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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.

AMUSEMENTS. Central—"The Octoroon." "The Idol's Eye." Orpheum—"Tandem." Columbia—"Sag Harbor." Alcazar—"Friends." Grand Opera-house—"Son of Napoleon."

TO SUBSCRIBERS LEAVING TOWN FOR THE SUMMER. Call subscribers contemplating a change of residence during the summer months can have their paper forwarded by mail to their new addresses by notifying The Call Business Office.

WALL STREET STILL THE CENTER. FOR a fortnight Wall street has engrossed the attention of the country. General trade, which is to Wall street as a house of cards, built up by an infant to be blown down again the moment it is finished, has been in a measure lost sight of.

FROM LOG HOUSE TO WHITE HOUSE. TEN Presidents of the United States have gone forward to that great office of pioneer conditions, on the Western and Southwestern frontier.

EDUCATIONAL NOVELTIES. WISCONSIN University, which has now upwards of 2500 students, has established a course of preparation for public service, giving instruction in such subjects as are supposed to fit men for entering upon public life as a profession.

THE VALLEJO PROGRAMME. FROM every point of view it is gratifying that a visit to the Mare Island navy yard has been included in the programme of entertainment provided in this city for President McKinley and his Cabinet.

PERSONAL MENTION. I. W. Klein, a merchant of Fresno, is registered at the Lick. Judge George D. Gear of Honolulu is staying at the California.

ANSWERS TO QUERIES. FLYING EAGLE CENTS—H. F. Hollister, Cal. Flying eagle cents of 187 and 188 do not command a premium.

INDIA-DUCKS—A. M. Santa Maria, Cal. The assertion, "several months ago I saw a notice in The Call in regard to India ducks, and I would like to obtain additional information," is too indefinite to warrant a search of the files for the notice.

LAND IN LAKE COUNTY—O. P. Lakeport, Cal. A person who wishes to file a homestead on 160 acres of land in Lake County can make application at the Land Office in San Francisco or make application in Lakeport.

Choice candies, Townsend's, Palace Hotel. Cal. glace fruit 50c per lb at Townsend's. Best eyeglasses, specs, 10c to 40c. Look out 814, front of barber and grocery.

Townsend's California glaces, 50c a pound, in fire-checked boxes or Jap baskets. 639 Market, Palace Hotel building. Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 510 Montgomery street. Telephone Main 1042.

Pyrography outfits, sheepskins and fancy woods for burning; cameras, albums and books on photography in artist's material department. Sanborn, Vall & Co., 47 Market street. "Well, who is laying off now?" asked a brakeman this morning, as a funeral procession passed.

Well, who is laying off now? asked a brakeman this morning, as a funeral procession passed. Knowledge, so to speak, with the needs of the Asiatic and how to satisfy those needs.

It is an indication of his appreciation of the situation and his grasp of Eastern possibilities, is seen in the fact that there are now building in an eastern shipyard two large vessels on the oceans. Even the Deutschland and Oceanic will be built by the new Leviathans.

These ships are to be run in connection with Mr. Hill's railroad and will form no inconsiderable factor in the development of national trade with the Far East.

It does not seem too great a stretch of statement to call Mr. Hill a born promoter of transportation. It was but a short time after he arrived in St. Paul that he was making a promising start in that subject. It was not railroad transportation that first enlisted his attention, nor shipbuilding.

His first railroad, which had been struggling along in the region—the St. Paul and Pacific—defaulted on the interest on its bonds. The bonds were \$3,000,000 in principal and interest outstanding against the road, the bonds being held mainly in Amsterdam.

The outlook for an early recovery was not bright, and a man who by dint of much hard work and thrift had accumulated a fortune of \$100,000, and who had made his money in the day and region—made up his mind that here was an opportunity, coming but once in a lifetime, to get hold of this property with so small a capital was a problem yet to be solved; but the young man, this same "Jim" Hill, wanted no such speculation.

He took the road, and have it did. It took tremendous work; it involved arranging the purchase of various kinds of machinery far more prominent in the financial world than himself; it called into play every element of diplomacy at his command.

It was not smooth sailing by any means. Many predicted failure, and a few, in consequence of the fact that Hill became general manager of the new road, and when it was at last merged into the present property, the Great Northern, because of a president, a position which he still holds.

A Power in the Industrial World. From a day laborer on the docks of St. Paul to the presidency of one of the greatest industrial concerns, has been the career of a man who has been called the "Colossus." The current newspaper accounts of his part in the mighty industrial movements of the day suggest that his work has not yet heard the last of him.

In addition to his interest in land transportation, Mr. Hill early looked into the possibilities of the great lakes. He has not been confined to wheat alone, but has taken up other kinds with him, and has a beautiful steam yacht for his own private uses, one of the finest afloat.

Perhaps the reason for the success of this man may be included in these brief suggestions: 1. Large native ability diplomatically handled. 2. An iron will. 3. Supreme confidence in the excellence of his own judgment.

If you should add to this a power to interest men with money to invest, perhaps the picture would be more complete, for certainly Mr. Hill has the confidence of the financial world as few men possess it.

The president of the Great Northern Railway Company is to-day one of the commanding figures in an era of great activity and development in the world.

It is said that there are few men in the United States who so thoroughly know the business of the world as Mr. Hill. He is a man of wide and encyclopedic knowledge, necessarily, but that which serves as a basis for present and future success is his intimate, personal knowledge of the world.

For some time past the Attorney General of Great Britain has received £10,000 a year and the Solicitor General £9000; but it has been found those salaries hardly justify great lawyers in leaving their practice to serve the Government in anything less than a life position, and accordingly Parliament has voted to so increase the pay that their joint salaries will be £30,000 instead of £19,000.

Such salaries for public officials may strike an American as rather extravagant, but the British have been running a Government for a long time and experience has taught them the workman is worthy of his hire and it pays to have the best.

It is said the Chicago men who guaranteed the Theodore Thomas orchestra concerts in that city are losers to the extent of \$20,000, and the next time a classic orchestra goes to Chicago the leader will have to make the venture at his own risk and pass the hat himself.

A local company has been organized with the purpose of seeking for treasure on ships which have been wrecked or may be lost on the coast. It might not be unwise for the Pacific Mail Steamship Company to secure a large block of stock in the new corporation.

A local attorney has protested in court that his face is his own property and without permission cannot be sketched in a public place. He probably feels that he is not a member of that interesting group which places no tangible value on its looks.

The State League of Iroquois Clubs will meet in Benicia on the 19th inst. This session may be called in no spirit of unkindness an assembly of the old squaws of the State.

The Buffalo exposition may after awhile obtain a front place in public attention, but up to date it is, only a side show to the Presidential tour.

VALLEJOANS ARE GRATEFUL TO THE CALL. Last Thursday evening The Call learned that a trip to the Mare Island Navy Yard had been left absolutely out of the programme prepared for the entertainment of the President during his stay here, and it called attention to the fact in a news article and an editorial which appeared on Friday morning.

The people of Vallejo feel some gratitude to The Call and acknowledge it to have been the principal agent in securing the much desired recognition is shown by the following editorial utterances from the Vallejo press:

Call Acts Promptly. The Vallejo Chronicle publishes the editorial article from The Call under the following heading: MAY YET VISIT MARE ISLAND. THE CALL ACTS PROMPTLY ON SENATOR LUCHINSKY'S LETTER. SAYS THAT MOST IMPORTANT STILL OFFERED PRESIDENT MCKINLEY HAS BEEN OVERLOOKED.

Entitled to Warmest Thanks. The Vallejo Morning News has the following editorial: From the article in another column it will be seen that The San Francisco Call and Senator Luchinsky have been very kind in the people of this community. Whether the President comes to Mare Island or not, those who seek to bring him here should be thanked for the interest shown in the community.

The News also quotes the editorial and the news article from The Call. A Friend of Vallejo. The Vallejo Times of Saturday morning has the following editorial: THE PEOPLE OF VALLEJO APPRECIATE THE EFFORTS OF THE SAN FRANCISCO CALL, BOTH IN ITS EDITORIAL AND LOCAL COLUMNS, TO HAVE PRESIDENT MCKINLEY VISIT MARE ISLAND.

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WORLD'S NAVAL NEWS. The battleship Formidable has gone through her first coal-consumption trial without hitch, developing under one-fifth power, 3232 horsepower with 233 pounds steam, 65 revolutions and a coal consumption of 2.02 tons. The vessel averaged 11.5 knots.

Germany is rapidly increasing her docking facilities in Government yards and private establishments. At Kiel the navy has one floating dock and four graving docks, all of which are being enlarged, and the Howald Works dock is in course of lengthening to accommodate vessels of 15,000 tons.

Bad luck or poor design and material in the machinery of British war vessels is being a serious liability considerably. The new battleship Furious, ordered to the Mediterranean, had to return to the dockyard before reaching Gibraltar to repair defects in her boiler tubes, and another new cruiser, the Perseus, is detained at Pola owing to defects developed in her engines.

The old Achilles, rated on the effective navy list of Great Britain as an armored cruiser, is to be utilized as a guardship at Malta, taking the place of the Hibernia, a former 10-gun line-of-battle ship, which was decommissioned in 1893. Her first cost was \$2,222,700, and the repairs have consumed about \$1,417,000 to date. Being protected by only 4½-inch iron armor, her usefulness ceased twenty years ago, but as a stationary flagship in the Mediterranean sea is good for an indefinite number of years, as the hull is unusually well built.

The French battleship Jena is passing through an arduous and varied series of trials, and is expected to be ready for sea in a few days. The ship is very satisfactory. The first, under one-third power, gave 5881 horsepower, with a coal consumption of 1.38 pounds and a speed of 13.3 knots, and the second, under full power, gave 6500 horsepower, with a coal consumption of 1.51 pounds. The Jena is of 12,625 tons, and calculated to make a speed of 13 knots with 15,000 horsepower. The vessel has been severely criticized in the British press, but her shortcomings, if any, do not lie with her machinery.

A stationary ship is much wanted at Guam, and according to the Army and Navy Journal, the Navy Department has determined to send out a commissioning supply ship, which is said to have lain in ordinary at the New York yard for many years. The record of this old craft is rather interesting as a link between the old and the new navy. The supply was a sailing ship of 567 tons, purchased in 1846 for \$60,000. During the second year of the Civil War she captured a schooner laden with arms for the Confederacy, and the sale of the cargo netted Lieutenant Colocoresces, commanding officer of the supply ship, a good fortune. The ship served as a storehouse on shore on the European station, and was laid up from 1870 to 1878, when she made a cruise to France, and was finally retired April 3, 1879. In 1882 Congress authorized the sale of forty-six useless vessels, and the supply was sold at auction May 3, 1884, to Gregory, New York, for \$1301. If the Army and Navy Journal is correct it would appear that the buyer repented of his purchase and that our navy must be hard pressed for available material when pushed to resurrect a vessel that was worth only \$1300 seventeen years ago for service in the far-off Pacific. The probabilities are, however, that another vessel of the same name, formerly the Illinois, purchased from the International Navigation Company in 1888 for \$225,000, is the ship selected. The Illinois was built in 1873, and is a screw steamer of 4480 tons displacement, 342 feet in length and 467 tons coal capacity. She was fitted to carry fresh provisions for 60 days, and during the late war, and being exceptionally strong, was of use to the navy except to serve as a stationary ship at some port at home or abroad.

CORONADO TENT CITY, Coronado Beach, Cal., will be the popular summer resort this season. It became famous last year for commencing a new era in the history of the world as a wonder, the fishing mania.