

WORK OF THE DEPARTMENT Report of Attorney General Griggs. JUDGES' PAY TOO SMALL COMMENTS UPON ACTIONS AGAINST TRUSTS.

Recommends That the Chief Justice's Salary Be \$20,000 and the Associates' \$10,000 Yearly.

WASHINGTON, Dec. 5.—Attorney General Griggs, in his annual report to Congress, reviews the work of the Department during the year and then says that application is occasionally made to the department to have legal proceedings brought in the name of the United States against corporations or combinations of companies that are alleged to be engaged in forming or maintaining monopolies or agreements in restraint of trade or competition. Upon the subject the report says:

Such actions can be maintained only when the offense comes within the scope of the Federal Statute. The only statute which does not extend to interstate commerce is the Sherman act of July 2, 1890. It will be observed that in any way to interfere with those transactions which are carried on exclusively within the confines of a State, which do not amount to what would be the decisions of the United States Supreme Court, is understood by the term "interstate commerce."

The Federal Government has no constitutional right to supervise, direct or interfere with the ordinary business of the people of the several States unless such business is interstate in character, or to interstate commerce, and such has been the decision of the Supreme Court of the United States.

The Attorney General discusses this subject at some length, quoting freely from the decisions of the courts sustaining the power of the Federal Government to regulate interstate commerce, and in conclusion says:

In all cases where the facts presented to the Attorney General, capable of legal proof, have established satisfactorily such an agreement or combination in restraint of interstate commerce as is contemplated by the Sherman act, legal proceedings have been taken in the name of the United States, either to dissolve the combination or to punish the offenders by indictment.

On the subject of judicial salaries the Attorney General says:

It is not an uncommon thing to find a lawyer appearing before the United States courts in a case where his own argument exceeds the annual salary of the judge. The judges of the United States Supreme Court and the Circuit and District courts are inadequately compensated. The same is true of those of the State courts. The courts of the United States are everywhere in the civilized world held in the very highest respect, yet their judges are paid smaller salaries than are allowed by the States to State judges in very many jurisdictions. I believe that an increase of the salary of the Chief Justice and Associate Justices of the Supreme Court to \$20,000 a year, of the Circuit Court Judges to \$10,000, and of the District Judges to \$5,000, would be a simple measure of justice and approved by every just minded citizen.

On the subject of Alaska the Attorney General says:

The administration of affairs in Alaska and especially the administration of justice through the courts and court officers is not satisfactory. The second business of the civilized world held within the year and the civil business has multiplied four times over. Complaints of the people of Alaska are increasing, and the maintaining law and order and enforcing the

MUNICIPALITIES OF CALIFORNIA IN CONFERENCE Annual Session Will Occur Here. MANY DELEGATES EXPECTED STREET LAWS AND WATER TO BE DEBATED.

Next week, on Wednesday, Thursday and Friday, the League of California Municipalities, meeting in convention in Pioneer Hall in this city, will devote its time to the discussion of two leading topics. The first of these is "Street Improvement Acts," and the second is "Water Works." The first of these is "Street Improvement Acts," and the second is "Water Works."

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Altogether there are seven California Mayors set down to take an active part in the proceedings, these being Mayors Phelan, Snow of Oakland, Brooks of Berkeley, Eaton of Los Angeles, Carr of Santa Rosa, Sweet of Santa Rosa and Lamb of Santa Cruz.

In addition to the stated topics, many other matters will come up. There will be a series of fifteen minute papers upon the subject of "Water Works," and there will also be a long consideration of the work of the league in the future. The by-laws of the league will be amended in all probability. Then there is a "question box."

POSTUM CEREAL. HARD ON TRAVELER. Nearly Killed by Coffee.

"It is hard to teach a traveling man that coffee don't agree with him. I had the fact forced on me pretty thoroughly. I have been connected with an important coffee house in New York and accustomed to drinking a great deal of coffee.

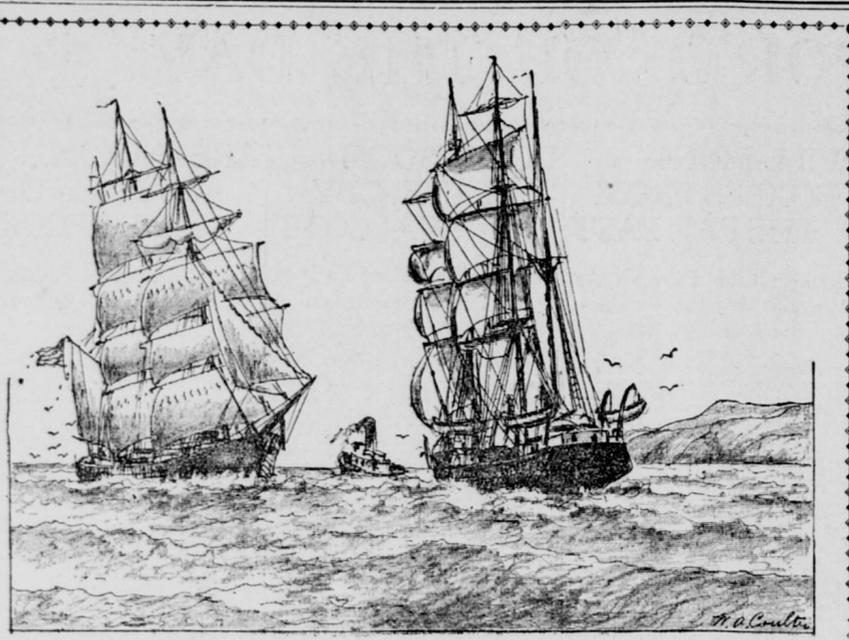
"My stomach got so badly out of order that I thought for a time I would not live. The heart was also involved and gave so much trouble that I was afraid to drop off to sleep, fearing that I would never wake up.

"The cause of the trouble was not known until my attention was called to Postum by a friend who had recommended it. I dropped the coffee at once, and have since been drinking nothing in that line but Postum. The results have truly surprised me. I am on the road traveling, and carry a package of Postum wherever I go. Since using the Postum Food Coffee (eight months) my stomach and heart seem to be in a perfect state of health, and I have gained many excellent patients on exhibition."

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Two Old Whalers Meeting on the Bar.

THE Okhotsk Sea whaling fleet is all ready for another cruise, and yesterday the first of the vessels went to sea. On the bar she met the bark Northern Light, bound in. For years the latter vessel went regularly to the Arctic, but was finally retired. During the Kotzebue Sound excitement she was fitted out to carry passengers, and on her return was turned into a lumber vessel. On this last trip she was on her beam ends and nearly went down.

DECISION IN BIG LAND CASE

Petition of James Dow Is Denied.

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Several of Them Have Made Port.

NORTHERN LIGHT'S DANGER WAS ON HER BEAM ENDS AND NEARLY WENT DOWN.

A fresh northerly breeze brought quite a number of the overdue fleet into port yesterday. Among them were some of the vessels spoken by the revenue cutter McCulloch and supplied with provisions. Not a word has been heard from the vessel that has longest out.

The fleet that got in yesterday was composed of the John D. Tallant, 18 days from Port Gamble; Seven Sisters, 16 days from Coos Bay; La Gironde, 22 days from Grays Harbor; San Pedro, Letitia, 23 days from Grays Harbor; Francisco, 21 days from Port Blakeley; Charles Hanson, 27 days from Coos Bay; Courtney Ford, 10 days from Port Ludlow; Coquille, 27 days from Coquille River; and Northern Light, 25 days from Port Blakeley.

The La Gironde was among the first to get in. She was leaking badly and Captain Hansen came to the conclusion that he had better run into San Francisco. He reports that on November 21, when off Cape Blanco, the vessel sprang a leak and ever since has been at the pumps. In spite of their best efforts the water gained on them, and when the vessel was nearly full of water the Captain had three feet of water in the hold. The schooner Seven Sisters had a tempestuous time coming from Coos Bay, but was not damaged to any extent. She saw the schooner North Star and a very bad time of it. Captain Chastleton reports that for fourteen days they had nothing but southeast gales, some of which blew as hard as typhoons. Another deckload shifted, the bark was thrown on her beam ends, some of the bulwarks were blown overboard, and the vessel started the starboard waterways. Then the pumps choked and for a time it was all over for the vessel. Another deckload shifted, the bark was thrown on her beam ends, some of the bulwarks were blown overboard, and the vessel started the starboard waterways. Then the pumps choked and for a time it was all over for the vessel.

All the captains join in saying that never before in the history of the coast has such a succession of gales raged for such a length of time. Since the change of wind, the coasters which have left northern ports during the past few days have had a very rough time. The barkentine Monitor left Eureka on the 24th inst. and made port yesterday morning. The schooner Monterey came in from Puget Sound, having made the run from Port Ludlow in 10 days. The schooner Premier, 21 days from Olympia, had a succession of strong gales with heavy cross seas all the way down the coast. On November 23, when off the coast of Vancouver Island, the spanker deckhouse was blown away and again the cabin was flooded with water. The Charles Hansen, 27 days from Coos Bay, had her foremast blown away on the head gear torn off. The mainsail split into ribbons and the two boats were stove.

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