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AMUSEMENTS. Columbia—"Under Two Flags." Alcazar—"The School for Scandal." Grand Opera-house—"The White Heather." Central—"Michael Strogoff." Tivoli—"Babes in the Wood." Orpheum—Vaudeville. Olympia, corner Mason and Eddy streets—Specialties. Chutes, Zoo and Theater—Vaudeville every afternoon and evening. Fischer—Vaudeville. Recreation Park—Baseball. Suto Baths—Swimming.

AUCTION SALES. By Wm. G. Laine—Tuesday, July 23, Horses, at 721 Howard street. By Union Stockyards Company—Monday, July 23, at 19 o'clock, Packing-house Machinery, at Rodos, Cal.

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.

THE WEATHER AND BUSINESS. THE weather was the predominant factor in trade last week. All over the West, and particularly the Southwest, the heat was intense, running up here and there to 105 and even 110 degrees in the shade. No rain of any consequence fell in the great corn belt, which covers the States of Illinois, Missouri, Kansas, Nebraska and some parts of Iowa and Oklahoma. Every day the sun burned down from a cloudless sky, parching the already dry soil, and, in the jargon of the grain trade, "burning up" the crops, cereal, vegetable and fruit.

The effect of this heated term, the severest in thirty years, was serious. It cut down the corn and oat crops and started wild speculation in these two cereals on the different exchanges throughout the West and East. It very largely caused the slump in railroad stocks in Wall street by menacing the earnings of the Western trunk lines in the coming fall. It kept people indoors, drove farmers from their fields and townspeople from the streets, and played the mischief with the retail trade. It damaged the internal trade of the West to the amount of many millions, particularly in the Southwest, where numerous cancellations of orders for merchandise are reported. It burned up the vegetables and potatoes in Texas and sent that State to California for cabbages and other garden and field stuff, which we are now sending down there.

But while the West and Southwest suffered, other parts of the country escaped. The Northwest reported business good, owing to the excellent prospects for the wheat crop, and the East and South sent the usual reports for this time of the year. The country's bank clearings showed a gain of 40 per cent over the same week last year, and, with the exception of Minneapolis, which seems to be a chronic laggard of late, every important city in the country showed an increase. The failures were 208, against 196 for the same week last year.

The great staples show little change. They seldom do in midsummer. More tone was reported in iron and steel, though new orders were small. The manufacturers of agricultural implements, who have been holding off for an expected decline in material, entered the market again for steel bars. Structural material and builders' hardware were quoted in brisk demand. The wool market seems to be slowly improving, and the demand for the finer grades of raw wool has been very good of late. The shipments of boots and shoes, while smaller than during the preceding week, are still large, while hides and leather are quoted firm and in good demand. The railway earnings continue heavy, those in June showing an increase of 6.8 per cent.

Crop conditions, excluding corn and oats, which have been damaged by the extreme heat, are fine. According to the Government reports, we will have about 700,000,000 bushels of wheat, 685,000,000 bushels of oats and 2,098,000,000 bushels of corn. Hay will be a good crop except in the Southwest, but fruit will not be heavy anywhere this year.

Conditions in Wall street were disturbed last week. The damage to the Northwestern crops led to a fear that the railroads would suffer along in the fall, and this led to a desire to liquidate. On several days stocks went down with a run, but after each decline there was a tendency to recover the lost ground, which, however, was not regained.

There is nothing new in the local situation. Eastern and Western conditions are not materially affecting us, and we are placidly pursuing the even tenor of our way, after the California fashion. All conditions seem favorable, and there is nothing in sight to cause distrust.

FACT AND FANATICISM.

WE publish a communication from G. P. Hurst, which indicates a state of wounded feelings on that gentleman's part because we called for proof of Rev. Mr. Ferguson's statements regarding the army canteen.

We must beg Mr. Hurst's pardon for saying that we don't know that "the stories of payday riots, the erection of new saloons, etc., are absolute falsehoods, propagated by the War Department and the rum power." Nor does he know it, nor is it known by any one, for it is a falsehood. It is on a par with Rev. Mr. Ferguson's statement that army chaplains "have been ordered from Washington to cease reporting the army saloon."

We are aware that there is some difference of opinion amongst army officers as to the effect of the canteen and the results of its abolition; but we are also aware that the preponderance of testimony favors the canteen as against the deadfall. The Hursts, Fergusons and those who stand with them are a unit with the rum power for the deadfall against the canteen.

The army surgeons, who have in charge the physical health of the enlisted men, are practically unanimous in favoring the canteen as against the deadfall. The deadfall is a stalking horse for worse vices than drunkenness, which bring in their train those dreadful taints which the army surgeon must deal with. When the curse of all armies declines with the rise of the canteen and increases again with its fall one would suppose that at least the anti-canteen clergy would be impressed with the sanitary superiority of the canteen over the deadfall. But they are not impressed. Instead, they devote their time to making statements about the President and Secretary of War that are point blank lies, and to conjuring a rum power that is in favor of a canteen when not a drop of rum or any distilled liquor was allowed to be sold!

Mr. Hurst's letter is a fair sample of the submergence of human intelligence and ordinary common sense by a spirit of unreasonable fanaticism. He assumes that "the War Department and the liquor power are sending out lying reports to all the papers that will publish them" to discredit the anti-canteen law, and then adds that "this must be known to The Call." It is not known to The Call, nor to Mr. Hurst, nor to anybody else, for it is not true; and his cool assumption that we are taking War Department and liquor league reports and imposing them upon our readers as Associated Press news, or news gathered by our special correspondents, is an impudent, unwarranted and bald falsehood.

The Fort Sheridan riots were reported by the Associated Press and were the subject of comment and news treatment by all the papers in Chicago. They held the whole district in terror for more than a day, and were almost beyond the power of the civil authorities. Their existence, their prolongation, their cause and their effect are as well established as the existence of Mount Shasta. Army surgeons and chaplains, officers and enlisted men know of those riots, and so do hundreds of civilians and civil officers, by a sore experience. And yet we have Mr. Hurst declaring that "it is incredible that The Call management does not know those assertions (of the riots) to be false."

A man who appeals so readily to the name of his Creator to clinch his statements should be careful that they are true.

The Call has published the news and the opinions of interested people as to the canteen. We believe the preponderance of testimony is in favor of its substitution for the outside rumhole. We know that it is preferable to give soldiers a chance to indulge reasonably in light beer and wine, rather than in poison whisky. We know that it is better that such indulgence should be inside the army post, and under discipline, instead of beyond discipline and in contact with the other vices which are the physical and moral ruin of men. Looking at the average soldier as an average man, and he is, he is bound to have the average appetites and follies of men, and it is better for him that their satisfaction shall be made as little harmful as possible. So far no system has been devised that seems to be superior to the canteen. Prohibition is as impossible in the army as it is in civil life. Therefore there seems to be no choice between the canteen and the deadfall. We prefer the less harmful. Mr. Hurst and Rev. Mr. Ferguson prefer the more harmful and are fighting for bad whisky, for the low vices, for the tainted blood and rotten bones that are strung on the deadfall. The style of their frantic fanaticism discredits them as guides of any public policy. Their class have pursued the President with every fanatical lie that can be coined. One reverend gentleman, in the course of an anti-canteen argument, represented the President as a debauchee, and said that he was drinking liquor in the President's room at the Capitol, where he and his Cabinet waited to consider belated bills on the last night of a session of Congress. Means were taken to compel this fellow to openly confess himself a liar. Others are sticking unmanfully to statements that they either know are false or do not know to be true, and at the same time are lecturing the wicked newspapers for publishing known facts, that are disputed only by fools or fanatics.

The funny thing about the great hot spell in the East is that many of the leading papers in the big cities over there are clamoring for the removal of the chief of the Weather Bureau because his predictions did not suit them while they were sweltering.

BRITISH DISCONTENTS.

DISPATCHES from London are to the effect that the British are so dissatisfied with the conduct of affairs at the seat of war in South Africa that it is probable the Government will recall Lord Kitchener and deprive him of command while nominally promoting him. Of course, the degree of a popular discontent can be easily exaggerated, and therefore a report of an intention to remove Kitchener may be without foundation, but none the less it is evident the British public has become extremely dissatisfied with the management of the affairs of the empire. Moreover, the discontent is not confined to South African matters. The Ministry is about as unpopular as the general in command of the army, and if the Liberal party had a leader and a policy Lord Salisbury might be relieved about as soon as Lord Kitchener.

Recently the Navy League severely criticized the manner in which the Government has neglected the navy, and particularly the naval stations in the Mediterranean. The League asserts there is no break-water at Malta, that Egypt is undefended, that black powder and blunt-nosed shells are still in use on many battleships, that a number of ships are armed with old-fashion guns, and, in fact, that the navy has been allowed to fall behind the requirements of the time, and is not a sufficient protection for the empire against a powerful foe.

In the meantime the Government is spending money right and left. The improvement in guns has rendered the old naval station at Gibraltar indefensible, and at

the present time the entire harbor and shipyard can be commanded by concealed batteries placed on Spanish soil. To provide a sure harbor, it has been declared by a committee to be necessary to abandon the western harbor altogether and to construct another on the eastern side of the rock. The estimated cost is \$20,000,000. Upward of ten years will be required to complete the work.

With such heavy expenditures called for in the way of providing for defense at home, it is not strange that the British should be impatient over the continuance of a war which is costing them more than \$5,000,000 a week. The latest popular outburst has been due to the manner in which the press reports from the seat of war are censored, and the fierceness with which Kitchener has been criticized for the censorship shows how irritable the people have become. Should Kitchener lose his office, however, Salisbury will have to thank the incapacity of the Liberals for not having to lose his at the same time.

One of the notable results of the hot season in the East was a demonstration of the superiority of the automobile over horse carriages. When horses were dropping in the streets all over town the machine was all right.

OUR GUESTS AND CLIMATE.

SAN FRANCISCO during the present week will entertain many thousands of visitors. Probably the city will be as near being crowded as at any time in its history. Large numbers of these guests are to be assembled morning, afternoon and evening in thronged auditoriums, and other large numbers are to be in the open air at the shooting park all day long. Thus our summer climate is to be tried within doors and out of doors by people gathered in large multitudes, and it is safe to predict that from first to last there will be felt no discomfort on account of the weather.

We are going to give to all of our guests a cordial welcome and the best entertainment our city can provide. There will be dinners and social receptions and fruits and flowers, not only in plenty but in profusion. When all have been tried, however, the one thing that will have contributed most to the enjoyment of guests, and of ourselves, will have been the cool, bracing days and nights that have kept every one in full vigor for work or for pleasure.

We hardly appreciate the full value of our climate. We grumble at times because of a fog or a wind that blows a little too briskly for our satisfaction, but, in comparison with the sweltering heat and humidity that prevail during the summers in the East, our breezes are genuine delights.

For upward of three weeks now the reports from the East have been filled with accounts of the severity of the heat over the whole region from Kansas and Nebraska to the Atlantic Coast. In the cities the daily record of deaths caused by heat prostration is almost like the report of casualties sent from a battlefield. In fact, in the war in South Africa the British and the Boers are not killing one another so fast as men and women are perishing beneath the fierce heats of New York, Chicago, Philadelphia and Boston.

Nor is it in the cities only that the weather is like a calamity. In the fields of Iowa, Kansas and Nebraska the very crops are being parched and dried up by the blistering sun. The corn fields that once promised to yield bountifully have now been so badly blighted that the farmers hardly see enough corn in prospect to feed their hogs and cattle, and, as a consequence, they are sending them prematurely to market, and selling them for whatever price can be obtained.

While such conditions prevail in the East in town and country we receive our guests in a climate where every hour of day or night is pleasant, where there is always exhilaration in the breezes and comfort in the sun. As a city for summertime conventions or gatherings of any kind there is no other city in the Union equal to this, nor even one that approaches it.

TORPEDOES AND FLYING SHIPS.

RECENT reports from France give glowing accounts of results obtained with a torpedo boat in Ajaccio harbor, and a little later with a flying ship at Paris. In each case the operations are described as being very nearly all that is required to prove the success of the inventor in solving all the difficulties of his problem.

In the test of the torpedo boat several warships in the harbor were warned that attempts would be made to attach a torpedo to one or more of them. Signal stations were established in various parts of the bay and a sharp lookout was kept. In spite of all vigilance the torpedo boat was not discovered. She made her way under water, easily avoiding all obstructions and making upon the surface no indication of her presence. Thus, without difficulty, she evaded all the signal stations, gained a position under the bottom of one of the warships, fixed a torpedo in place and made her way back to a place of safety.

The reports of the flying ship are equally glowing. We are told the inventor started with his ship from St. Cloud, rose about half a mile in the air, proceeded in any direction he chose, circled around over Paris at will, and finally, when a slight accident occurred to the rudder, he brought the ship to the ground, repaired the defect, rose once more in the air and made his way back to St. Cloud. It is added that during his whole course he did not make use of a single ounce of ballast to preserve the equilibrium of his craft.

Neither of the reports is official. Doubtless when we get the official statements we shall learn that there are defects in the submarine torpedo boat and in the flying ship. Still it will be noted that marked progress has been made toward the accomplishment of each of these marvels. Scientists and inventors are working at them in all civilized countries. It was but a little while ago that it seemed as if Count Zeppelin would win for Germany the credit of producing the first flying machine, but now it appears that France may have it. A similar rivalry exists in the efforts everywhere being made to produce a successful submarine boat, and there is no telling in what year or in what nation the feat will be achieved.

While every other great university in the East received large donations during the recent commencement season, Chicago University received nothing, and it would seem that Mr. Rockefeller must have been trying to corner something last spring.

As if the heat were not enough for mortals to bear, the terrors of this summer in the East have been augmented by the reappearance of the kissing bug. One of them stung a Chicago man while sitting in a park and he died within a few hours.

China has agreed to pay \$315,000,000 for the satisfaction of civilization, but what she wishes now is to find some white man to take up the burden.

URNS IN THE FIRE ALARM TO GET THE GIRL'S PICTURE



WORLD'S NAVAL NEWS.

Italy has ordered twenty submarine boats. The expense for coal consumed in British warships is calculated to foot up to \$3,800,000 during the present financial year.

During recent gunnery practice the British cruiser Terrible fired 1200 shots from her six-inch battery, of which 102 were hits.

The Vickers six-inch gun has been fired with an initial velocity of 2900 feet per second, and the 7 1/2-inch reached 2600 feet. The gun can be fired at the rate of eight shots per minute and has a value of six times that of the six-inch guns placed on board ships two years ago.

The twelve Babcock & Wilcox boilers to be placed in the British cruiser Hermes will cost \$150,000, in addition to which \$75,000 will be expended upon other parts of the ship. The complete cost of this ship on October 3, 1899, was \$1,407,210, of which \$424,000 was for the machinery and \$883,235 for hull, equipments and fittings.

The Naval Academy of Denmark celebrated its two hundredth anniversary on April 23. It was founded by King Frederick IV and began with 100 pupils. This number fell off to forty when Norway was separated from Denmark in 1814, and at the present time it has only twenty-four cadets.

It is twenty-five years since Turkey placed any naval orders in England, all such contracts having gone to Italy and Germany, chiefly to the latter country. The only vessel now being built for Turkey is a cruiser of 350 tons, 12,000 horsepower and 22 knots speed, at a cost of \$1,800,000. The contract called for 1200 horsepower and a speed of 17.5 knots, and the full power steam trial gave 5396 horsepower and 20.6 knots speed. The vessel is of 1600 tons displacement and carries the heavy armament of four 5.9-inch quick-firers, two 3.9-inch, two three-pounders and four machine guns. Notwithstanding this formidable battery for so small a vessel, it is suspected that she is not actually intended for war purposes, but will simply serve as a royal yacht.

The first report about the failure of the Narval trials proves to have been incorrect. The boat navigated the open sea for forty consecutive hours without stoppages and covered a distance of 200 miles in that time. About one-half of the distance was made while the boat was submerged. The sea was rough, the crew does not appear to have suffered unusual hardships and French advocates of this type of submarine boats are naturally elated over the result.

The Rainha d'Amelia, supposed to be a cruiser, built at Lisbon for the Portuguese navy, has had her trials, with highly satisfactory results. The contract called for 3000 horsepower and a speed of 17.5 knots, and the full power steam trial gave 5396 horsepower and 20.6 knots speed. The vessel is of 1600 tons displacement and carries the heavy armament of four 5.9-inch quick-firers, two 3.9-inch, two three-pounders and four machine guns. Notwithstanding this formidable battery for so small a vessel, it is suspected that she is not actually intended for war purposes, but will simply serve as a royal yacht.

At a court-martial recently held at Sebastopol Lieutenant Roshtekoffsky was found guilty of having challenged and fought a duel with Midshipman Ilovsky, contrary to the decision of a court of arbitrators. It was further proved that the lieutenant had fired at his opponent six seconds before the signal was given and killed the midshipman. The court held that he had fired accidentally, but in a fit of abject terror and cowardice despicable in an officer, and sentenced him to confinement in a fortress for three years without deprivation of civil rights and privileges.

The British navy will be increased during the present year by the completion of four battleships of 15,000 tons each, two battleships of the Canopus class of 12,500 tons and three armored cruisers of the Cressy class of 12,000 tons. During the first half of 1902 there will be added two battleships of 15,000 tons, three armored cruisers of 14,000 tons of the Drake class, two Cressys and one armored cruiser of 8000 tons. This makes a total of seventeen armored ships of 27,500 tons added to the efficient list of the British navy during the next eighteen months.

HOW HARRY MUNN OF OMAHA CONTRIVED TO SECURE JENNIE CALLAHAN'S PICTURE.

In order to obtain a photograph of the woman he admired before he departed for the Philippines, Harry Munn turned in a fire alarm from opposite the flat where Miss Jennie Callahan resided in Omaha. When the gongs of the fire engines sounded and the fire apparatus came thundering down the street Miss Callahan naturally looked out of the window facing on the street. Opposite stood Munn with a camera. As Miss Callahan's face appeared the camera clicked and Munn hurried away with the treasure.

Munn was taken to the police station, where he told his story. He said that he had been in love with Miss Callahan for some time and had finally made known to her his heart's desire, but had been informed that his love was not reciprocated. Driven to desperation by her refusal, he enlisted in the regular army and was booked to sail for the Philippines shortly.

Munn asked Miss Callahan for her photograph that he might derive some consolation from her memory while far across the sea. This was also denied him. Then Munn tried the fire alarm scheme and it worked.

ANTI-CANTEEN LAW.

(The Call does not hold itself responsible for the opinions published below, but presents them for whatever value they may have as communications of general interest.)

Editor Call—In your editorial, entitled "Fact and Fanaticism," in Tuesday's issue, you reiterate the oft disproved stories of the springing up of saloons in the vicinity of Fort Sheridan immediately after the passage of the anti-saloon law; and you allege that that vicinity was given over to drunkenness and debauchery on the first payday following the passage of the act, and then add: "The same results have followed the abolition of the canteen everywhere."

It is incredible that The Call management does not know those assertions to be false. It must know that it is the policy of the War Department and of the liquor power everywhere to discredit the anti-canteen law, and that to that end both the War Department and the Liquor League are sending out those lying reports to all the papers that will publish as well as the fact that these many fabrications of the canteen's friends have been shown to be false, time and again. The Mayors of the cities where the riots on payday are said to have occurred, the constabulary and police force, the officers in charge of the several commands concerned, have made affidavits innumerable to show, and have thereby shown, that the stories of payday riots, the erection of new saloons, etc., are absolute falsehoods, propagated by the War Department and the rum power. This you must know. Then, in God's name, why do you retail it regularly as news, if you are not in the service of the canteen gang at Washington to deceive the people? The value of any newspaper to the public is in direct ratio to the honesty and sincerity of that paper; and when it is known that the War Department or the liquor league can procure in any newspaper the publication of known falsehoods, with the intent to deceive the public, in the life of the paper should speedily cease. Very truly, G. P. HURST.

Woodland, July 9, 1901.

ANSWERS TO CORRESPONDENTS.

CANADA'S POPULATION—A. O. S., San Pablo, Cal. The figures of the census of the Dominion of Canada for 1901 have not yet been given out.

BARBER'S LICENSE—A. R. T. C., City. To obtain a license to work as a barber application must be made to the board of examiners who examine the applicant as to his qualifications.

BICYCLE GEAR—G. B. L., Sacramento, Cal. To find the gear of a safety bicycle multiply the diameter of the rear wheel by the number of teeth in the front sprocket and divide the product by the number of teeth in the rear sprocket.

ELECTRIC CARS—C. C. H., Cinnabar, Cal. Electric cars in San Francisco (San Francisco and San Mateo) were operated for the first time April 28, 1892. The route was from Steuart and Market streets to Thirtieth, then along the county road to Holy Cross Cemetery in San Mateo County, which at that time was the terminus. The return trip was by way of Guerrero, Fourteenth to Bryant to Eleventh to Harrison and then to the starting point.

THE BOUNDARY LINE—E. M. City. The cry "Fifty-four forty or fight" was a Democratic party cry. The yielding to British claims as to the northeast boundary by the treaty of 1842 led to this cry to spur the Government to enforce extreme claims in the Northwest. In the latter part of Tyler's administration (1844-45) Calhoun, then Secretary of State, made an offer to accept the 49th degree as an boundary, which a calm view of the facts seemed to show was the utmost the United States could rightfully claim. After several refusals on the part of England that country accepted the proposition and a treaty followed. The United States received what it asked for.

CORONADO TENT CITY, Coronado Beach, Cal., will be the popular summer resort this season. It became famous last year for comfort, entertainment and health. Its splendid cafe was a wonder, the fishing unexcelled, some time and had finally made known to her his heart's desire, but had been informed that his love was not reciprocated. Driven to desperation by her refusal, he enlisted in the regular army and was booked to sail for the Philippines shortly.

Best Way to the Yosemite. The Santa Fe to Merced and stage thence via Merced Falls, Cotterville, Hazel Green, Merced Big Trees, Cascade Falls and Bridal Veil Falls, arriving at Sentinel Hotel at 5 the next afternoon. This is the most popular route and the rates are the lowest. Ask at 641 Market st. for particulars and folder.

Cheap Rates for Epworth League and Their Friends. The Santa Fe will sell low rate tickets to all points July 12 to August 15 inclusive to holders of Epworth League tickets and friends accompanying them. Call at Santa Fe office, 641 Market street, or ferry depot.

Chicago and Return \$72.50. On sale July 20 and 21, the Union Pacific Railroad will sell round trip tickets to Chicago, good for 60 days, at rate of \$72.50. D. W. Hitchcock, General Agent, 1 Montgomery St., San Francisco.

PERSONAL MENTION.

Judge Charles F. Lott of Oroville is at the Lick.

O. J. Woodward, a banker of Fresno, is at the Lick.

R. Bancroft, a business man of Merced, is at the Lick.

Morris Marston, a furniture dealer of Modesto, is at the Lick.

Dr. L. P. Tooley of Willows registered at the Lick yesterday.

A. C. Morrison, a mining man of Jamestown, is a guest at the Grand.

C. D. Sprigg, Collector of the Port of San Diego, is at the California.

Samuel Leask, a prominent merchant of Santa Cruz, is at the California.

L. Grothwell, a real estate man of Stockton, is a guest at the California.

John C. Hoover, a candy manufacturer of San Rafael, is at the California.

Morris Marston, a mining man recently from Dawson City, is at the Grand.

Dr. J. T. Jones, the well-known physician of Grass Valley, is at the Grand.

W. H. Garretson, a prominent business man of Benicia, is a guest at the Occidental.

Simon Burnett, a prominent brewer of Louisville, who is touring the world, is at the Grand.

J. W. Benne of Keswick, Shasta County, is at the Occidental, accompanied by his wife and children.

A CHANCE TO SMILE.

Freddie (who has been brought up with a pinola, rushing frantically upstairs from the drawing room)—Oh, mamma, mamma! There's a man downstairs playing the piano with his hands!—Life.

Brown—That's a handsome umbrella you've got there, Robinson.

Robinson—Yes.

Brown—About what does it cost to carry an umbrella like that?

Robinson—Eternal vigilance.—Tid-Bits.

Mrs. Greene—Now, honestly, Eliza, do you think you are a sick woman? You know you are as well as anybody, and yet you visit the doctor every day.

Mrs. Brown—I know it, Jane; but Dr. Jalap is always so glad to see me! It is so nice, you know, to be received with manifest pleasure.—Boston Transcript.

Choice candies, Townsend's, Palace Hotel.

Cal. glace fruit 50c per lb at Townsend's.

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