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AMUSEMENTS. Grand Opera-house—"Secret Service." Central—"Hold by the Enemy."

Tivoli—"Babes in the Wood." Orpheum—Vaudeville. Columbia—"Under Two Flags."

Aldomar—"The School for Scandal." Olympia, corner Mason and Eddy streets—Specialties. Chutes, Zoo and Theater—Vaudeville every afternoon and evening.

Fischer's—Vaudeville. Sutro Baths—Swimming.

AUCTION SALES. By F. H. Chase & Co.—Monday, July 8, at 11 o'clock. Horses, at 1732 Market street.

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.

This paper will also be on sale at all summer resorts and is represented by a local agent in all towns on the coast.

BUSINESS STILL GOOD. IN spite of the remarkable hot wave over the major portion of the United States, the holidays, labor strikes and midsummer shutdowns and stocktaking, all of which operated severely against trade last week, the country's bank clearings showed a gain of 27.5 per cent over the corresponding week last year.

This is not a bad showing, though the percentage of gain was smaller than has been the rule for some time back. The hot weather was the principal unfavorable factor, and materially checked wholesale trade and led to the frequent shutting down of mills during the heat of the day, but it stimulated the retail demand for summer goods of all descriptions.

The staples maintained the slight improvement noted the preceding week. Boots and shoes continued active, especially on fall lines, the spot demand showing some falling off. Manufacturers are buying less leather, as the tanners are now stiff holders in view of the slow but steady advance in hides. Wool and woolen goods are in rather better movement, but the average of prices is slightly lower. The domestic demand for cotton is better, but the export trade is diminished by the firmer quotations asked by holders, which repels shippers to foreign countries. There is less activity in iron and steel, but this is said to be due not to any decrease in the consumptive demand, but to the suspensions on account of strikes, stocktaking and the usual midsummer closing down.

The failures during the first half of the year were 5759, against 5332 during the same time last year, and the liabilities were \$55,804,000, against \$74,747,000. A favorable feature of this statement was the marked decrease in bank and brokerage failures as compared with 1900, this tending to show a more conservative and better balanced money and speculative market. The banking insolvencies amounted to \$15,839,000, against \$25,822,000 last year. The second quarter of the year made a better showing than the first, the average liability per failure being the smallest ever known, while the failures in June were the smallest of any month this year.

Wall street was practically deserted last week, the Stock Exchange being closed for three days, and the extreme heat cutting down business during the other three. The market was without special feature.

The crop prospects of the country continue brilliant. The wheat yield, as already mentioned, will probably be very large, but oats and corn will doubtless run lighter than expected in some sections, the hot weather having been against corn in the southwestern belt. Both corn and cotton are looking better than along in the spring, the injury done by the cold weather several months ago having been largely repaired.

The situation in California remains about as before. Crop conditions show no material change, the grain and hay yield turning out heavy, while the fruit yield is realizing the anticipations of those who predicted a diminished production along in the spring. Thus far the fruit is bringing good prices, and hay is actually advancing, something not often experienced at the very time the new crop is coming in. The wholesale merchants continue to express themselves satisfied with the demand for goods and report money easy and collections fully up to the average of good years. Otherwise the local situation exhibits no features calling for special mention.

In addition to the expenditures for the war in South Africa the British expended \$92,000,000 last year in fighting famine in India. Empire is a costly game; a government might just as well try to run a country newspaper.

THE RANGE IN WYOMING.

THERE is great dismay among the range stock owners in Wyoming. Dispatches from Cheyenne say that Wyoming has more public domain illegally fenced for range than any other State in the West. The large and small stockmen and the ranchers have had a practical understanding by which each gets his share, and all have fenced it in contrary to the law. But little attention has been paid to this practice by the Federal Government since two Territorial Governors of Wyoming were removed from office for fencing Government land. That was long ago, and the belief that public officers should obey the law in that respect seems not to have become frenzied, so to speak, in Wyoming.

The Secretary of the Interior has been inquiring into this fencing proposition and there are indications that legal war is about to be made upon it, which is right, for the law should be enforced or repealed. But from one point of view this violation of the law is interesting on account of its cause. The livestock industry is of first importance to the whole country. Its zone of most economical production is on the arid ranges, where the only use of eighty acres out of every 100 is stock-grazing. One-fifth of the whole arid area may be subjected to cultivation finally, but four-fifths of it must always remain grazing land and be the reliance of the country for its supply of beef, mutton, wool and hides. The men who have invested money and years in stock find themselves on the point of inflicting suicide upon their business. Occupation of the public range in common destroys it. Much of it is permanently returned to desert conditions and all of it is impaired by overstocking. The feed being free to all, human selfishness induces each to get all he can. This hard law of necessity operating on the range has produced two conditions that may be studied with profit to the country by members of Congress.

The first is a state of war between rivals for exclusive possession of the public range upon which all have equal rights. This is a sanguinary phase of the situation that every year becomes more appalling. Stock is slaughtered and left to rot on the plains. Herdsmen are killed, whipped or driven off and forbidden to return under penalty of death. The courts of nearly all the inter-mountain States have on their criminal dockets cases originating in this warfare over the free range. The small stockman and the rancher suffer, though they do not participate in the carnage. The range necessary for the life of their stock is the battlefield. The combatants are usually from a distance and their country suffers, as do neutral States on whose soil hostile armies meet and fight.

In Wyoming, except on the Colorado and Utah border, all the interests which elsewhere war and suffer, seem to have agreed on a policy, which is also caused by the iron law of necessity. The big and little stockmen and the ranchers, be it noticed and remembered, have by agreement divided the range on the public domain among them, have fenced it in and are dwelling together in lawless peace and harmony. This comfortable condition is about to be destroyed by enforcement of the law against fencing public land. But when that law is enforced the range problem is not solved. It will never be solved and our meat supply assured until the stockmen who fight or fence in violation of the law are made leaseholders of the range.

It is well that Wyoming is the present storm center. The Congressmen from that State have usually opposed leasing the range lands and wanted them ceded to the States. The public men of Wyoming have earnestly contended that if leasing were adopted the large and small stockmen and ranchers could never agree on a division of the range into leaseholds. But it seems they are able to agree upon a fair division when they are going to fence it in violation of the law. Why can't they agree in obedience to a lease law as well as in disobedience of a no-fence law?

The joy of the commencement season in New England was marred by the declaration of a gentleman who seems to have spoken with authority that the high schools and colleges overtax the strength of the average student and graduate weaklings. The discussion over the subject is almost as hot as the weather.

MOROCCO AS A PROBLEM.

SOME time ago a brilliant delegation from Morocco appeared in London ostensibly for the purpose of congratulating King Edward upon his accession to the throne. Europe watched the event with suspicion, for it is believed in many quarters that the British Government has been intriguing with the Moors for the purpose of gaining a port in their territory; but while the subject was being discussed it was announced that the Sultan intended to send delegations to Paris, Berlin and St. Petersburg, and then the British became suspicious. The delegation to Berlin reached that city last Saturday, but for what object they made their visit no information of any value has been given to the public.

Morocco has risen to importance in the world by reason of the invention of steamships and long-range guns. In the old days Great Britain, from the formidable fortress of Gibraltar, dominated the entrance to the Mediterranean and had a safeguard for all her commercial and other interests in that sea. No sailing vessel could traverse the narrow strait without coming under the guns of the fort, while no guns then known to man could successfully assail the fortifications either of the rock itself or of the port in which the shipping lay. Very different is the situation now. Steamships can keep well out of range of Gibraltar, and disappearing guns entrenched on Spanish soil could render the naval station untenable. The consequence is that the opposite side of the strait is now a point of great strategic advantage and each nation believes the other is trying to get it.

A recent British authority on the subject says: "Over a hundred years ago Nelson, who was also the Mahan of his times, declared the possession of a port on the Morocco coast to be a necessity for England in any European war, and more than once he was strongly tempted to take one. Bismarck, soon after the Franco-Prussian war, singled out the Morocco question as a certain bone of contention among the powers; and, speaking in 1891, Lord Salisbury prophesied that it would be as great a trouble to Europe and as great a menace to peace as the other Mohammedan countries farther east used to be twenty years ago."

The country is not rich, but possibly it might be made so under a government that could give security to industry. At present it is but a land of despotism and poverty. No power would care to annex it or who annexed it, were it anywhere else than just where it is. Its geographical position, however, makes it desired of all. In France and Spain a belief prevails that the British are trying to get some sort of arrangement with the Sultan which will give them control of a harbor and a fortress opposite Gibraltar. On the other hand, the British assert that the French have

made and are making a determined effort to get a footing in the country by enlisting recruits for their Algerian army from among the Morocco tribes, offering them not only pay and clothing but French naturalization. Furthermore, Russia for some reason has interested herself in the question and has recently established a legation at the Sultan's court.

It is under these circumstances that the Sultan has suddenly taken a notion to send delegations to the principal powers. It is not quite clear what he is aiming at, but if we may trust the reports made by outsiders, there is a scheme on the part of Russia, Spain and France to get possession of enough of the Morocco coast to offset Gibraltar and thus do away with Great Britain's supremacy in the Mediterranean, and the Sultan is sounding the nations to find out whether it would be safe for him to join the combination.

THE EPWORTH CONVENTION.

AS the date of the assembling of the Epworth League convention approaches the magnitude of the meeting becomes more and more evident. It was at first estimated that the convention would draw to the city upward of 30,000 visitors. As reports came in from different points in the East showing the degree of interest taken in the meeting, the estimates increased until now the committees in charge of the arrangements have found reason for expecting the number will be upward of 60,000.

The coming of so large a number of people will, of course, tax the resources of the city. It is, however, a tax which we can readily and willingly stand, for it will yield an abundant profit. In a very important respect the entertainment of so large a number of visitors representing all sections of the Union is a matter of business which concerns every one who has any interest in the growth of San Francisco and the development of California. We make earnest efforts to advertise the resources and the advantages of California, and consider that we have achieved something of success when we can get people to read our pamphlets and our circulars. Now, here are many thousands of young men and young women who are coming to see the city and the State with their own eyes. Certainly it is nothing more than strict business for us to provide handsomely for their reception and their entertainment.

From now until the convention assembles is but a short time. Whatever is to be done in the way of providing funds for the entertainment of the convention and whatever preparations are to be made for decorating the city should be entered upon at once. The finance committee recently made an earnest appeal for subscriptions and reported that it had in sight only some \$14,000 of the \$25,000 required for convention expenses. Since that time there have been numerous subscriptions, but the full amount is not yet made up. It should be forthcoming early this week.

One of the pleasing features of the arrangements is the request made of the various counties to contribute an exhibit of their fruits, flowers and other attractive products. The exhibits will constitute a good exposition of some of the resources and industries of the State and will help to impress the minds of the visitors with the richness and fertility of our soil. The reports they carry back to their homes will be of advantage to us, and, indeed, a good many of them may find in the land a sufficient inducement to bring them back to settle here.

It is to be borne in mind, finally, that the money asked for by the committee is to be expended solely for convention purposes and every dollar of it will be spent among our own people. All the delegates pay their own expenses. We are not asked to do anything except what it will be to our own advantage to do. It is a case in which every citizen should take a pride in helping to make the entertainment and the convention the most brilliant and the most successful in the history of the league.

A BRITISH JOKE.

BY the recent invasion of their land by American millionaires who buy castles and steamship lines, furnish locomotives and construct underground railways, the British, it seems, have been taught how to make a joke. They have looked upon Morgan, Yerkes, Carnegie and the rest with appreciation, and while most of them perhaps have growled, some of them have had a sufficient sense of humor to laugh.

An illustration of the humor is to be found in the suggestion that the next matriculation examinations at the universities, or higher civil-service examinations, include these questions:

- Geography—Draw a map of the United States, marking London, Glasgow and Birmingham.
Rule of Three—If a man does a piece of work in four days, how much quicker will an American do it at half the salary?
Political Economy—Yankee millionaires over here state that they feel as if it were their own country. The German Emperor when last visiting us declared that he felt perfectly at home. Account for this.
History—Write a note on the invasions of Great Britain and the rebellion and subsequent subjugation of the Angles. Give dates of accessions of Yorkes I, Sloane, Morgan, the contractor, and other conquerors; also of the beatification of St. Carnegie. Say what you know of any of these.
Trade Problem—You are an English manufacturer. An extensive order is received for locomotives for the trans-African railway. What would you do, demand the entire alteration of the railway to fit the locomotives you have in stock, or recommend an American rival?
Travel—You are an American millionaire traveling for recreation. Which would you take back with you as souvenirs, London or Paris? State your reasons for preferring one of these trinkets.

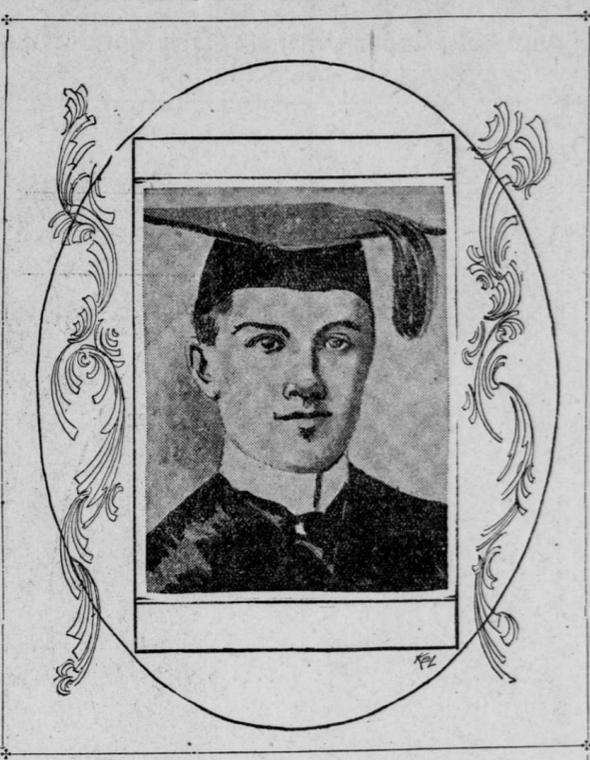
There is good humor and good fun in the suggestion, but none the less the skit serves to show how completely the Briton has been subordinated by the American. It is not altogether an idle question to ask if it take an Englishman four days to do a piece of work how much quicker will an American do it. We are beating them in the industrial competition all along the line from the great managers like Morgan and Schwab down to the men who swing the hammers. London, Glasgow and Birmingham are not yet in the United States, but some day they may be.

Since science has proved that a certain family of mosquitoes are among the most active agents in the dissemination of malarial diseases it is believed that portions of Africa which have been deadly to Europeans can be made inhabitable by exterminating the mosquitoes, and accordingly the British are about to engage in that task. The fight will be longer than that against the Boers, but it will not be so costly and will doubtless do more good.

It is said that if the international salt trust manages to work successfully other great industries will be organized on an international scale, and perhaps the high court of nations may yet find work to do in regulating trusts instead of arbitrating between governments.

After a suspension of diplomatic relations ever since the shooting of Maximilian the Austrian Government has sent a Minister to Mexico, where he will doubtless be well received as a novelty.

TROLLEY CONDUCTOR GRADUATES FROM YALE



CONSTANTINE DEMETER STEPHANOVE, A YOUNG MACEDONIAN, WHO WAS EMPLOYED AS A CONDUCTOR ON A NEW HAVEN CAR LINE AND WHO HAS JUST TAKEN A COLLEGE DEGREE.

CONSTANTINE DEMETER STEPHANOVE, a Macedonian, who has just taken a degree of Master of Arts from Yale University, supported himself through college by working as a conductor on a night car of the Fair Haven and Westville trolley line. For six years he went on duty at midnight, collecting the fares of the "owl" car patrons, and worked until 7:30 a. m., when he would take up his studies and begin attending classes. At 6 p. m. he would go to bed for five hours' sleep, after which the trolley car would again claim his attention.

Stephanove is a native of the town of Bansko, Macedonia, and came to the United States at 16 years of age. He worked on a farm near Canterbury, Conn., for a time, and then entered the Monson (Mass.) Academy, from which he graduated in 1895, and went to Yale. He graduated from Yale in 1899, but continued his studies to get the degree of Master. He will go to Germany for further instruction, after which he will return to his native land to become a teacher in the subjects he studied at Yale.

ACCUSES RUDYARD KIPLING OF BOLDLY AND FREELY PLAGIARIZING

Eastern Writer Asserts That the Noted Poet and Novelist Helped Himself to the Works of Others.

THAT Mr. Rudyard Kipling is much indebted to at least two other poets for suggestion and formation, and that it is essential for him to notice their claims by some attempt at denial, is a fact, and I can point out two instances clearly in point, says a writer in the New York Telegraph.

It is impossible to read the chantey of the "Coasters," written by Thomas Fleming Day, author of "Songs of Sea and Shore," published by the Riddle Publishing Company in 1888, without being very forcibly reminded of Rudyard Kipling's version on the Bolivar. Mr. Day's screed verses on the Bolivar. Mr. Day's screed verses on the Bolivar. Mr. Day's screed verses on the Bolivar.

Overloaded, undermanned, Trusting to a lee; Playing l-spy with the land, Jockeying the sea— That's the way the Coaster goes, Tho' calm and hurricane. Everywhere the tide flows, Everywhere the weather blows, Facing down to Maine.

And in the last stanza (for it is in the first and last that the suspicious similarity exists) these lines occur: Cargo reef in main and fore, Manned by half a crew; Rumping up the weather shore, Edging down the Blue— That's the way the Coaster goes, Scouting with the lead, etc.

Here is the Kipling stanza from the "Ballad of the Bolivar," rising like a literary wreath to accuse its creator of piracy: Just a pack of rotten plates, Fetched up with tar, In we came and time enough, 'cross Bilbao Bar.

Overloaded, undermanned, Meant to founder, we, Eached God Almighty's storm, Bluffed the eternal sea. Stronger and more vital verse than Day's equally meritorious stanzas, but bearing the mark of possible plagiarism. Also, it is not easy to forget while reading Kipling's: Once we saw — Some damned liner's lights go by like a grand hotel; Cheered her from the Bolivar swamps in the sea.

To forget that Day wrote in his poem "On the Bridge": A mass of lights like some huge hotel. PERSONAL MENTION. Jesse R. Grant of San Diego is stopping at the Palace.

Mrs. Beckly and daughter of Honolulu are at the California. C. A. Mun, U. S. A., and wife are registered at the Occidental. W. P. Herring, a banker of Colusa, is spending a few days at the Palace. Jules Cain, a merchant of Newman, is making his headquarters at the Lick. W. A. Gerber, a banker of Sacramento, is making his headquarters at the Palace. Able and H. F. Arizabar, leading merchants of Arcadia, are visiting at the Lick. A. R. Hochheimer, a wealthy mine owner of Willows, has installed himself at the Lick. William A. Parish, a wealthy mine owner of Denver and California, is stopping at the Palace. L. O. Louizauz and C. E. Day, two prominent oil merchants of Bakersfield, are guests at the Lick. Dr. James E. Gardner, U. S. N., has arrived from the East and is making his headquarters at the Palace. A. B. Adams, a prominent New York clubman, who has been in Mexico inspecting his silver mining property, is a guest at the Palace. Mrs. J. J. Spieker and her daughter, Miss Georgie, will sail for Honolulu on the Ventura Thursday. Miss Spieker will remain there two months, while Mrs. Spieker will return on the next steamer. SUMMER RATES at Hotel del Coronado, Coronado Beach, Cal., effective after April 15, \$60 for round trip, including 15 days at the hotel. Pacific Coast S. S. Co., 4 New Montgomery st.

DEVELOPMENT OF THE NAVIES OF THE POWERS

Four cruisers of the Bogatyr type, to be built at Russian yards, have been named Vitiaz, Almaz, Kagul and Otchakopf. The two latter are for the Black Sea fleet.

The present enlisted force in the British navy numbers 106,507 men and boys. Of these 49,222 are in the sailor branch, 25,556 in the engineering, 18,461 in the marine corps and 12,865 in other branches.

In the projected British battleships of 18,000 tons, there will be a return to the broadside battery of the first sea-going ironclads. The casemate system has been abandoned in recent modern battleships, such as the Mikasa, Benedetto Brin and the five ships of that class authorized by the late Congress for the United States navy.

The Farfadet, one of four submarine boats building at Rochefort, was launched May 17. The vessel's length is 125 feet 3 inches; breadth 9 feet 6 inches, and displacement 135 tons. A single screw engine worked by electric power is to give a surface speed of 12.25 knots. Her complement is one lieutenant and a crew of eight.

The Belleville boilers in the British cruiser Hermes are to be taken out and replaced with Babcock and Wilcox boilers. The ship was completed October 3, 1899, and after a commission of less than one year on the North America station limped home with her engines almost broken down and her boilers unfit for further service.

France is building nine sea-going torpedo boats of 161 tons, 4400 horsepower and a calculated speed of 29 to 30 knots. The boats are 144.2 feet length, 15.3 feet beam and 16 feet draught. Six are being built at Havre, two at Bordeaux, and one at Nantes. Their average cost is about \$35,000 per boat, against less than \$20,000 for similar boats in the United States navy.

The four hours' full power trial of the British cruiser Pandora, of 2300 tons, took place June 5 and did not come up to expectations. The vessel was down to her designed draught and it was calculated that with 7000 horsepower the speed would be 20 knots. The engines developed 7333 horsepower, but the speed was only 19.72 knots. The ship is fitted with Reed water-tube boilers, the coal consumption of which averaged two and a half pounds.

The new British 7 1/2-inch gun is of fifty calibers, and has a total length of 22 feet 3 inches. Its weight is 15.75 tons, or 2.25 tons less than the American 8-inch gun of forty-five calibers. The weight of mount and shield is 12.8 tons. It fires a 200-pound shell with a charge of seventy-nine pounds of nitro-cellulose at an initial velocity of 3000 feet per second. Development 12,480 foot tons, against 16,392 foot tons of the new American 8-inch, that fires a 250-pound shell with a muzzle velocity of 2800 feet.

German armor plate manufacturers are said to have made an offer to supply the navy with armor at a reduced price of \$480 per ton, against \$580 hitherto charged. The profits are calculated to have been from \$5,000,000 to \$7,500,000 on 18,000 to 18,000 tons delivered during the last three years. A Rhensish syndicate recently offered to begin delivery in 1903 of armor plate at \$37.50 per ton, upon which Krupp and the Dusseldorf maker reduced their price to \$480, still giving them a profit of \$240 to \$250 per ton.

A Russian cruiser is to be built at Schichau, Germany, which, on account of its high speed and other characteristics, is being denominated as a destroyer of torpedo-boat destroyers. Her length is 357 feet 6 inches, and the displacement only 3000 tons. Engines of a collective horsepower of 17,000 are calculated to give a speed of 25 knots. The main battery consists of six 4.5 pounders, placed in a turret under super-elevation. Forward, besides these guns she will carry eight smaller ones, two Maxims and six torpedo tubes.

The French torpedo-boat destroyer Epee, of 319 tons displacement and 5700 horsepower built at Havre, has passed through a heroic play in which the devoted old Barbara Fritschle is transformed into a beautiful young girl could remove the deeper impression of the poem.

Consequently, it was rather a shock to grown up infants who had been educationally trained upon this verse to read in the opening of Rudyard Kipling's "Ballad of the King's Jest" the following lines: When springtime flushes the desert grass, Our Kafilas file through the Khyber Pass, Light are the purses, but heavy the bales, As the snow-bound trade of the North comes down.

To the market square of Peshawar town, Meter, phonetics and formation are identical, although the motive is quite dissimilar. Other points of suggestive similarity occur in the two poems. In "The King's Jest":

A murmur of voices, a keek of smoke, To tell us the trade of the Khyber woke. In "Barbara Fritschle," A tinge of sadness, a flush of shame, Into the face of the leader came. Such a similarity of formation seems to lie far outside the percentage of accident in unconscious cerebration, particularly when coupled with the other instance.

"Whether the Kipling works quoted be greater than the others, it is possible to conclude that they might have been the result of observation as well as inspiration. A CHANCE TO SMILE. "D'ussion dat goes froo life actin' hard to please," said Uncle Eben, "runs de risk of habbin' his own words used word an' quilt tryin'."—Washington Star.

In the Swim.—Borrowell—Going to take vacation this summer. My landlord has requested me to vacate.—Philadelphia Record. Mrs. Godly—Goodness! How that child swears! Little Girl—Well, wouldn't yer swear yourself, mum, if yer'd missed yer Sunday School picnic by just five minutes?—Puck.

Not a Bit Grateful.—"What a boundless debt we owe to medical science." "Oh, I don't know; the doctor who invented the nervous system did a horrible thing for humanity."—Chicago Record-Herald. Choice candies, Townsend's, Palace Hotel! Cal. glace fruit 50c per lb at Townsend's.

Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen) 735 Montgomery street. Telephone Main 1042. An Irishman says that posthumous works are the books a man writes after he is dead.

Best Way to the Yosemite. The Santa Fe to Merced and stage thence via Merced Falls, Coltonville, Haney Green, Merced Big Trees, Cascade Falls and El Portal, arriving at Sentinel Hotel at 5 the next afternoon. This is the most desirable route and the rates are the lowest. Ask at 44 Market st. for particulars and folder. Chicago and Return, \$72.50. On sale July 29 and 31, the Union Pacific Railroad will run 140 tickets to Chicago, good for 60 days, at rate of \$72.50. Hitecock, General Agent, 1 Montgomery st., San Francisco.