Columbia's natal day, bright as of old, 'neath freedom's ray, when forth from holy belfries rang the gladsome peals with eager clang, and north and south, on pinions fleet, sped onward still the tidings sweet, till tyranny waxed pale with dread before the new-born giant's tread.

To-day once more each patriot son, whose sires of yore our freedom won—and those whom freedom's charms have called from climes by thralldom's fetters galled—cast off each dull and carking care and freely breathe in freedom's air. Let one and all, the grave, the gay, greet fair Columbia's natal day. And let the bunting top the trees—fling every banner to the breeze! Let shine the stars our fathers won, peerless in storm, undimmed in sun. And let the martial cannon boom in thunders that shall rend the tomb, and tell the patriots of the past "While earth exists your fame shall last!"

Empires shall fade and crowns shall fall, and dust at last claim kings and all; but while the sun gives forth its light their names shall live forever bright who won for man his noblest fight. The deeds they wrought are writ in gold, on Fame's immortal page enrolled, grand as the heroic tales of old in Homer's mighty epic told.

To-day, from Hampshire's northern slopes to Alabama's sunny clime, the brilliant past, the future's hopes are lays and themes that fit the time. And from the far Excelsior State to California's Golden Gate the praise is sung, and on the wind is borne a lesson to mankind that man, created to be free, should ne'er to tyrant bend his knee, but think as our brave fathers thought, and fight as all the patriots fought, and conquer, or, among the slain still, still be free from gyve or chain.

One hundred years and more have flown since Patrick Henry's thunder tone, around our land from sea to sea, proclaimed the doom of tyranny. The warrior's blood, the patriot's fire, live in the son as in the sire, and "Liberty or death" is still our cry from city, plain and hill.

This day that saw our Nation rise free and unshackled 'neath the skies shall be forever a day of joy which recreants never shall destroy. Still shall Columbia mightier grow and blessings on mankind bestow; and when each year are heard again the glorious names of those brave men who signed with an heroic pen the charter of our rights, and then, with sword chivalric, smote the foe, and rampant tyranny laid low, still shall the mention of them be the safeguard of our liberty, and souls of honor still survive to keep the sacred flame alive.

May war afflict our land no more; but Peace sit smiling on our shore, and Happiness, to Peace allied, with Honor, nestle by her side; while, fond Protectress of the Free, Columbia guards her own from sea to sea.

SAN FRANCISCO'S ATTRACTIONS.

The multitude of Christian Endeavor visitors who will be introduced to the City by the Golden Gate for the first time, at this delightful season, will discover, to their gratification, that San Francisco, unlike any other great city of the world, combines the advantages of a metropolis with all the essential elements of a seaside resort.

Travelers who have voyaged round the world freely declare that the beauty of Port Jackson in the Antipodes, of Rio de Janeiro in Brazil, and of the placid bay of Naples, in the shadow of Vesuvius, fade when brought into comparison with the noble sheet of water—sixty-five miles in length—to which the Golden Gate admits them from the mighty Pacific beyond, and across a picturesque portion of which the Endeavorers will be ferried from the Oakland mole.

From the broad breast of the bay rise the three islands, Yerba Buena, Angel and Alcatraz, all Government reserves. The two latter are fortified military posts. On the west of the City and south of the Golden Gate lies the famous Presidio, the grounds of which are considered the handsomest of all the United States garrisons, and nearer to us stands Point San Jose, its dark guns pointing grimly toward the pathway of the ships. Here the view of the bay is charming, steamers and sailing craft of all grades, from the stately square-rigger to the whitehall boat, are to be seen gliding back and forth in endless procession, seemingly only a stone's throw distant from the feet of the gazer. The bay presents daily a glorious panorama of shifting scenes.

The great ocean washes the sands of the City on the west. The San Franciscan may enjoy a bath in the salt sea wave without stepping beyond the corporate limits. There we have the Cliff House, of which everybody has heard. Here the ocean spray is often dashed against the piazzas, from which the ungainly sealions are to be seen disporting themselves on the rocks off shore.

Golden Gate Park is the pride and boast of our people. It lies, in its wonderful beauty, between the City proper and the ocean. Artistically adorned, it is essentially a breathing place and health resort for rich and poor. In the music court one may listen to the rare concert strains of a splendid organization of skilled musicians. There are a museum of historical relics, antiques and curios, a zoological garden, aviary, boating pond, children's playground and any number of additional attractions. Its floral beauties must be seen to be appreciated.

The summit of Mount Tamalpais, where an eye-compelling view of ocean and bay, cities, farms, vineyards, orchards, will glad the vision, is reached by a scenic railway less than an hour's journey from the City.

Beautiful suburbs are to be seen north, east and south of us. Over to east rises Mount Diablo, from whose peak the prospect is sublime. In Pine Canyon, near by, are castle-like rocks forty feet high. On the north side of that canyon, silhouetted against the horizon, are towering palisades which have received poetic appellations from the themes and subjects they suggest.

To speak of all the charms of the bay and country would require volumes. The climate, above all, is comfortable in summer and winter alike. The Endeavorers, we may remark in conclusion, will find here not only a convention City that will command their admiration, but a veritable seaside resort where new pleasures in endless train will help fill their cup of pleasure during their visit to San Francisco.

A PROSPEROUS PEOPLE.

While Mr. Bryan is going about the country painting a picture of adversity and intimating that the American people are practically in the slough of despond, it may be well to throw the searchlight of truth into the matter and discover the facts. Recent statistics demonstrate that, notwithstanding the American people are not as prosperous as they might have been and would have been if a Democratic administration and free-trade experiment had not temporarily checked them in their progressive career, they have shown a steadily growing spirit of thrift, and even during the late season of financial distress they piled up savings to an astonishing amount. Calamity-howling cannot divert the popular attention from evident truth. The American people are growing more healthy, in a financial sense, day by day, and, under the standard of protection, they are moving forward to an era of unexampled prosperity.

In 1840 the average savings deposited in savings banks was less than $1 for each man, woman and child in the United States, while in 1895, it was $25 88. For 1895-96 the savings banks of this country showed deposits to the amount of $1,907,156,277, and depositors to the number of 5,065,494, an average of $376 50 for each depositor. One out of every fourteen of all the 70,000,000 of men, women and children in this country has a balance in some savings institution. Bank deposits and the number of depositors have practically doubled since 1882, and the per capita average of savings quoted above shows that the increase in thrift cannot be ascribed wholly to increase of population.

Even in the panic season of 1893-95 the deposits in savings banks increased $98,000,000, a sum seven times as large as the total amount of such deposits in 1840. But the greatest growth in any single decade was between 1880 and 1890, a prosperous period, when deposits increased from $820,000,000 to $1,425,000,000.

We cannot be termed an oppressed people in good times or bad. No evidence of ruin is shown in the fact that the building and loan associations of the United States, composed of 1,745,725 shareholders, represent assets aggregating $450,667,594, nor in the fact that 9,000,000 of our people hold life insurance policies, industrial and otherwise, to the amount of $5,800,000,000, all now in force, while 4,000,000 are members of assessment companies and orders representing insurance to the amount of $7,700,000,000. The census of 1890 showed that 6,066,417 families out of a total of 12,690,152 families were the owners of houses and farms, and of this number of owners of homes and farms 4,369,527 held their property free of incumbrance.

WE ARE GETTING THERE.

The improvement noted for the past few weeks continues. True, business is not brisk, but there is a fair movement of merchandise, nevertheless. But better still, confidence is surely returning. One hears less about hard times and more about the possibilities of the future. There is a better feeling in the air.

Good times are nothing more nor less than confidence. Trade is built up on confidence. Buoyancy in business is simply confidence. Activity in speculation is simply confidence. During all the hard times of the past four years there has never been any real dearth of money. There was relatively as much money on hand when the banks were breaking all over the country in 1893 as there is to-day. But confidence had disappeared and the money had been withdrawn from circulation. That was all. Hence the scarcity of money was apparent, not real. Nay, more: there is never any actual scarcity of money. The mints keep on coining it right along, whether the times are easy or hard. What is called a scarcity of money is its withdrawal from circulation.

For four years, thanks to the low tariff of the Democratic party, we have been undergoing this apparent scarcity of money. In other words, there has been no confidence, no speculation, no desire to invest funds, no activity in trade. But with the return of the Republican party to power and the accompanying tariff for which the country has been languishing for several years, confidence is rapidly returning, money is again flowing outward instead of inward, and business is once more on the up grade.

There is no denying this fact. Business men perceive it clearly. Many lines report constantly increasing orders for goods. All over the country merchants, who for several years have been purchasing from hand to mouth and running along on limited stocks, are showing a disposition to carry larger lines and more varied assortments. This is a most gratifying indication of returning prosperity, for it indicates a larger buying capacity on the part of the public.

An amusing and at the same time instructing feature of the present recovery is the stubborn refusal of prices to keep down. All the persistent hammering of the bears cannot beat wheat down below its present level. If they do succeed in beating it down for a moment it immediately rises again, like a cork under water. This is a new experience for wheat. During the past few years it has been the other way—the bulls could not keep it up. But now the tables are turned. It is the same with other lines, such as provisions, fruits, wool and pork. They will not stay down, and are slowly but steadily advancing.

The present recovery in trade, like all other previous revivals, is gradual. No particular line leads the upward march. The renewed activity is a leaven which permeates the whole commercial system. There will probably be no boom, nor is any wanted. It is better as it is. We are returning to prosperity with that calmness which is born of permanence. And if the new tariff is given a chance to work out its logical results there is no reason why the United States should not continue in fine commercial condition for many years.

The latest commercial reports from the East show an encouraging demand for all textile goods, increased railroad earnings, and better still a remarkable demand for commercial loans. A significant fact in this connection is that though it is the midsummer season, when business is almost always dull, there is no step backward in the improvement.

THE HORSELESS VEHICLE.

Reports of experiments made with horseless vehicles in France have been so favorable to the invention as to lead to the conclusion that such machines are practicable for common use wherever the roads and highways are sufficiently smooth and firm for their wheels. It is therefore a matter of some surprise to learn that in England no good results have been obtained from them, and that competent experts declare that a useful machine of the kind has not yet been invented.

The English experiments were made under the direction of a technical magazine, the *Engineer*, which offered large prizes, one of them amounting to a thousand guineas, for a competitive test of motor carriages. Sir Frederick Bramwell, Mr. Aspinwall and Dr. Hopkins, three of the most distinguished engineers in England, were appointed as judges, and seventy-two entries were made. The judges decided that none of the machines deserved the prize, inasmuch as none of them was really a practicable vehicle. The *Engineer*, in speaking of the test and the result, says:

The end of it all is very dissatisfying and disheartening, * * * but it has cleared the air. It has placed the world in possession of facts concerning the motor-car industry in this country. There is at present no such industry. There is no such thing as a thoroughly satisfactory self-propelled vehicle. If a motor-car of the kind had existed it would have been submitted for competition.

This report from England will cast some doubt upon the accuracy of the sanguine reports from France. French roads are no better than those of England, and it is not likely their inventors have been so far superior to the English as to make a complete success where the English have failed utterly. In the British competition there were exhibited motors run by electricity, and by steam with various kinds of fuel. The motors driven by electric storage batteries were best, but none of them would do the work required of them. The horseless vehicle, therefore, like the airship, is something to be waited for a little while longer.

THE NAVY OF AMERICA.

We have heard so much of late about the British navy, and particularly about the magnificent Channel fleet of 165 fighting ships with 900 heavy guns and 45,000 sailors and marines; we have heard so many tributes to "the unchallengeable mistress of the seas," that we have temporarily lost sight of the fact that the American navy is not one to be ashamed of. We do not pretend to dispute with Britannia the queenship of the waves; we do not pretend to make any comparison as between our navy and the Queen's; but we make bold to say that in any conflict on the sea we are able to teach some valuable lessons to any assailant.

A London newspaper recently announced that for all our navy could do the Hawaiian Islands "would lie at the mercy of any Spanish warships appearing at Honolulu," while "Japan's sea power is so immeasurably superior to that of the United States" that our National administration might well tremble at the thought of trouble with the Mikado's Government. The wish may have been father to the thought, but the thought would not commend the writer who bore the wish for responsible or veracious authority.

Lieutenant-Commander J. D. Jerrold Kelley's excellent description of our fleet in a recent number of *Harper's Weekly* shows that our navy is to-day fifth in the list of naval powers, Great Britain, France, Russia and Italy alone surpassing her, while rating by "value in terms of standard," meaning armored vessels of the 1896 type, neither Spain nor Japan receives a valuation equal to even one-half of ours. Commander Kelley states that our fleet, exclusive of torpedo-boats, consists of eighty-seven vessels, of which twenty are still under construction, with the remainder either in service or being prepared for sea. Of these vessels thirty-three belong to the armored and fifty-four to the unarmored classes, while of the former eleven are sea-going battle-ships, twenty are coast-defense vessels and two are armored cruisers. Add the nineteen torpedo-boats, and we get a total of 106 modern vessels of all classes. But in addition we have twenty-two ships older in type and twelve tugs "possessing battle qualities," so that our total is "140 serviceable war vessels."

Taking into consideration our revenue cutters, lighthouse-tenders, fishing and coast-survey boats and other Government craft not classified above Commander Kelley draws the conclusion that our Government "can put afloat at very short notice 200 vessels, 60 per cent of which would be modern in character." Then we have about twoscore of fast merchant steamers under subsidy, and reserve batteries are now being prepared for such service. Even here our resources do not end, for it was shown a week ago in the New York *Sun*, from one of the navy reports, that we have many tugs, yachts and other vessels that could be fitted up as torpedo-boats or turned into gunboats, transports, colliers and repair ships, manned by those who are accustomed to a seafaring life in the fishing fleets and coastwise and lake trades.

Our nine first-class armored battle-ships and our splendid armored cruisers will hold their own with any vessels of their class that sail the sea. And this Government will continue to build up the navy of the Republic, and we may continue to move up on the list of naval powers. We have little to fear from Spain; little to fear from Japan. If we were prone to jingoism we might declare the perfect ability of our navy to wollup Spain and Japan together, with another small power or so thrown in, but we prefer to let the facts speak for themselves.

COAST EXCHANGES.

The Watsonville *Rustler* has ceased to exist. It rustled vigorously for ten long years and then had to give up the struggle.

The Woodland *Democrat* has made a discovery, for it announces that the veriscope has placed the prizefight within the reach of every family in the land, no matter how humble.

It is the height of folly, says the Colton *News*, to dispense with the services of so essential a functionary as a Horticultural Commissioner, upon whose vigilance such vital interests depend. A bug commission is an absolute necessity in a horticultural community.

Politics in Yuma, Ariz., must have taken on a real, old-time flavor during the past week, judging by the following from the *Sun*: California has been having some genuine old-fashioned earthquakes, and we think the atmospheric disturbances must have reached Yuma, judging by the fights during the week.

According to the Riverside *Press*, nickel-in-the-slot machines will soon be in trouble in the orange center. A petition to have them banished has been circulated, and the best people in town were signers. This petition will be presented to the Board of Trustees and the chances are that it will be acted upon.

The Placer *Herald* has got tired of accepting certain things that it does not want in exchange for advertising, and has at last taken a firm stand against the practice. A perusal of the following paragraph may edify: "A business college wants to trade us a certificate of scholarship in exchange for advertising. If the certificate can be fixed up so we can eat it we will make the swap."

The people of Santa Monica place a very high value on dogs. According to the Hueneme *Herald* the residents of the pretty little city by the sea are offering a reward of $100 for the conviction of dog-poisoners, who have been diminishing the canine population of that section. In many parts of the State dog-poisoners would be looked upon as public-spirited collaborators with the local poundmaster.

The *Contra Costa News* has just issued its long-talked-of special edition, and it must be said that it is fully up to the highest hopes raised by its anticipation. The publishers deserve great praise for the way in which they have set forth the resources of the county. There is a great deal said, and it is said in the most concise manner so that it will be easily read and understood. Every page of the paper is illustrated with fine half-tone cuts and line drawings, and the printing is in the highest style of the art preservative. The paper used is of the finest quality, and altogether the result is most pleasing.

According to the Los Angeles *Times* the fruit-growers of Riverside County have almost entirely abandoned the spraying of their trees to kill insects, and have taken to fumigating them. The tents used for this purpose can be had much cheaper than formerly and all the cost of smoking them is greatly reduced, so that spraying is likely to become a thing of the past.

The Inyo *Independent* is authority for the statement that Charles D. Lane, the wealthy mine-owner, is at Buckeye, Nev., where he will arrange plans for constructing an aqueduct from Alpine County to the famous Pinenut mines, that are said to contain fabulous amounts of gold. The cost of constructing the aqueduct will be in the neighborhood of a million dollars. Times will certainly be good in that section for some days to come.

The following story from the Trinity *Journal* is convincing proof that there is a pressing need for shotguns up that way: "Ed Montague had quite a time with coyotes over by the old Todd pasture field Tuesday. He was riding along the ridge on the Browns Creek side, when three coyotes jumped him and followed him about a mile. They were about the size of shepherd dogs and were very savage. They kept leaping up, snapping at him and trying to drag him from the saddle. He was unarmed and had to ride with his feet drawn up to the horn of the saddle to keep out of the way. Here is a chance for some of our local nimrods."

The Stockton *Mail* and the Fresno *Republican* are both imminently contiguous to the proverbial nailhead when they bring down their editorial hammers on the pates of the prison officials at Folsom for tricing up by the thumbs a prisoner who refuses to divulge the whereabouts of hidden arms. The convict is put to this torture twice a day, though it is by no means certain that he possesses the information the Warden desires to extort by this inhuman method. It is true that many criminals are like wild beasts, but even wild beasts are not allowed to be tortured by their keepers. There is a way of subduing these men without resorting to the brutal methods of bygone ages. Besides, as the *Mail* points out, the Warden is violating the constitution, which plainly declares that there shall not be inflicted upon any person any cruel or unusual punishment.

The Stockton *Independent* stops scratching its puzzled head, and breathes a sigh of relief at the move made by Alameda County to test the new State road law, which it calls "that riddle." The gist of its gratified comment on Alameda's action floweth in the spirit here following: "While the universities of the country are complaining of defective teaching of the English language it would appear from the turgid phrasing of legislative acts all over the country that law colleges must be more negligent than are other schools. Those colleges should require applicants for admission to show their ability to draft legislative bills in such clear language that it would be unnecessary to resort to expensive suits to get a judicial explanation of their meaning. It is just possible that the Supreme Court may decide the whole law to be void for ambiguity and absurdity, as it seems to be a measure that requires 'bricks without straw.'"

NEWS OF FOREIGN NAVIES.

One cruiser, two torpedo-cruisers and seventy-five torpedo-boats are in course of construction at the present time in French shipyards for the Russian Government.

Spanish residents in Argentina and Uruguay have opened subscriptions for building a cruiser for the Spanish navy. She is to be built in France and is to be named the Rio de la Plata.

Two vessels for the British navy were launched May 15 from the Howden yard—Palmer's, on the Tyne. One, the Pyramus, is a third-class cruiser of 2135 tons, 7000 horsepower and 20 knots speed, and is the second vessel of that class built by Palmer's. The other launch was the Flirt, the last of eight torpedo-boat destroyers contracted for from that firm. She is 215 feet in length, 20 feet 9 inches beam and about 300 tons displacement. The builders guaranteed a speed of 30 knots, which has been reached in all the boats.

James Dunn, the senior chief constructor at the British Admiralty, has resigned his position and accepted a seat on the board of directors of the joint firm of Vickers & Co., armor-plate makers, and the Naval Construction and Armament Company. His duties will be mostly in connection with the latter firm. As Mr. Dunn's salary and allowances while in the service of the Government were $5000, and not less than $3500 as a pension upon retirement, he must have received a far higher offer—said to be $10,000 annually—to relinquish his high position in the Admiralty.

The principal auxiliary naval cruisers of Great Britain are the Lucania, Campania, Australia, Himalaya, Teutonic, Majestic and the Empress of India, Empress of China and Empress of Japan. The first two will receive this year subsidies to the amount of $37,500 each, the Australia and Himalaya each $16,875, the Teutonic and Majestic $36,325 each, and the last three named, which are of the Canadian Pacific line, share $36,565. In addition the companies agree to hold at the disposal of the Government thirteen large and fast steamers. The armament, consisting of breech-loading rifles and Nordenfeldt guns, is in readiness to be put on board at short notice.

A remarkable torpedo has been invented and tried in Australia which, if it works as well under actual service conditions, will supersede all other torpedoes. The trial took place last month in the Alfred graving-dock, Williamstown, Victoria, and was conducted by a naval lieutenant. The torpedo was launched from a pontoon and it first ran along the western side of the dock, then suddenly described a circle, dived and rose again, darted off in a direct line, only to swing around and describe the figure eight. At this instant the lieutenant in charge desired that it should chase a punt swinging in the dock, upon which the torpedo made a half circle, darted forward and struck the object in the stern. The inventor, W. T. Carter, claims for his electrical controllable torpedo that it can execute every movement of a fish in the water.

The Barracouta, cruiser of the third class, has been up to a recent date one of the most ignominious failures in the British navy. She is of 1580 tons displacement, was laid down in July, 1888, and placed in commission in July, 1891. The speed was intended to be 16.5 knots with 3000 horsepower, but never reached over 14.8 knots with 1920 horsepower. She had upward of a dozen trial trips, on one of which her boiler collapsed, killing one and seriously scalding nine men. Her service in commission has only been three years and nine months, and extensive repairs and alterations have been made to the hull and machinery. As a last attempt to redeem the ship the old box boilers were taken out and supplanted with water-tube boilers, under which the trial on June 15 gave satisfactory results, developing 1750 horsepower under natural draught and a speed of 15.25 knots.

PERSONAL.

A. J. Chandler of Salt Lake is here.

J. Geoghegan of Salt Lake is in town.

C. A. Duncan of Yuba is on a visit here.

C. C. Bean of Phœnix, Ariz., is in town.

Dr. Irwin Mott of Cincinnati, Ohio, is on a visit here.

Mrs. E. J. Roberts of Portland, Or., is at the Cosmopolitan.

B. Gracey, a business man of Merced, is at the Occidental.

E. Wood and wife of Chicago are at the Cosmopolitan Hotel.

Fred J. Keisel, a wealthy wine-dealer of Ogden, is in the City.

Charles E. Thomas of Washington, D. C., is a late arrival here.

N. F. Laughlin, a general merchant of Moss Landing, is in the City.

J. J. Sheridan and James E. Harvey of Silver City, N. Mex., are at the Occidental.

The Misses Baldwin-Harvey and Baldwin of Stockton are at the Cosmopolitan Hotel.

W. A. Pryor, druggist of Shasta, is in town for a few days on business and pleasure, accompanied by his family. They will remain a few weeks visiting relatives and friends.

Mrs. Z. Raphelje of Fresno, wife of Deputy Sheriff Raphelje, is at the Cosmopolitan.

The Rev. T. H. Randolph and P. H. Randolph of the Presidio are at the Occidental.

Timothy Guy Phelps and his niece, of San Martin, are at the Grand on their way to Alaska.

James Warren and family of Salem, Or., are among the recent arrivals at the Cosmopolitan Hotel.

L. N. Breed of Los Angeles, who is largely engaged in the banking business, is a late arrival here.

E. E. Biggs of Biggs Station, who is engaged in banking and who is a large landholder of that section, is at the Grand.

John B. Reeves of the Daily Pharos of Logansport, Ind., arrived last evening to attend the Christian Endeavor convention.

William F. Hunt, a business man of Guatemala, who is also interested in coffee-growing in the southern republic, is at the Grand.

Dr. M. Herzstein, who has been traveling in Europe during the past six months, arrived in New York City yesterday and is en route home.

Percy L. Shuman, who owns mining interests in this State, and who was formerly in the office of the Secretary of State of Illinois, is at the Palace.

Daniel Mahany of New York arrived in the City yesterday and registered at the Palace Hotel. Mr. Mahany is president of the New Almaden Quicksilver Mining Company.

J. C. Hanna, general manager of the New Zealand Insurance Company, is in the City, after a trip to Chile and other countries to the south. He is here to inspect the various offices of the coast.

William Cline, the well-known grocer of this City, will sail to-day for Los Angeles, where he has established a large business. Mr. Cline will be accompanied by his wife. His departure from the City will be regretted by a large number of friends.

First Lieutenant Sidney A. Cloman, Fifteenth Infantry, U. S. A., arrived in the City yesterday from Fort Bayard, N. Mex. The Secretary of War recently assigned Mr. Cloman to duty as military instructor at the University of California. Mr. Cloman's duties at Berkeley will begin August 14. He ought to be able to satisfy the regents, faculty and students, as he is an officer of distinction and a man who understands men.

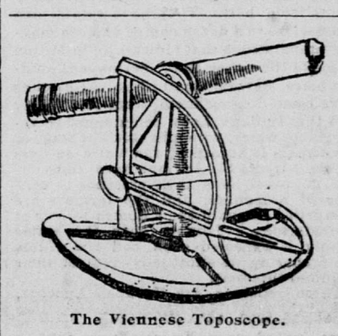
Vice-President J. C. Stubbs of the Southern Pacific left last night for Portland in company with C. H. Markham, the new assistant passenger and freight agent, who is to have his headquarters at Portland. Mr. Stubbs went along to initiate Mr. Markham into the business. Mr. Markham has for some time been district passenger and freight agent at Fresno. The promotion is a conspicuous compliment. It was made by Mr. Stubbs.

CALIFORNIANS IN WASHINGTON.

WASHINGTON, D. C., July 4.—Dan Cole will leave for San Francisco after spending a few days in New York. He wants to be coiner at the Mint. L. S. McClure of San Diego is in Washington. Mrs. H. A. Braum and E. L. Morrison are at the Shoreham.

MACHINE TO LOCATE FIRES.

In Vienna a fire watch is maintained in the tower of St. Stephen's Cathedral, 500 feet high. There is a telescope with graduated circles,



The Viennese Toposcope.

called a toposcope, which works so accurately that even at night the exact house and number were often given to the central by the watchman on the tower, while the next fire-alarm box, being at a distance of three or four blocks, could not have given the exact location of the fire and this would have delayed the arrival of the department accordingly.

HUCKINS AT THE HELM.

Our boat by boisterous breezes borne
Rocked on life's ocean wave;
The sails were gone or rent and torn
And no one near to save.
The Captain and the crew on deck
Worked manfully and swore
To patch the rifts and save the wreck
Before it washed ashore.
The rigging creaked with doleful sound,
Tossed on the briny deep,
It seemed that we must run aground,
For Huckins was asleep.

Our Sunday clothes were drenched with spray,
Our hopes were beaten flat;
We couldn't do a thing but pray,
Nor make much doing that.
We strove to face the awful doom
That stared us into grief
Of going to a watery tomb
Or stranding on a reef.
But suddenly the ship arose
As if our fears to whelm,
And there, in trusty pilot pose,
Stood Huckins at the helm.

He jerked the rudder galley west
And made the mainmast groan;
He sent the sailors down to rest
And ran the ship alone.
The sturdy Captain wept for joy
Of briny tears a lot;
He said Huck was a "bully boy"
And "Johnny on the spot."
He also mentioned that the boat
Was safe for any realm,
Where anything on earth can float
With Huckins at the helm.

So happiness is ours to-day
Amidst the toil and strife;
The old boat bounds along the way
As natural as life.
The crew is still alive, on deck,
Each fellow feeling fine,
And what was once a total wreck,
The swiftest of the line.
Though angry tempests may appear,
That twist the sturdy elm,
We haven't one darned thing to fear
With Huckins at the helm.

—Nation's Anchor.

WITH YOUR COFFEE.

London must have a pretty good idea by this time what a Chicago crowd is like.—Chicago Record.

"Father, why do they have the weather prophet up in such a high building?"

"Because, Johnny, you know they say that 'false prophets shall arise in the land!'"—New York Journal.

"How much water do you think your ship will draw, if she ever comes in?" asked the one homeless wanderer.

"She won't draw no water at all," said the other, who had been building air-castles. "She'll draw beer. Right out of the wood."—Cincinnati Enquirer.

Sprockett—I was sorry not to keep my appointment with you; but, you see, my wheel broke down.

Hudson—Why didn't you come in on the train?

Sprockett—Heavens! And ride with those miserable non-bikers? Never!—Philadelphia North American.

Little Harry—You didn't preach last Sunday, did you?

The Minister—No; I was ill and omitted my sermon.

Little Harry—I thought they was something happened, for when pa got home he said he wouldn't mind goin' to church every Sunday if they always had that kind of service.—Cleveland Leader.

Mrs. Crimsonbeak—Here's an item which says: "In a railway collision in North Carolina a four-year-old child at an open car window was thrown out of the window by the shock and escaped injury."

Mr. Crimsonbeak—How in the world do you suppose they ever managed to get the window open?—Yonkers Statesman.

MEN AND WOMEN.

The Countess of Aberdeen is constantly in demand, making addresses before women's organizations. Especially has this been the case since the degree of doctor of laws was conferred upon her by the Queen's university at Kingston. She was the first woman in Canada to receive the honor.

Ex-Secretary John G. Carlisle, in practicing law in New York, will devote himself to pleading cases in court instead of confining himself to office work.

Miss Helen Hay, who as the daughter of the American Embassador to the Court of St. James has already won distinguished social success, has now made her debut as a poet in "Two Sonnets," which appear in Harper's Magazine for July.

Elder John Davis of Princeton, N. J., is in his eighty-third year and has lived in ten or twelve States. He is a member of the Christian church and preached in that church for fifty-three years and until he was too infirm for the active duties of a preacher.

Ex-Senator Dubois of Idaho, who walked out of the St. Louis convention when the gold platform entered it, has gone into cattle-raising on a ranch in Idaho. All his cattle bear this brand: "16-1." Mr. Dubois' four-footed possessions are walking advertisements of his devotion to the cause of silver coinage.

Boston's big new hotel, the Toursine, can have no bar, because a corner of it is within 400 feet of a schoolhouse. J. Reed Whipple, the proprietor, has taken a wholesaler's license, which permits him to sell wines and liquors only in bottles and not all on Sundays.

Quartier Latin waiters are now wearing the dress coats in which the late M. Le Royer presided over the French Senate. The late President's wardrobe, according to the French custom, was sold at auction, with his other effects, and three dress coats as good as new were bought for $2 20 by a speculative waiter.

Three young women in Germany have been recently commended for their thorough work in pharmacy, and Fraulein Eva Bosse, a daughter of the German Minister of Public Worship, has been pronounced by Dr. Fraulich, president of the Imperial German Pharmaceutical Society, to be one of the most excellent and gifted scholars he has ever met.

Mrs. John F. Reese of Cleveland, Ohio, once had the honor of entertaining Queen Victoria in her own home. Mrs. Reese was Mrs. John McLean, her husband being a major in the English army in charge of Fort Monkton, in Hampshire, and when the Queen made a visit to the fort she took a cup of tea with Mrs. McLean, although the latter did not at the time know whom she was entertaining.

THE MAN AT THE FOOT OF THE STAFF.

Chicago Times-Herald.

"The man is still at the foot of the flagstaff in Honolulu," says a citizen of Hawaii now temporarily residing in this city.

"What I mean by this can be best illustrated by a story from history.

"Some years ago the French attempted to collect a claim against the Hawaiian Government by a show of force. Matters finally reached a point where the commander of the French vessel in the harbor proposed to shell the town. Before doing so he called on the commander of the British cruiser stationed there and suggested that arrangements be made to protect the lives of British subjects.

"'If I were in your place I wouldn't shell the city,' said the Britisher.

"'But I think I will do it, just the same,' said the Frenchman.

"'Wait till I tell you something you do not know,' retorted her Majesty's officer, 'and then you may think better of it. At the foot of the flagstaff in front of the King's palace stands a man. He is there all the time. He has in his pocket an American flag. The King's Ministers have prepared a deed of cession, transferring the Hawaiian Islands to the United States. The moment you fire on the town or give notice that you are about to do so that deed of cession will be signed by the King. The stars and stripes will be attached to the halyards and sent flying at the top of the pole. Then you are welcome to fire upon the American flag, if you wish to do so.'

"The Frenchman thought better of his scheme, and Honolulu was not shelled."

REAGAN ON SLAVERY.

Philadelphia Inquirer.

Ex-Senator Reagan of Texas delivered an address Tuesday to an assemblage of former Confederate soldiers at Nashville, Tenn., in the course of which he said: "Whatever may have been said in the past in defense of the institution of slavery, and whatever may now be thought of the means by which it was abolished in this country, the spirit of the present age is against it, and I suppose no one wishes its restoration. Certainly I would not restore it if I had the power. I think it better for the black race that they are free, and I am sure it is better for the white race that there are no slaves."

This utterance, coming from one who was a member of the Cabinet in the Government of the Confederacy, whose cornerstone was declared by one of its highest officials to be slavery, may fairly be construed as a remarkable indorsement of the course then pursued by the National Government.

OBSERVATIONS OF A PESSIMIST.

Cleveland Leader.

They say that crying is necessary to the development of a baby's lungs. The parents of some modern politicians must have been sorely tried.

Actions may speak louder than words, but the person who neglects an opportunity to say a good thing for himself usually gets lost in the dust cloud at the rear of the procession.

There is just one kind of people that can't be softened by flattery—dead people.

One peculiarity about most people is that the difficulty they have in remembering names and faces increases with their prosperity.

There may be men who never lose their tempers, but living with them must be very monotonous.

CALIFORNIA glace fruits, 50c lb. Townsend's.

GRAND Fourth of July dinner at the Russ House; 50 cents; can't be excelled.

SPECIAL information daily to manufacturers, business houses and public men by the Press Clipping Bureau (Allen's), 510 Montgomery.

Wife (8 A. M.)—I believe I will run over to Mrs. Gossip's for a minute.