

JOHN D. SPRECKELS, Proprietor. Address All Communications to W. S. LEAKE, Manager. MANAGER'S OFFICE, Telephone Press 204. PUBLICATION OFFICE, Market and Third, S. F. Telephone Press 201. EDITORIAL ROOMS, 217 to 221 Stevenson St. Telephone Press 202.

Delivered by Carriers, 15 Cents Per Week. Single Copies, 5 Cents. Terms by Mail, including Postage: DAILY CALL (including Sunday), one year, \$2.50. DAILY CALL (including Sunday), 6 months, \$1.50. DAILY CALL (including Sunday), 3 months, \$1.00. SUNDAY CALL, By Single Month, 50c. SUNDAY CALL, One Year, \$5.00. WEEKLY CALL, One Year, \$1.00. All postmasters are authorized to receive subscriptions. Sample copies will be forwarded when requested.

Mail subscribers in ordering change of address should be careful to give both NEW AND OLD ADDRESS in order to insure a prompt and correct compliance with their request. OAKLAND OFFICE, 1118 Broadway. C. GEORGE KROGESS, Manager Foreign Advertising, Marquette Building, Chicago. (Long Distance Telephone "Central 2919.")

NEW YORK CORRESPONDENT: C. C. CARLTON, Herald Square. NEW YORK REPRESENTATIVE: STEPHEN B. SMITH, 30 Tribune Building. NEW YORK NEWS STANDS: Waldorf-Astoria Hotel; A. Brentano, 31 Union Square; Murray Hill Hotel. CHICAGO NEWS STANDS: Sherman House; P. O. News Co.; Great Northern Hotel; Fremont House; Auditorium Hotel.

WASHINGTON (D. C.) OFFICE, 1406 G St. N. W. MORTON E. CRANE, Correspondent. BRANCH OFFICES: 27 Montgomery, corner of Clay, open until 9:30 o'clock. 309 Hayes, open until 9:30 o'clock. 629 McAllister, open until 9:30 o'clock. 615 Larkin, open until 9:30 o'clock. 1941 Mission, open until 10 o'clock. 251 Market, corner Sixteenth, open until 10 o'clock. 1098 Valencia, open until 9 o'clock. 106 Eleventh, open until 9 o'clock. N. W. corner Twenty-second and Kentucky, open until 9 o'clock.

AMUSEMENTS. Columbia—"The Amer." Trivoli—"A Jolly Musketier." Alhambra—"A Stranger in New York." California—Royal Marine Band of Italy. Orpheum—Benefit Charity Fund Associated Theatrical Managers, this afternoon, November 22. Orpheum—Vaudeville. Grand Opera-house—"Roméo et Juliette." Alcazar—"The Railroad of Love." Olympia, corner Mason and Eddy streets—Specialties. Chicago, Zoo and Theater—Vaudeville every afternoon and evening. Fischer's—Vaudeville. Taborian Park—Races to-day.

AUCTION SALES. By Wm. G. Loring—This evening, at 7:45, at 721-723 Howard, Thoroughbred Horses. By Chase & Mendenhall—This day, Horses, at 1732 Market street. By W. H. Hord—Saturday, November 24, at 10 o'clock, Horses and Mules, at Armstrong's Ranch, Davisville.

THE SOUTH IN CONGRESS.

WHILE there has been much talk of a movement to reduce Southern representation in the House of Representatives on account of the disfranchisement of the negroes in several States and the virtual suppression of the negro vote throughout almost the entire South, it is doubtful if any such movement will be strongly supported. Washington correspondents of many of the most reliable papers in the East have reported the administration to be adverse to any action of the kind, and now Mr. Hopkins of Illinois, chairman of the Committee on Census, who will have charge of legislation affecting the apportionment, has expressed the opinion that no effort will be made to effect such reduction. The determination appears to have been reached upon considerations of political expediency and wisdom. The power and the right of Congress to make the reduction are not to be questioned. Moreover, the act would be fully justified by every principle of equity. At present the Southern States have representation for the negro portion of their population, and yet the negroes are not permitted to vote. That gives the white voters of the South an unfair advantage over voters in other States, and it would be nothing more than justice to deprive them of it and place them on a level with the rest.

Against those arguments of justice and fairness are those of expediency. In the first place it is doubtful if an apportionment that reduced Southern representation could be carried at this session. The Southern Senators would be sure to oppose to such a bill all the dilatory tactics known to parliamentary practice, and at the session terminates on March 4 their chances of beating the bill would be good. At any rate they could seriously delay all business, and their ability to do that would enable them to form combinations which would help them in defeating the apportionment.

A more important consideration is that such an act might seriously check the development of that liberal movement now going on in the South which is encouraged may in a short time break up Bourbon domination and bring Southern politics into harmony with that of the rest of the nation. It is well known that many of the most influential people of the South are opposed to Bryanism and are in hearty accord with the Republican policies of protection and sound money. The manufacturing and commercial interests so rapidly rising to power in many Southern localities are eager for an opportunity to ally themselves with the Republican party. Should they do so, the elimination of restrictions upon the negro vote would probably be effected by Southern men themselves, and a much better condition of affairs would result than could be attained by any action however just in itself which would renew the hold of the Bourbons upon Southern prejudices.

From all these considerations it seems clear that if there is to be any reduction of the representation of the South it will not be undertaken at this session. There are too many important issues at stake this winter to make it worth while involving Congress, and particularly the Senate, in a sectional contest. The evil will doubtless have to be borne for a time, unless, indeed, the Supreme Court should solve the whole problem by deciding the restrictions placed upon suffrage in the Southern States to be unconstitutional.

For the first time since the beginning of the war in the Philippines press censors have been relieved of their duties. Retributive justice suggests that they should be sent to the front at once.

The Minnesota astronomer who says that he has secured the photograph of an asteroid which is thirty-four million miles away from the earth should be induced by his friends to smoke another brand.

The French Deputy who has introduced a legislative measure to tax all bachelors for the luxury of single blessedness must have an interesting family of marriageable daughters.

OUR DECADENT SHIPPING.

THE report of the Commissioner of Navigation, following so closely upon the call of Georgia's Governor for a convention of the maritime States, will furnish to the people all the explanation that call needs. The report shows that while we have a total tonnage amounting to 5,664,840 gross tons, represented by 23,333 vessels, our maximum tonnage in 1861 was 5,539,813 tons, so that we have 374,973 less tons than had thirty-nine years ago! But this comparison of gross tonnage does not tell it all. Of our present total tonnage that engaged in the blue water trade, foreign commerce, is 816,795 tons! It carried in the last fiscal year only 9 per cent of our external commerce!

One hundred years ago our deep water tonnage engaged in foreign trade was 669,921 tons, owned by the original thirteen colonies. The same States now own only 482,907 tons! This means that New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia and Pennsylvania, the original thirteen, all maritime States, and having within their borders the great seaports, Boston, New York, Philadelphia, Baltimore, Charleston, Savannah and all the secondary harbors between Savannah and Portsmouth, have to-day 187,014 less tons of shipping than they had at the beginning of our constitutional period!

Between the beginning of the century and 1861 we had so far overtaken our maritime rival, Great Britain, that she had to charter American ships to transport her troops to the Black Sea during the Crimean war. She had begun to gain upon us after that war, but in 1861 our tonnage still equaled hers and exceeded that of France and Germany combined.

Since then our decadence in deep water tonnage has been rapid. The Commissioner reports that we are practically restricted for carrying our foreign trade under our own flag to ninety-seven registered steamships, with a total of 260,320 tons. But Japan has eighty-three ocean steamers with a total of 286,200 tons! And, let it be remembered, Japan is in the Pacific. She is competing with us on that part of the blue water where the future increase of maritime commerce is to be.

In addition to our ninety-seven steamships of over 1000 tons we have in our foreign trade 125 square-rigged sailing ships of over 1000 tons each. Of our total deep water and coasting tonnage the Pacific Coast, including the reregistered tonnage of Hawaii, has only 612,904 tons! An investigation will show, we believe, that our Pacific deep water tonnage is below that of Japan!

We are sure that California will see in this exposition of the condition of American shipping, and of our part of it, a pressing reason why this State should have a strong representation at the Georgia convention. Our Senators and Representatives should be delegated to that meeting and our commercial bodies should be represented by men wise in our ship-building and seafaring interests. By all means a representative of every ship-building plant on the coast should go.

In making this suggestion we are not unmindful of the outcry that will be made to the effect that ship-builders are trying to get something out of the treasury, contributed by the Government. But we are not dissuaded by the prospect of such a clamor.

The National Grange has just resolved against any Government encouragement to ship-building. But the influences which control the National Grange are the most importunate solicitors for Federal money to protect the navigability of streams leading to the sea. These influences were potent in the Trans-Mississippi Congress, when it secured five millions to make Galveston a deep water harbor, to receive the commercial drainage of the cis-Missouri country as far north as the Dakotas. These National Granges in seeking river and harbor improvements are working for their own interests, and also for those of the country. They want water transportation to the seaboard as a competing regulator of railway freights on their surplus production, for which they must seek a foreign market. When that surplus reaches the seaboard it finds a transportation system on deep water in which their own country cannot compete for lack of ships. They find their foreign market accessible only under alien flags, which may at any moment, by the outbreak of a foreign war, become useless to protect neutral trade. Then they would find their foreign market as effectually closed against them as if it had never been. Then their losses in one year would exceed the total sum required to put American deep water shipping on an equality with that of any other power, from which far point it would rapidly go forward of its own momentum to excel that of the nations combined.

Of course the ship-builders are interested, and so are the ship-carpenters and metal-fitters, and the marine architects and draughtsmen, and the coal and iron miners, the steel-makers, the inland transportation companies, which will carry the raw material of construction to the shipyards, and the marine underwriters, the sailmakers, the woodsmen who cut timber for spars, the paint-makers and painters, and so on to the men who weave bunting for the flags which will show their sheen over the world's trade carried in American ships.

Why should the grangers of the interior States object? Why don't they ask foreigners to come to their bins and elevators, far inland, and carry away their surplus instead of asking their own Government to give them navigable rivers and deep harbors by which to meet the foreign carrier at the seaboard?

Their objection to revival of American shipping is selfish, but not wisely selfish. The new market for American material and the new employment for tens of thousands of American laborers will be a direct benefit to these producers, and when they object to doing this by the same means they have so often solicited for the benefit of their productions, by giving access to market, they stand in their own light as well as in the light of American labor and American enterprise.

WEYLER'S TIME TO TALK.

DURING the time Weyler was struggling with the patriots of Cuba and striving by every resource of military power to overcome the determined resistance to his government, the rest of the world, being at peace, took delight in condemning his tactics and denouncing him as a butcher.

In those days none of Weyler's critics were louder of voice or severer in censure than the British. They were at peace. He was at war. They condemned him. Now they are at war and he is enjoying peace, and it is his turn to criticize and condemn. It is of course natural he should do so, and, besides, the circumstances afford him no little justification. Roberts and Kitchener have not yet reduced the Boers to the condition to which Weyler reduced the Cubans, but it is to be remembered the South African war has been in operation only a year yet. By the time British military power has been at work in the Transvaal as long as Spanish power was warring in Cuba the condition of the country and the people may be almost as

bad as that which stirred every American heart to indignation.

The Boers seem determined to fight as long as they can find fighting ground. The men are in the field and the women are in the hands of the British, so Roberts has to feed the women while the men fight. A short time ago he became tired of that sort of thing and sent a large number of women into the Boer lines. A correspondent of the London Times says the Boer women are satisfied with their position. They do not wish their brothers, their husbands and sons to give up, and the Boers would rather face British guns than their womankind.

The London Chronicle in commenting on the situation says: "The British troops are loudly accused of making war on women because many women who helped the enemy in their native places have been sent elsewhere. We must expect this irrational charge to be repeated with even greater vigor if the fighting burghers, who have been praised for releasing prisoners they cannot feed, are required to provide for their own flesh and blood. These recriminations are inevitable in the kind of scuffle into which the war has now degenerated; but the practical point is that the present police work must be so carried on as to break down resistance, and not encourage it."

Roberts is of course a man of a character widely different from that of Weyler, and his troops have been guilty of none of those atrocities which in Cuba aroused the indignation of the civilized world. Nevertheless he has now to front a situation like that of Weyler, and has found it necessary to be harsh. It is not strange that the much condemned Spaniard should enjoy the situation and give the British critics a dose of the medicine they gave him.

THE DEFEACEMENT OF CITIES.

NOW that the campaign is out of the way the progressive people of New York, Philadelphia and Chicago have renewed the campaign of education against the billboard nuisance that defaces American cities from one side of the continent to the other. Mayor Harrison of Chicago has taken the lead in the matter by contributing to the Philadelphia Post a striking article on "The Deacement of the Modern City," and many of the more influential papers in the three cities named have warmly taken up the cause.

San Francisco offers a good field for a campaign of this kind. The recent efforts to bring about a suppression of the nuisance resulted in what is virtually a surrender to the evil for the present and a postponement of reform for an indefinite period. As a consequence the corner of Market and Powell streets, which next after the corner of Kearny and Market, is the most important center in the city, is now defaced by an unsightly fence placarded with posters of all kinds of abominations. That corner where the Baldwin Hotel once stood ought to be the site of a magnificent structure, but so long as the owners can get enough out of the rent of a fence for advertising purposes to pay taxes they will probably hold the ground for speculative purposes and make no attempt to build.

The New York Tribune, discussing the subject generally, says the defacement may "be discouraged by the enactment and enforcement of ordinances in the interest of health and safety requiring hoardings to be elevated a certain distance above the ground, not to rise in all above a certain height, and to be of a substantial character so as not to be blown down to the menace and injury of the public; indeed, they might also be required to be fireproof, especially where they are of permanent construction. Best of all, however, would be, in addition to these things, the imposition of a good, round tax. These hoardings and billboards represent a profitable business, and that business should be taxed. Mayor Harrison mentions the rental of \$100 as paid for the hoardings on a fifty-foot lot in Chicago. It may be assumed that still higher rates are paid here. The business is one which the city would be better off without. But so long as it exists at all it should be rigorously taxed."

Whether billboards are to be suppressed altogether or taxed and strictly regulated is a matter about which it is not worth while to develop differences of opinion at this time. The main thing is to attain reform by whatever means is most likely to succeed in a particular community. The campaign of education should be undertaken by the press in every part of the Union. There is not a single valid reason to be given for longer tolerating the defacement of the principal thoroughfares of our cities, and San Francisco should vie with the great cities of the East as to which will be first to completely abate the nuisance.

BATTLESHIP OR CRUISER.

FROM the nature of the reports that come from Washington it appears likely the formation of a programme of naval increase this winter will lead to a renewal of the old controversy over the comparative merits of the battleship and the cruiser. There are some who hold we have not battleships enough and should construct more of them, while others argue we have as many vessels of that class as the navy requires, and should omit them from the programme of new work.

The question would appear to be one for experts to decide, but it happens the experts do not agree. It is reported that the board of construction of the Navy Department, with the possible exception of Admiral Hichborn, favors the construction of three additional battleships, while others in authority recommend that the entire appropriation for new warships this year be devoted to the construction of comparatively small vessels that could be used in the waters of the East and the West Indies.

Many arguments are urged in favor of the smaller vessels. It is said there are now authorized more first class battleships and cruisers than can be constructed in our shipyards in five years, that the smaller vessels could be built in the lesser shipyards of the country, that two or three such vessels could be built for the cost of one battleship, and, finally, that it would be easier to furnish them with officers and men.

The controversy will of course be decided by naval men and those members in Congress who are recognized by their colleagues as authorities on naval subjects. The prospect that there may be ordered one or more new battleships is of interest to us, because we are entitled to have such a ship constructed in California shipyards and named California. The plan for giving that name to a cruiser is one against which our delegates in Congress should protest, in the name of the State.

Wise critics seem to think that the decision of Judge Hebbard, affecting local civil service, is a reflection upon our laws. It would be more just to place the blame where it belongs—upon law-tinkers who attempted to violate our laws, as all poor mechanics insist upon doing in any trade.

The aged millionaire who is attempting to use local courts as a vindication of his efforts to make his young wife's affections a matter of commercial value and trade may find that our tribunals deal with something more tangible.

AN AMERICAN LIEUTENANT OBSERVED THE RULES

Army Officer, Once Stationed Here, Who Knew International Courtesy.

When the line at 45 degrees was settled upon the boundary the question of the ownership of the island between Washington Territory and Vancouver was still unsettled, relates a writer in the Chicago Times-Herald. While this matter was in abeyance the two governments felt it necessary in order not to lose prestige to maintain garrisons on the disputed ground. The United States was represented by one company of the old Ninth Infantry, while the other was represented by British regulars and several officers representing the rival power. In command of the little American contingent was Second Lieutenant M. J. Fitzgerald, who had been through the Civil War as a non-commissioned officer and who had been given his regular rank for gallantry. When the young officer was about to leave San Francisco General McDowell, then in command of the Division of the Pacific, sent for him and impressed upon him the delicate nature of his mission. As a matter of fact, McDowell was a great admirer of the British that there might be in him enough hereditary feeling against the British soldiers to make it very easy for him to find an excuse to precipitate trouble.

"Above all things, Lieutenant Fitzgerald," said the general, "observe the rules of international courtesy."

"I'll do that, general," answered Fitzgerald promptly. "There'll be no war growing out of my treatment of the redcoats."

The next day he set sail for his northern post with his little band of followers. The American and British garrisons were only an hour's trip apart. When Lieutenant Fitzgerald was installed finally in his quarters he found that the weight of being not only company commander but also a United States garrison, he was called upon in turn by each of the half dozen regular officers who were miles beyond the hill. Fitzgerald returned the calls promptly, and shortly thereafter was invited to dine with six Englishmen as hosts. At that dinner the American lieutenant was entertained really as a guest. The British garrison that was too good for him. As he put it afterward to his comrades in the States, "It was a wet blanket."

When Fitzgerald had returned to his quarters and three weeks had passed without incident about the time he prepared to return in some way the hospitality of the Englishmen. The supplies at his disposal were a jug of whiskey and a tin of cigars. There was nothing but the British possession, nearer than San Francisco. Fitzgerald was a man of expedients. The next boat carried some commissions to the California metropolis. Three weeks afterward six British officers and a handful of civilian officials, both American and English, that were on the island received a communication from Lieutenant Fitzgerald was to return hospitalities. A week afterward a round hundred large envelopes came from the State of California. Fitzgerald told about twenty of his soldiers that it would not do for an American officer to be outdone in hospitality. He forthwith proceeded to instruct the British officers. He picked out of the command four or five musketeers and had them ready for any circumstances. When the British officers and the civilian contingent arrived and pre-



LIEUTENANT (NOW CAPTAIN) M. J. FITZGERALD, U. S. A. RETIRED.

liminary courtesies were exchanged they were shown into a banquet hall with table glittering with cut glass and silver. They ate of delicacies and substantialities that none of them thought could be found nearer than New York, and they drank of wines that none other than the cellar of a connoisseur could have contained. There was a waiter for every guest, and the music lagged not until the speaking began. It was all over, however, about three hours after the host had excused himself temporarily to attend reveille roll call.

Lieutenant Michael J. Fitzgerald looked at the pile of bills rendered. In amount they were \$1400. The banquet had cost \$75 a plate. He looked at his bill and saw that he had cash in hand to the amount of \$1838. Lieutenant Fitzgerald passed the night in thought. In the morning there was a letter from Major General McDowell's instructions. "Above all things, Lieutenant Fitzgerald," observe the rules of international courtesy."

McDowell fumed, and tradition hath it that he swore; but he ordered the bills paid out of the contingent fund, and the memory of that banquet in the wilds of one of the islands which now forms part of the Territory of Alaska, lives in the minds of several of her Majesty's soldiers. Lieutenant Fitzgerald subsequently was ordered to the Presidio as post adjutant, attained the rank of captain, was wounded at Red Cloud Indian Agency in 1876 and commanded a company at Chicago during the riots of 1877. He was retired in 1878 and now resides at Lebanon, Pa.

PERSONAL MENTION.

T. L. Reed of Reedy is at the Grand. General J. W. E. Montgomery of Chicago is at the Grand. A. B. Hammond of Portland is registered at the Palace. R. A. Clark, the Alameda capitalist, is at the California with his wife. Dr. and Mrs. Burton J. Powell of Stockton are late arrivals at the Palace. Frank H. Short, Yosemite Commissioner and Fresno attorney, is at the Palace. A. L. Keellogg and wife of Santa Barbara have taken apartments at the Occidental. Mrs. L. Gray and wife of Fresno have taken apartments at the Occidental for a few days. Charles Main, a prominent New York business man, is among the late arrivals at the Occidental. Dr. A. M. Gardner, who is to make Belmont Hall into a private asylum, is stopping at the Occidental. Mayor C. A. Stork of Santa Barbara is spending a few days in the city, making his headquarters at the Grand. Clarence Smith, general passenger agent of the Burlington in this city, goes East this week on a business and pleasure trip for the B. & N. He leaves to-day on the whaler Alice Knowles for the Japan seas. H. E. Huntington and William H. Hood of the Southern Pacific were accompanied on their trip over the new coast division yesterday by General Manager J. B. Kruttschnitt and Division Superintendent James I. Frazier. Dr. Edwin C. Van Dyke, until quite recently resident physician at St. Luke's Hospital, is at the present time a patient in one of the wards of the ward, under the supervision of Dr. Van Dyke has had two operations performed for appendicitis. He is now out of danger.

CALIFORNIANS IN WASHINGTON

WASHINGTON, Nov. 21.—Edmund Burke of Los Angeles, E. Hueter and wife of San Francisco, Mrs. H. C. Kirk of Sacramento, Miss Agnes Kirk and L. McMullen of San Francisco are at the Raleigh; D. K. Edwards and wife of Los Angeles are at the Elbetti; G. G. Lyman of San Francisco, J. E. Beale and the Misses Beale of Santa Barbara are at the Shoreham. CALIFORNIANS IN NEW YORK. NEW YORK, Nov. 21.—Harrison Gray Otis of the Los Angeles Times is here, attending a meeting of the Associated Press. Other Californian arrivals are as follows: San Francisco—Mrs. Bemisse is at the Remond; H. C. Fowler is at the Criterion; U. Grothwell is at the Criterion; C. D. Heyes is at the St. George; V. G. Hush is at the Murray Hill; F. Klelsberg, B. Lindbloom, C. Lindbloom, E. C. Lindbloom, Mrs. Lindbloom and C. S. Long are at the Astor; G. F. Pomeroy is at the Grand Union; T. C. Grant is at the Gilsey; J. D. Hammond is at the St. Denis; L. Loewenber is at the Union Square; Mrs. T. Mayer Jr. is at the Murray Hill; J. M. Wilson is at the Holland; W. Bamhall is at the Murray Hill; D. Robertson is at the St. Cloud. From Los Angeles—L. Christopher is at the Murray Hill; J. W. Phelps is at the Grand Union. From Meeker—A. C. Ellison and B. M. Vaughan are at the Savoy. From San Jose—W. Regnart is at the Grand Union.

ANSWERS TO CORRESPONDENTS.

LARGEST STEAMER—T. G. City. The largest steamer afloat is the Oceanic.

COIN IN BRITISH COLUMBIA—J. H. B. In British Columbia an American dollar is received at the value of four shilling one and one-quarter pence.

VOTING IN THE SOUTH—D. M. Lompo, Cal., and J. E. B. City. No State of the Union has passed any law to franchise the negro alone. Missouri, North Carolina, South Carolina, Alabama

EDITORIAL UTTERANCE IN VARIETY

CHICAGO JOURNAL.—Divorce is the saddest word in the language. It is the synonym for misery. It means the destruction of happiness, the annihilation of the home. In some cases it may be a necessity; in all, it is deplorable. CLEVELAND LEADER.—Whatever may be the political conditions of the near or remote future in South Africa, no room exists for the slightest doubt concerning the aftermath of misery and privation which must be endured by the people by the two Boer republics. They are already experiencing extreme destitution, and not a few have perished of exposure and want.

POSTAL TELEGRAPH.—Looking ahead at the possibility that the civilized nations may be called upon to reap what they are now sowing in China, it is certainly desirable, where we are strong and they are weak, to treat the Chinese with that justice and consideration which will show them that they should be considered and treated if the Chinese had at their command an irresistible military force.

PHILADELPHIA TIMES.—No diplomacy in the world's history is as tortuous as that which prevails in the East, and it is safe to say that the most satisfactory of no previous treaty were ever acting in good faith in any arrangement that has ever been made with the East. While the treaty now being framed may preserve for an indefinite time the autonomy of the State Department, the introduction in the Senate by Senator Morgan contemplated such a diplomatic step, other than the one which the Nicaragua canal bill should receive the consideration of Congress at once after the settlement of the army question.

CINCINNATI COMMERCIAL TRIP.—ONE—Congress will doubt give a prompt and satisfactory attention to Admiral Crowninshield's valuable report. The President may also be expected to emphasize in his annual message the tariff situation, the President's hands in every step he may take to promote American commercial development, and the strengthening of national supremacy, as well as, of course, our national security on sea and land.

PHILADELPHIA TIMES.—The people should vote directly for President and Vice President and certain lines, will strengthen they should in like manner vote for United States Senators. The Electoral College has on several occasions defeated the will of the people; has on several occasions very seriously disturbed the harmony of the nation; and in the Jefferson-Burr struggle and the Hayes-Tilden contest the republic was brought to the very verge of revolution. These are the lines of danger which threaten the sovereignty of the people in the national constitution.

DENVER TIMES.—Private enterprise, by many successful examples, has demonstrated that it is possible to do what the government can do with regions long supposed irremediably arid. But private enterprise cannot do this unless it is given the right to work within necessarily narrow limits, and develops wasteful conflict unavoidable, whether confined within State lines. On the other hand, the nation controls the continent widely enough to be able to coordinate a general plan which shall harmonize otherwise conflicting interests for the good of the whole.

Choice candies, Townsend's Palace Hotel. Townsend's California glace fruits, 50c a pound, in fire-stamped boxes or Jap. baskets, 65c Market, Palace Hotel building.

Special information supplied daily to business houses and public men by the Free Clipping Bureau (Allen), 510 Montgomery st. Telephone Main 1042.

A Frenchman who recently traveled in the United States has written an article on the tooth-filling branch of dentistry, and after studying statistics he estimates that upward of \$20,000 worth of gold is packed into the teeth of Americans every year.

You Don't Have to Wait for "The Overland Limited."

As it runs every day in the year, leaving San Francisco at 10 a. m., via Central Pacific, Union Pacific and Chicago and Northwestern Railways, and arrives at Chicago at 9:30 a. m. the third day. A solid vestibuled train of superb splendor, carrying Pullman double drawing-room sleepers, dining car and buffet smoking and library car, San Francisco to Chicago without change. Only four days to New York and Boston. If you're in a hurry take "The Overland Limited."

The blood will be poor so long as the stomach shirks its duty. A half wine-glass of DR. SIEGEL'S Anagrus Bitters before meals cures dyspepsia.

THANKSGIVING ISSUE, NOVEMBER 25.

TWELVE PAGES INTENSELY INTERESTING STORIES. EIGHT PAGES OF COMICS. TWENTY PAGES IN ALL.

SUNDAY CALL.

ILLUSTRATED AND PRINTED AS ONLY THE SUNDAY CALL CAN DO IT.

DON'T MISS THE GREAT COMIC SECTION.