

CLEVER WORK
OLIVE CORONA
 To Captain C. M. Goodall
 and C. C. Lacey the
 Credit Is Due.

The Blaimore Litigation Has
 Ended in Favor of the
 Underwriters.

An Eloping Wife From Petaluma
 Caught at the Ferries by Her
 Husband.

Captain C. Miner Goodall and Charles
 C. Lacey, chief engineer of the Pacific
 Coast Steamship Company's Umatilla,
 have done some very clever work in
 getting the wrecked steamer Corona off
 the rocks at Lewis Island. The vessel
 went ashore while on her way to Dyess
 and Skaguay, and Captain Goodall and
 Mr. Lacey were at once sent north to
 see what could be done toward saving
 the vessel. They have succeeded in
 it, and in the following dispatch re-
 ceived by Goodall, Perkins & Co. yester-
 day: "Latest arrivals say the Corona
 has been moved to a safe place.
 Expect she will be repaired and come to
 Victoria, B. C., in a few days."

Captain C. M. Goodall has had an
 incentive to do his best. He is to be
 married on the 26th inst., and it was
 the fear of having to postpone the cer-
 emony that has made him so eager to
 get the Corona to San Francisco. He
 got the vessel off the rocks once, but
 found that she was leaking from damage
 she received under the engines,
 which could not be reached by the di-
 vers. She was placed on a flat rack
 near the one from which she had been
 taken, and after the flat rack was
 patched up she was beached and got
 ready for the trip to San Francisco
 via Victoria, B. C.

Yachtsmen are making great prepara-
 tions for the 20th inst. On that date
 the regatta will be held at Tiburon and
 opened and the following fleet of
 yachts will come out of winter quar-
 ters: Clara, Seven Bells, Queen, Speed-
 well, Acolus, Thelma, Freda, Mignon,
 and Juana. The yachtsmen are
 Ell, Flirt, Freddie, Florence, Fride, Se-
 cret, Guinevere, Bonita, Scout, Cornelia
 and Nereid.

The owners of the boats and their
 friends have been hard at work on
 them for a week past, and canvas has
 been overhauled, spars scraped and
 oiled and cabins repainted and uphol-
 stered, so the fleet will come out of
 retirement in sparkling order. The
 Florence and Secret had their masts
 taken out last Sunday, while the Juana
 has had her decks canvased. The
 regatta is to be on new canvas, masts
 and sails, and, in fact, all the yachts
 to be thoroughly equipped for the
 season. It therefore looks as though
 next season was to be a most success-
 ful one in every respect.

A very handsome steamer is being
 built at Alameda Point for Captain
 Charles Nelson. She is 210 feet over
 all, 28 feet broad and 14 feet deep. She
 is to be fitted with two Babcock boilers
 which are coming from the East, and
 her machinery is being built by the
 Fulton Iron Works. Her speed is
 expected to be about twelve knots an
 hour. The new steamer is to be called
 the Charles Nelson, after her owner,
 and she will have accommodation for
 150 passengers. Captain Nelson does
 not know whether or not he will put
 her in the Klondike trade.

Quite a number of people must intend
 making their home on the water next
 summer. At present the water marks
 are being built at Tiburon, two more
 are nearly completed at the foot of
 Berry street and three more are being
 built at South San Francisco. This will
 make a fleet of about twenty-five marks
 that will be in the Sausalito, Tiburon
 and San Rafael waters in another
 month or so.

The agents of the steamer lines who
 have vessels on the Sacramento and
 San Joaquin rivers are apprehensive
 of the rainfall. Neither river has ever
 been so low at this time of the year as
 it is now, and unless there are some
 good heavy rains this month it is not
 at all beyond the range of probability
 that steamers will be unable to reach
 Stockton and Sacramento.

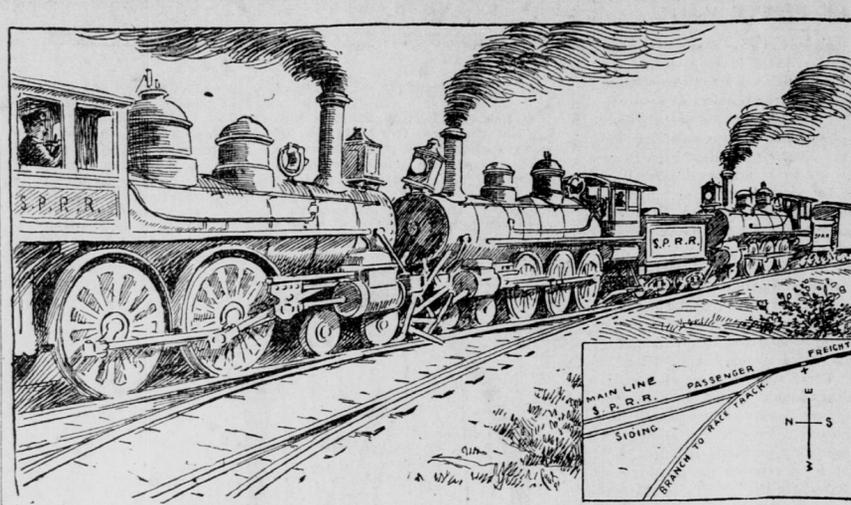
E. K. White, agent of the Sacramento
 Transportation Company's steamers,
 says that last month the boats found
 navigation difficult, and that they are
 getting worse every day. If that is the
 case now, what will it be during the
 summer months?

Mrs. Jennie Parrish of Petaluma and
 a young horse-dresser of Santa Rosa
 named Spears eloped from Petaluma
 last Monday, and, coming to San Fran-
 cisco, put up at the Golden West Hotel.
 James Parrish, the husband, followed
 his wife to this city and caught her and
 her paramour at the ferries, where she
 was getting her trunk out of the bag-
 gage-room. He reasoned with the run-
 away couple and told his wife that he
 had joined the Salvation Army and
 taken the pledge never to drink, smoke
 or swear again. She then agreed to go
 back to Petaluma with him, and
 Spears was left on the wharf disconsolate.
 Parrish buys old horses and
 slaughters them at Petaluma, where he
 sells them to the farmers. He also
 sold the horse which he treated his
 wife well, but he proposes to do better
 in the future. They are going to break
 up their home in Petaluma and move
 to Stockton.

The British ship Blaimore arrived
 here on February 2, 1898, and early in
 March she capsized in Mission Bay and
 several of her crew were drowned.
 Captain Burns was sent out from Eng-
 land by the Underwriters' Association
 and after weeks of hard work she was
 finally raised on July 18, 1896. Then
 the litigation began. The owners of the
 vessel would not accept her, and the
 insurance companies insisted that they
 were only liable for one-third of the
 cost of the repairs. From court to court
 the case was taken, first one side gain-
 ing an advantage and then the other,
 until finally it reached the House of
 Lords. That is the court of last appeal
 in England, and it has decided against
 the owners of the vessel.

The repairs to the Blaimore would
 have cost in the neighborhood of \$250,000,
 and over \$200,000 has been spent in
 litigation. Now that the matter has
 been settled and the insurance com-
 panies have only to pay one-third of
 the repairs, the wonder is what will be
 done with the vessel. Captain Caw, her
 master, is still here, and the vessel lies
 in Oakland Creek. For the last eleven
 months a watchman has been the only
 person living on her, but now she will
 probably come out of her long retire-
 ment. Her owners may repair her and
 load her with wheat, or she may be
 sold to the highest bidder, in which
 event she would probably be put under
 the American flag.

Partners Disagree.
 Joseph Glukfeld filed a petition in court
 yesterday charging his partner, N. C.
 Krinsky, with entering into a conspiracy
 to defraud him. Glukfeld asks for
 the appointment of a receiver, an accounting
 of the funds of the firm and a dissolution
 of the partnership.



HOW AND WHERE THE COLLISION OCCURRED.

PROVIDENCE INTERVENED

Travelers Escape in a
 Head-End Col-
 lision.

Passenger and Freight Trains
 Tried to Pass on One
 Track.

Engineers Quickly Reversed the
 Levers and Jumped for
 Their Lives.

Yesterday morning at about 7:30
 o'clock the local San Jose train leaving
 this city at 6:55 collided with a heavily
 loaded freight train composed of forty-
 five cars carrying cattle from Los
 Gatos, at the side track known as the
 Spring Valley crossing, or, as others
 state, the Union Coursing Park station.

It is probably due to Providence that
 the passengers were not all severely in-
 jured and a portion of them killed outright,
 as the passenger train was run-
 ning at a fairly good rate of speed. The
 trouble seems to have occurred from a
 misunderstanding. The freight was
 late and had switched on the side track
 at the point of collision. After a few
 minutes' wait the engineer started the
 train at the orders of the conductor for
 the siding at Ocean View, but as the
 two engines which were attached to
 the freight train passed on to the main
 track the passenger train was seen com-
 ing but a short distance away. The
 brakes were reversed, but without
 avail, as the two trains bumped into
 one another with terrific force, throw-
 ing the passengers to their feet and
 bruising the cattle which had been
 penned in the box cars of the freight
 train.

The collision occurred just as the en-
 gineer of the freight was of the opinion
 that he had clear for a run to the
 Ocean View switch.

The engineer on the head engine of
 the train pulling freight, as well as the
 engineer and fireman of the passenger
 train, jumped into the water at the
 moment of collision. It was seen that
 the freight train was in an attempt
 to reduce the force of the collision,
 which was seen by all parties to be in-
 evitable. Conductor Emmicht of the
 passenger train was thrown half-way
 across the car in which he was stand-
 ing, and sustained a sprained wrist and
 a bruised leg. No other train hands or
 passengers were injured to any extent,
 although several of them fell from their
 seats as the collision occurred. After
 the wreck it was discovered that the
 engines had been badly shaken up. The
 front engines on both trains were dam-
 aged to a considerable extent in the
 front portions and in the middle of the
 cars on the freight train it was seen
 that a flatcar had been twisted into
 two pieces. It was thought remarkable
 that most of the train had not been
 damaged to a greater extent, but it was
 due to the position in which the train
 was running. The rails where the ac-
 cident occurred were not even twisted,
 and within two hours after the wreck
 the other trains were allowed to pass
 to their destinations on the same rails.
 The passengers from Monterey who
 were on the way to the city were taken
 aboard the San Mateo electric cars and
 conveyed to this city, where they ex-
 pressed their satisfaction at not hav-
 ing been mingled in the wreck, which
 might have resulted with a great loss
 of life and property.

Other accidents have taken place at
 the same point, and it is a wonder to
 railroad men that more fatal accidents
 have not happened. The opinion was
 expressed by many yesterday that at
 some future time a collision would
 result in a great loss of life. The
 switches are badly situated, and en-
 gines are rarely given to the railroad
 hands at that point. However, another
 miracle in the way of railroad wrecks
 has come and gone, and neither pas-
 sengers nor owners have suffered in
 any great extent.

THE REGISTRARSHIP FIGHT.

Many Democrats Willing to Serve
 Their Party and Take Office.
 Registrar Hinton, who was appointed
 Railroad Commissioner to fill the vacancy
 in England, and the death of Dr. James I.
 Stanton, has received his commission. He
 is now anxiously waiting to meet his suc-
 cessor and surrender the Registrar's of-
 fice to him.

The delay of Governor Budd in naming
 the new Registrar is causing many Demo-
 cratic politicians nights of unrest and
 days of uneasiness. There are two score
 or more aspirants in the field and the
 friends of each one of them believes the
 man of his choice will be the winner in
 the contest for political favor.

Pension Agent P. F. Walsh, who has
 been in the Street Superintendent's of-
 fice, would consent to serve if asked by
 the Governor.

To mention the names of all of those
 who are either aspiring or are being "put
 to the front" by their friends would look
 like a directory of Democrats.

It is believed, however, that the Gov-

LITTLE ONES FEAST.

The Children of the Silver Star Kin-
 dergarten Royally Entertained.
 A most pitiable sight greeted the vi-
 sitor to the Silver Star Kindergarten, 80
 Sanson street, yesterday, while the 123
 children of that institution were partici-
 pating in a feast at the expense of Miss
 E. M. Stevens, an English lady who has
 been visiting this city some two years,
 but who is now in Portland.

On the lady's first trip to this city she
 became interested in this kindergarten,
 and on the anniversary of her birthday
 she presented the principal, Miss E. M.
 Stevens, with a sum of money. The
 money more than paid for the feast, and
 the thoughtful principal, Miss Stevens,
 bought a pair of shoes for each child.
 This year the gift of Miss Stevens
 was repeated, but Colonel H. M. Hecht,
 the secretary of the kindergarten, pre-
 sented the kindergarten with thirty
 pair of shoes and suggested that the ex-
 tra money be used in buying
 aprons for the girls and waists for the
 boys.

The good things were not long upon the
 tables as each little child ate as though
 it were his or her duty to devour as much
 as they possibly could. There were sand-
 wiches with lots of jelly, cookies, or-
 anges, apples, a nice cup of milk and
 many other delicacies, such as the fill-
 ing, which had hardly ever been seen
 before. In the middle of their en-
 joyment the children showed that they
 were getting something out of the
 ordinary by carefully wrapping up in
 their napkins a cookie, apple or
 sandwich to take home. When they
 were asked the reason they answered
 that their mamma would like it or their
 baby sister had never had any. They
 were always promptly given double their
 share. The children, each of whom wore
 a paper cap on his head representing
 the name of the kindergarten, sang
 among them being the favorite song of
 their benefactor, entitled "Our Father."

DIRECTORS' ANNUAL MEETING.

The State Board of Trade Favors a
 California Exhibition of Its
 Products at Paris.

The annual meeting of the California
 State Board of Trade was held at Me-
 chanics' Pavilion of the committee hav-
 ing General N. P. Chipman in the chair.
 Those present were W. H. Mills, John
 P. Irish, J. A. Flicher, J. S. Emery,
 Craigie Sharp, H. A. Messenger, Mrs.
 Elizabeth Shields, B. N. Rowley, F. H.
 Buck, and W. W. Martin.

Secretary Flicher stated that he was in
 possession of a communication which set
 forth that Secretary Wilson of the Cab-
 inet would visit California during the
 coming summer. The committee having
 considered a vacation trip to California
 in July or August. It was decided to
 make the entertainment of Secretary
 Wilson a special order for the next meet-
 ing, at which time committees will be ap-
 pointed.

The matter of arranging a California
 exhibit at the international exhibition at
 Omaha this summer was brought up in
 the shape of a report from A. A. Wat-
 kins, chairman of the committee, which
 was subject in charge. Mr. Watkins
 stated that there was no enthusiasm in
 the matter shown, and that it was prac-
 tically impossible to raise the \$15,000 ne-
 cessary for the purpose. In view of the
 difficulties that were presented, they
 projected by Mr. Watkins recommended that
 the project be abandoned. The report was
 adopted.

W. H. Mills and Colonel John P. Irish
 exchanged ideas on the acceptance of the
 Alaska Trade Commission, which had
 turned over its affairs to the Board of
 Trade with a cash balance of \$500. Mr.
 Mills spoke of the efforts made by the
 State to equalize the rates to
 Alaska. The company was doing all it
 could in the premises, but at a loss, owing
 to the high freight rates. He suggested
 that the board might charter
 trains from the East, and thus turn the
 tide this way. He believed the ex-
 penses would contribute to the further
 success of the enterprise. After some further
 remarks, Mr. Mills moved that the matter
 be taken up at the special meeting to-
 morrow, which was adopted.

President Chipman submitted his an-
 nual report, in which he said that the
 past year had been a prosperous one for
 the fruit grower. The shipments to East-
 ern and European markets were
 large, the total carloads being \$5,071. Of
 that number 36,440 were of fruit, 6897
 of wines and grapes, and 4794 of vegeta-
 bles. Of the total carloads 1728 carloads
 were sent to the East. After giving much
 data concerning the California fruit in-
 dustry, he said that the prospects of fruit
 growers throughout the State were excel-
 lent. He then turned to the California
 fruit canning industry, which is now
 very active.

Regarding the work done by the State
 Board of Trade, General Chipman said
 that its work had been highly advan-
 tageous to the interests of California
 fruit growers.

The Paris Exposition and the advan-
 tages of having California fully repre-
 sented was then opened for general dis-
 cussion.

Several gentlemen representing the in-
 terests of the State were called upon for
 their views on this question, and all were
 unanimous in the opinion that California
 should put forth its best effort to make
 a creditable display of her products.

Colonel John P. Irish offered the follow-
 ing resolutions, which were adopted:
 Resolved, That the State Board of
 Trade strongly favors and advises a com-
 prehensive exhibit of the products and
 resources of the State at Paris in 1900,
 and will promote and direct the same to
 the extent of its ability.

Resolved, That the board will re-
 quest of the next Legislature an appro-
 priation of \$50,000, for purposes of such
 exhibit at Paris.

Secretary Flicher presented his financial
 report, which showed that out of the re-
 ceipts of \$12,210 there remained in the
 treasurer's hands a balance of \$131.31,
 with assets, \$320. This showing was
 considered to be creditable to the secretary's
 good management of the board's affairs.

The following board of directors and of-
 ficers were elected for the ensuing year:
 Directors—General N. P. Chipman, J. S.
 Emery, W. H. Mills, George C. Perkins,
 B. N. Rowley, Mark L. McDonald, C. F.
 Montgomery, J. P. Irish, E. W. Maslin,
 C. M. Woolsey, Mrs. E. Shields.
 Officers—General N. P. Chipman, presi-
 dent; J. S. Emery, first vice-president; J.
 F. Montgomery, second vice-president; J.
 A. Flicher, secretary and general man-
 ager; Crocker-Woolworth National Bank,
 treasurer.

Headache Quickly Cured.
 Dr. Davis' Anti-Headache never fails. 25c.

RAGAN ARMS FOR BATTLE

The School Director Pre-
 paring to Strike Back
 at Stanton.

Threatens to Have His Accuser
 Arrested for Attempted
 Extortion.

A Letter and Telegram Which, He
 Says, Will Fully Substantiate
 the Charge of Blackmail.

School Director Ragan is on the war-
 path, and declares that before he
 smokes the pipe of peace ex-Teacher
 Stanton's scalp will be dangling from
 his lodge pole.

The affidavit of the former teacher of
 mathematics in the Commercial Night
 School, as outlined in yesterday's Call,
 in which he accuses the School Direc-
 tor of having sold him the position for
 \$300, which he did not pay, and then,
 when the Grand Jury began its in-
 vestigation into the affairs of the de-
 partment, offered Stanton \$300 to go
 to Australia, giving him \$50 in gold
 and promising to send the balance to Van-
 couver, is the cause of the uprising, and
 Dr. Ragan will attempt to have Stan-
 ton punished for attempted extortion.

With this object in view Ragan sum-
 moned his attorney, J. J. Dwyer, yester-
 day, with whom he discussed the
 matter, and as a result Dwyer secured
 the services of two other lawyers,
 whose names Ragan declines to make
 public last night, to assist him in the
 case. The three lawyers will confer
 with Dr. Ragan to-day as to what line
 of action to pursue, and it is prob-
 able that before night a warrant for
 Stanton's arrest will be sworn to.

Dr. Ragan, in an interview last even-
 ing, said he had a letter from Stan-
 ton, bearing no address, in which the
 writer demanded \$240 and threatened
 to sue him for libel if he did not pay it.
 If the money was not forthcoming, this
 letter was presented to Ragan by Stan-
 ton's nephew, who was to receive the
 money. Ragan asked his caller to
 return later in the day, and when he
 did so Ragan had a friend seated in the
 room who overheard the conversa-
 tion that passed between Ragan and
 his visitor. Moreover, Dr. Ragan says
 that last Tuesday he received a tele-
 gram from Stanton, dated Vancouver,
 which read: "240 or San Quentin."

Dr. Ragan is at a loss to account for
 Stanton's arrest and indignation at the
 time Stanton was in the city. He also
 explained, which he says, is devoid
 of a particle of truth.

C. W. Welch, secretary of the Board
 of Education, was sworn to at the use
 of Stanton had made of his name, and ve-
 hemently denies the charge that he
 acted as the go-between between Stan-
 ton and Ragan. Mr. Welch says he
 met Stanton in a business way in
 1895, when Stanton was teaching
 school in Vacaville. He did not see
 him again until he came to this city
 seeking a post as a friend. He asked
 O'Brien for a letter of introduction to
 Ragan and Welch wrote a few words
 on a card. Afterward Stanton told him
 he had used Welch's name with all the
 Directors, to which Welch made no ob-
 jection. One day Dr. Ragan told
 Welch that he had appointed Stanton
 as a substitute teacher. That was the
 only time they had talked about him.
 Both Ragan and Welch stated that
 Stanton has an unenviable record
 in Vallejo, where, they say, he was
 strongly suspected of having set fire to
 a store he owned in order to obtain the
 insurance money.

E. C. Kilpatrick, the principal of the
 Commercial Night School, who is now
 under suspension on charges, which
 Stanton is making all sorts of calumnies
 him of, is reluctant to discuss the mat-
 ter. He said, however, that one night
 Stanton went to his residence and told
 him he had been accused by Ragan and
 the others to make the first attack on
 attacking Kilpatrick, but that he had
 come back to right the wrong he had
 done. He then gave Mr. Kilpatrick a
 written statement which Kilpatrick
 took to a notary and Stanton acknowl-
 edged it. This is the affidavit that has
 been brought against Dr. Ragan.

Wants His Marriage Annulled.

Mulkom Nordstrom has applied to the
 courts to annul his marriage to Annie
 Nordstrom. The plaintiff alleges that he
 married his wife in New York during the
 month of November, 1896, while laboring
 under a misapprehension. He also asks
 that he be threatened by his wife,
 which caused him to marry her. He has
 since found, however, that his wife's
 statements were false, and he now asks
 for an annulment of the marriage con-
 tract.

San Francisco Elks.

San Francisco Lodge, P. B. O. E., has
 decided to postpone the ladies' night
 which had been announced for next Fri-
 day on account of the Lenten season. It
 will be given in the latter part of April.
 The lodge is also making arrangements to
 have produced under its auspices an
 opera which has never yet been put on a
 lyric stage.

Two Years for Burglary.

Louis Schwartz was sentenced to two
 years in San Quentin by Judge Dunne
 yesterday morning on a charge of bur-
 glary in the second degree. On June 2
 last the prisoner broke into a house at 2128
 California street, and rather than face
 trial for the offense pleaded guilty, and
 in consequence escaped with a light
 sentence.

DRUGGED IN SLEEP BY A FRIEND

A Miner Is Chloro-
 formed While He
 Slumbers.

His Bedfellow Relieved
 Him of All the Money
 He Had.

Albert Freeman Misplaced His
 Confidence in Daniel
 O'Brien.

Supported Him Months.

The Police of the California Station
 Quickly Capture the Clever
 Robber.

By misplacing his trust in a man
 whom he supposed to be a friend Al-
 bert Freeman is out \$150, but a por-
 tion of the amount will be recovered,
 as Daniel O'Brien, the supposed friend,
 has been captured by Officer McGray-
 an of the California-street Police Sta-
 tion.

Last Saturday morning Freeman and
 O'Brien came down from Stockton and
 registered at the Golden Eagle Hotel,
 on the corner of Broadway and Mont-
 gomery avenue. In the evening the
 two men went to bed together, but
 when Freeman awoke the next morn-
 ing his friend was gone, and with him
 \$150, which had been sewed up in Free-
 man's undershirt. The smell of
 chloroform was noticeable in the room,
 and, as the robbed man felt dazed, he
 came to the conclusion that O'Brien
 had drugged him while he slept.

The police were immediately notified
 of the robbery and officers were de-
 tailed to find O'Brien. Yesterday after-
 noon McGrayan found the man in a
 saloon at 635 Clay street, arrested
 him and placed him in the tanks of
 the City Prison without filing any
 charge against him. About \$40 in paper
 money was found in his possession and
 a money order for \$50, which O'Brien
 had purchased at Station D
 Postoffice to send to his son John, who
 lives at Hannibal, Mo. A bottle of
 chloroform in O'Brien's pocket proved
 to the officer that Freeman's story of
 having been chloroformed had some
 foundation.

The tale of the friendship between
 the two men is an interesting one, and
 while it shows O'Brien's lack of
 gratitude in brilliant colors, it also
 proves that he is fully capable of liv-
 ing on his wits. Freeman, who is a
 mining man and rancher of Riverside,
 met O'Brien at that place three months
 ago, and the two struck up a friend-
 ship. O'Brien confided to his friend
 that he owned a fabulously rich mine
 in Washington, which he lacked money
 to work, and asked Freeman to go in
 with him to develop it. As proof of
 his proprietorship he produced a legal-
 looking document purporting to be a
 deed to the mine, and Freeman agreed
 to go into the deal. Freeman did not
 have the money at the time, but be-
 gan to beat about among his friends
 to raise the required amount. He

wrote to relatives in Ireland, and from
 them received \$100, while \$50 more was
 secured from friends in Redfields.
 During the three months it took to
 get the money for the venture O'Brien
 was fed, clothed and lodged by Free-
 man, and the two were bosom friends.
 Freeman now holds the deed to the
 Washington mine, but it is not likely
 that he will continue his trip north
 to investigate the value of the prop-
 erty. The Police Department tele-
 graphed to Washington to see if any
 such mine existed, and received the
 reply that Mr. O'Brien owned no prop-
 erty there.

SHIPS WE FIGHT WITH.

Interesting Lecture on War Vessels
 by Irving M. Scott.

"Ships We Fight With" was the subject
 of a most interesting illustrated lecture
 delivered by Irving M. Scott last evening
 in the First United Presbyterian Church.
 The lecture was for the benefit of the
 church fund and was the first of a
 series of four, the three remaining ones
 of which will follow at intervals of a
 week.

Mr. Scott spoke of warships generally
 at first, but the principal part of his ad-
 dress was devoted to those ships which
 have been built on this coast. He started
 with Charleston, the pioneer of them
 all, and then described in order the
 San Francisco, the Monterey, the City
 of the Oregon, the Marietta, the Wheel-
 ing, then the Japanese cruiser Chitose,
 just launched, and the United States bat-
 tleship Wisconsin, now being built. He
 also showed some of the merchant ships
 which had been built here. Mr. Scott de-
 scribed the construction of the various
 difficulties that have to be overcome in
 some of the large castings necessary and
 the appliances which must be used. He
 spoke, too, on the necessity of a navy,
 and showed how the United States had
 grown and what amount of a navy she
 had to protect her interests. He also
 showed a picture of the vessels of the
 English navy grouped together and then
 of the American ships.

Toward the close of his remarks he
 showed a picture of the ill-fated Maine
 as she was just before she left the har-
 bor of New York to seek her death in the
 waters of Havana. He described the
 location of her magazines and explained
 the various theories of her destruction.
 His closing sentences were devoted to the
 appliances which must be used in the
 construction of the vessels of the navy.
 A picture of the flag, waved by Lib-
 erty with the dome of the Capitol in the
 distance, which ended the pictorial por-
 tion of the entertainment.

For Country Trade.

The Manufacturers' and Wholesalers'
 League, which is a branch of the Manu-
 facturers' and Producers' Association, is
 branching out in earnest against the
 summer trade. The purpose of the league
 is to induce the merchants in the coun-
 try to come to this city and make their
 purchases instead of buying from Eastern
 firms, whose only interest on this coast
 is in carrying the goods to market.
 The league has a list of names of
 along their routes from one town to an-
 other. To accomplish this the league fur-
 nishes to the country merchants free
 transportation to and from the city, that
 is those merchants who live any consid-
 erable distance away.

The league does not intend that mer-
 chants in the country may ride perpetually
 between their homes and the city free and
 at their own expense. It will be limited
 to that period when they usually make
 their purchases for the season's
 trade. This is the period of free pas-
 sage is from March 16 to April 16 on the
 railroads and to May 15 to those who are
 obliged to travel by the steamers. Last
 year the invitations were sent out by the
 local merchants to their mercantile
 friends, but this year the invitations are
 being sent from the rooms of the league
 direct. Country liquor dealers are not
 included among those who receive these in-
 vitations.

On Constitutional Law.

Andy Sparks, a boiler maker, who was
 convicted on a charge of petty larceny,
 was locked up in the city prison last

evening by Deputy Sheriff Hinters of
 Sacramento. The prisoner is here for the
 purpose of testing the constitutionality of
 the Police Courts in Sacramento in the
 State Supreme Court. The prisoner's
 lawyers will arrive in a day or two, when
 the case will be tested. It is thought the
 Sacramento Police Courts will come in
 for a criticism not altogether complimen-
 tary.

WESLEY LEWIS ON TRIAL.

Considerable Evidence Admitted
 Tending to Prove That He As-
 sault