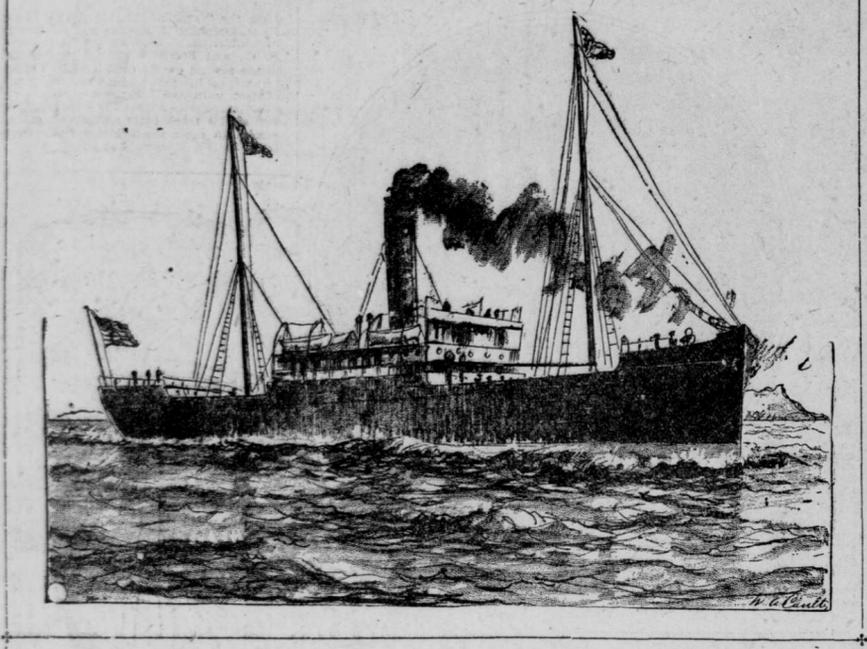


STEAMSHIP TALCA RUNS ON ROCKS AT ENTRANCE TO CORONEL HARBOR

Captain Burgoin and His Crew Are Rescued by Means of Breeches Buoy—Particulars of Disaster Are Brought From Southern Waters by American-Hawaiian Steamship Oregonian



THE AMERICAN-HAWAIIAN COMPANY'S NEW STEAMSHIP OREGONIAN, WHICH ARRIVED YESTERDAY FROM NEW YORK. SHE WAS BUILT IN THE EAST AND IS A SISTER SHIP TO THE CALIFORNIAN, BUILT BY THE UNION IRON WORKS HERE.

The American-Hawaiian Company's new steamship Oregonian arrived from New York yesterday with over 700 tons of general cargo. She made the run via Montevideo, Straits of Magellan and Coronel in seventy-three days, and would have been here ten days earlier had it not been for a slight defect in the machinery, which compelled Captain Williams to put into Montevideo for repairs. The work was done by the vessel's crew and she got away again for San Francisco after a four days' stop. In consequence of the delay the Californian, which left New York twenty days after the Oregonian, was only ten days behind her at Coronel.

The Oregonian arrived at Coronel on July 13, and passed the Pacific Steam Navigation Company's Talca hard and fast on a pinnacle of rock at the entrance to the harbor. The Talca was a brand new vessel on her maiden voyage. She was built by Beardmore & Co. of Glasgow and went into commission last December. She was 102 1/2 tons gross burden, 59 1/2 feet long, 35 feet 1 1/2 inch beam and 15 feet 6 inches deep. She was a twin-screw vessel with 1000 horsepower and was rigged as a feeder to the company's vessels running between Valparaiso and San Francisco.

The Talca was making for Coronel in a fog, and the lookout mistook the light-house for a ship at anchor. The vessel struck a cluster of pinnacle rocks at full speed, and when the people on the Oregonian saw her sitting up as though she had been built there, they went on at high water and in a few minutes the waves were breaking over her. A boat was lowered and a line made fast to it. The boat was used to pull the vessel up to the beach. One of the ship's mooring lines was sent ashore and on it a breeches buoy was rigged. The crew went ashore in it, Captain Burgoin being the last to leave the vessel. When the tide came in, the Oregonian could ride and drive around the wreck. Captain Williams says the Talca will be a total loss.

NOYO ON THE BEACH. Steam Schooner Runs Aground Coming Out of Oakland Creek. The steam schooner Noyo ran on a sandbar in Oakland Creek yesterday morning and was compelled to stay there for over twelve hours. She arrived here from Humboldt Bay with a load of lumber and was on her way to get the cargo on this side west to Oakland to discharge. The unloading party did not get there until the schooner started for Mission Bay to tie the vessel up. When opposite Rode's ways she hugged the shore and ran on the sandbar that has formed there. The tug Ida W came along and attempted to tow the steam schooner off, but failed, as it was a small high tide. Last evening there was two feet more water on the bar and the tug got her off.

Curton in Hard Luck. J. H. Curton, engineer of the tug, Milie, played in hard luck yesterday. He wanted to send a message to his wife, and went into the saloon on the corner of Pacific and East streets, but the captain's response to a request from central he dropped his nickel and then waited patiently for an answer. None came, and Curton rang again, only to be told the line was out of order. Then he got mad and kicked the nickel back, but central told him to call the floor. The saloon keeper called the police and the officer found the engineer on his hands and knees gathering up the money. He was taken to the harbor police station and a charge of burglary placed against him.

Movements of Transports. The army transport Sheridan will be due here from Manila next Tuesday afternoon or Wednesday morning. General MacArthur will be one of her passengers.

Water Front Notes. The Logan and Sherman boys are going to have a picnic at Fairfax Park tomorrow. They have invited all of their friends and will leave on the Sausalito ferry at 3 1/2 days, prior to arrival. The Woolbach, number at Eureka for Sydney (owner's account).

NEWS OF THE OCEAN. The British steamer Imogen will load wheat here for Europe, 400 tons of Mediterranean ports, prior to arrival; the Duxbury, same voyage, 250 tons, ten days, 24 days, same voyage 30 days, prior to arrival; the Woolbach, number at Eureka for Sydney (owner's account).

The City of Sydney's Cargo. The Pacific Mail Company's steamer City of Sydney cleared yesterday for Panama and way ports with a general cargo valued at \$95,422, manifested and destined as follows: For Mexico, 19,620; Central America, 44,430; Panama, 23,232. The cargo included the following: For Mexico—100 flasks quicksilver, 36 crates potatoes and onions, 12 lbs shoeks, 262 pkgs fruits and vegetables, 112 cs drugs, 404 pkgs tank material, 3 cs drugs, 714 lbs dried fruit, 174 cs wine, 23 cs canned goods, 96 pkgs groceries and provisions, 284 lbs bread, 211 cs potatoes and onions, 91,641 lbs rice, 720 lbs cheese, 141 cs hardware, 12 lbs raisins, 71 pkgs paint and oil, 106 flasks quicksilver, 14,850 lbs malt, 11 bales hay, 920 lbs tea, 440 lbs pepper, 75 lbs wheat, 5 cs electrical goods, 12 cs salmon, 30,790 gals coal oil, 14 cs drugs, 62,481 lbs tallow, 142 gals whisky, 219 cs arms and ammunition, 120 lbs soap, 20 lbs cement, 400 lbs lead, 450 lbs resin, 1042 reels barbed wire, 5 pkgs car material, 40 kegs nails, 70 lbs sago, 232 lbs dried fruit, 9 cs fuse, 6 cs hats, 61 pkgs mill work.

THE ACONAGUA'S CARGO. The steamer Aconagua cleared Thursday for Valparaiso and way ports with merchandise for Central and South America, manifested as follows: For Mexico, 17,620; Central America, 41,336; Panama, 24,144; Peru, 4,832; Ecuador, 4,832; Chile, 4,832. The following were the principal shipments: For Mexico—5 cs acid, 50,073 lbs corn, 11 cs drugs, 150 lbs flour, 100 pkgs fruit and vegetables, 283 pkgs groceries and provisions, 100 bales hay, 17 cs hardware, 265 lbs ham, 6 pkgs machinery, 30 cs potatoes and onions, 6 cs paint and oil, 100 pkgs paste, 20 kegs spikes, 420 lbs sugar, 210 lbs shot, 30,554 lbs tallow, 600 gals wine, 100 cs whisky. For Central America—6 pkgs agricultural implements, 110,800 lbs bluestone, 20 cs coal oil, 3 bales dry goods, 14 cs electrical supplies, 658 lbs flour, 26 pkgs groceries and provisions, 531 cs hardware, 96,770 lbs malt, 122 pkgs paint and oil, 250 lbs cement, 400 lbs lead, 450 lbs resin, 1042 reels barbed wire, 310 kegs nails, 70 lbs sago, 232 lbs dried fruit, 9 cs fuse, 6 cs hats, 61 pkgs mill work, 45,275 lbs rice.

Shipping Intelligence. ARRIVED. Friday, August 9. Stmr Mackinaw, Littlefield, 82 hours from Seattle. Stmr Progreso, Parker, 102 hours from Tacoma. Stmr Arcata, Nelson, 82 hours from Coos Bay, via Port Orford 43 hours. Stmr Oregonian, Williams, 73 days from New York, via Montevideo 43 days, via Coronel 23 days. Stmr San Mateo, Fletcher, 84 hours from Nansaimo. Ship F Babcock, Colly, 45 days from Hakodate. Bark Mohican, Kelley, 32 days from Honolulu. Ital bark Pasquale Lauro, Lauro, 28 days from Honolulu. BRIG W G Irwin, Garthley, 5 1/2 days from Roche Harbor. Sch John F Miller, Hansen, 9 days from San Pedro. Sch Mabel Gray, Larsen, 4 days from Eureka. Sch Olga, Johnson, 31 days from Kahului. Sch Western Home, Lembeck, 4 1/2 days from Coos Bay. CLEARED. Friday, August 9. Stmr City of Sydney, Zeeder, Panama and way ports; Pacific Mail SS Co. SAILED. Friday, August 9. Stmr Columbia, Doran, Astoria. Stmr Mattawan, Croscup, Tacoma. NEARLY PASSED. Friday, August 9. Stmr Luella, Madsen. Stmr City of Sydney, Zeeder, Panama and way ports. Sch John F Miller, Hansen. MEMORANDUM. Per stmr Oregonian—Sailed from New York May 25. Put into Montevideo June 24 with machinery and repaired and sailed July 27. Arrived at Coronel July 13 and sailed July 17.

TELEGRAPHIC. POINT LOBOS, Aug 9, 10 p m—Weather foggy; wind west, velocity 15 miles per hour. DOMESTIC PORTS. PORT BLAKELEY—Sailed Aug 8—Brig Tanager, for Honolulu; bktn Westler, for Noumea. SINGAPORE—Sailed Aug 8—Stmr Glendale, for Tacoma. SEATTLE—Arrived Aug 8—Stmr Cottage City, from Skagway. Sailed Aug 8—Stmr Despatch, for Fairhaven. Br stmr Buckinghams, for Vancouver. SAN PEDRO—Sailed Aug 8—Stmr Grace Dollar, from Grays Harbor. EUREKA—Arrived Aug 9—Stmr Ottilie Florida, hence July 28. Sailed Aug 9—Stmr Pasadena and Sch Alcaide, for San Pedro; Alliance, for Portland; Star Santa Barbara, for San Pedro; stmr Eureka, for San Francisco. NEARLY PASSED. Friday, August 9. Bark Gatherer, for San Francisco; bktn Portland, for San Francisco; bktn Lahaina, for Shanghai; U S stmr Manzanita. EASTERN PORT. PHILADELPHIA—Arrived Aug 8—Ship Arthur Bewell, from Honolulu. FOREIGN PORTS. NEWCASTLE, Aus—Sailed Aug 8—Bark Euterpe, for Honolulu; bktn James Tuft, from Port Pirie. Sailed Aug 8—Sch Wm H Smith, for Honolulu. HULL—Arrived Aug 7—Br ship Celticburn, hence March 18. SHANGHAI—Arrived July 27—Ger stmr Bithonia, from Antwerp. Arrived prior to Aug 8—Br ship Leneghins, from New York. VALPARAISO—Arrived July 25—Ger stmr Sessoris, from Hamburg, for San Francisco. KINSALE—Passed Aug 6—Br ship Dismal, from Oregon, for United Kingdom. KINSALE—Passed July 28—Br stmr Almond Branch, for California. QUEENSTOWN—Sailed Aug 9—Br ship

Dear, for Hamburg; Ger bark Professor Koch, for Hamburg. ANTWERP—Arrived Aug 8—Br ship Sierra Miranda, from Tacoma. PALMOUTH—Arrived Aug 8—Br ship Ditto, hence March 18. CALIFORNIA—Passed Aug 8—Br ship Springbank, from Greenock, for Vancouver. HONGKONG—Arrived Aug 9—Br stmr Doric, hence July 9. GUAYMAS—Sailed July 30—Schr Dauntless, for Port Townsend. CALIZ—Sailed Aug 6—Ger stmr Remes, for San Francisco.

OCEAN STEAMERS. YOKOHAMA—Arrived Aug 6—Stmr Braemar, from Tacoma, for New York. CALCUTTA—Arrived Aug 6—Stmr Almond Branch, from Port Blakeley, via Mororan. HONGKONG—Sailed Aug 6—Stmr Flintshire, for San Francisco. LONDON—Sailed Aug 8—Stmr Manito, for New York. MOBILE—Sailed Aug 8—Stmr Furnessia, from Glasgow, for New York. GLASGOW—Arrived Aug 9—Stmr Siberian, from Philadelphia, via St Johns. SCOTLAND—Sailed Aug 9—Stmr Columbia, from Hamburg, for New York. BOSTON—Arrived Aug 9—Stmr New England, from Liverpool. KINSALE—Passed Aug 9—Stmr Cufia, from New York, for New York. CHERBOURG—Sailed Aug 9—Stmr Columbia, from Hamburg and Southampton, for New York. NEW YORK—Arrived Aug 9—Stmr Laurentian, from Glasgow and Londonderry. BRISBANE—Sailed Aug 9—Stmr Etruria, from New York, for Queenstown and Liverpool.

Sun, Moon and Tide. United States Coast and Geodetic Survey—Times and Heights of High and Low Water at Fort Point, San Francisco Bay. Published by official authority of the Superintendent. NOTE: The high tides occur at the city front (Mission-street wharf) about twenty minutes later than at the pier. The height of the tide is the same at both places.

Table with columns for Date, Time, Ft., and Tide. Includes data for Saturday, August 10, and Sunday, August 11.

Table with columns for Steamer, From, and Due. Lists arrivals from various ports like Honolulu, Seattle, and San Francisco.

Table with columns for Steamer, Destination, Sails, and Pier. Lists departures to various destinations like Honolulu, Seattle, and San Francisco.

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Time Ball. Branch Hydrographic Office, U. S. N. Mer. Exchange, San Francisco, Cal., August 9, 1901. The time ball on the tower of the new Ferry building was dropped at exactly noon to-day. It is a time ball of the 12th meridian, or at 5 o'clock p. m., Greenwich time.

SEANORS AGAIN DEFEAT THE GERMAN BY SUPERIOR FIELD WORK.

Evans Pitches Splendid Game but Is Given Miserable Support.

Sacramento 3, San Francisco 1. Henry Harris, the kind and indulgent uncle of the German ball tossers, has good and sufficient reasons to be thoroughly ashamed of his pets on account of the miserable support which they gave Roy Evans yesterday afternoon. Evans certainly pitched the game of his life, allowing but two safe hits, and forcing the heavy hitting Senators to fan the ball. But with all this great work, victory failed to come the way of the locals, and two straight games have gone to swell the average of the men from the Capitol City.

Krug and Nordyke are the two men responsible for San Francisco's defeat. Krug played ball much after the fashion of a wooden Indian, and Nordyke handled the sphere like a hot potato. Outside of creditably with the possible exception of Croll, who dropped one which he should have held. Doyle, the pitcher who is alleged to possess a "glass arm," did great work for a man who is afflicted in such a manner. He was such a puzzle to Hank's men that only three hits were registered against him, but he had Dame Fortune on his side and was thus enabled to carry off the spoils, which Evans deserved to win. Two of the Lawmakers went the route in the second. Doyle got to first on Croll's error. Hoffer accepted a free pass, and both men went up a peg on Nordyke's sacrifice. And here is where the fireworks commenced. Sheehan hit a grounder to Krug, who first fumbled it, and then dropped it, letting Doyle and Hoffer advance. The next two were easy outs, though Sheehan stole third during the mixup.

During the hot round Bill Devereaux sent a nice little one to right, kept on running until he was near third, when Nordyke threw the ball at his head, and the man with the Auburn locks crossed the rubber with the third and last tally which his team secured. All this time Evans was pitching phenomenal ball, not a safe one being allowed off him while the run getting was going on. The Germans began the game in real earnest. With one out, Hildebrand sent a fly to center, McLaughlin falling in his front, but to capture it. "Do" put "Hilly" on the third cushion, but he was caught soon after in an attempt to come home on Schwartz's punt. During the good luck went with their efforts in the second. Nordyke got to the second station on Devereaux's error, and Jimmie Sullivan slugged the hearts of the fans with a clean drive which brought Nordyke in. But alas for the Wasps! Their bats were not so much in evidence as they were forced to accept the short end of the three to one score. Hoffer, the new Eastern man who is making Sacramento suit, covered first base. He had no chance to distinguish himself in the field, but Nordyke hit him, and he was out at the bat. Sheehan accepted a hard chance of Hildebrand's liner in the seventh, and both McCarthy and Hildebrand pulled down a scy scraper. Following is the score:

Score table for Sacramento vs San Francisco. Columns include AB, R, BH, SB, PO, A, E. Sacramento: 30, 1, 3, 1, 27, 10, 5. San Francisco: 10, 0, 0, 0, 10, 0, 0.

Score table for Los Angeles vs Los Angeles. Columns include AB, R, BH, SB, PO, A, E. Los Angeles: 10, 0, 0, 0, 10, 0, 0. Los Angeles: 10, 0, 0, 0, 10, 0, 0.

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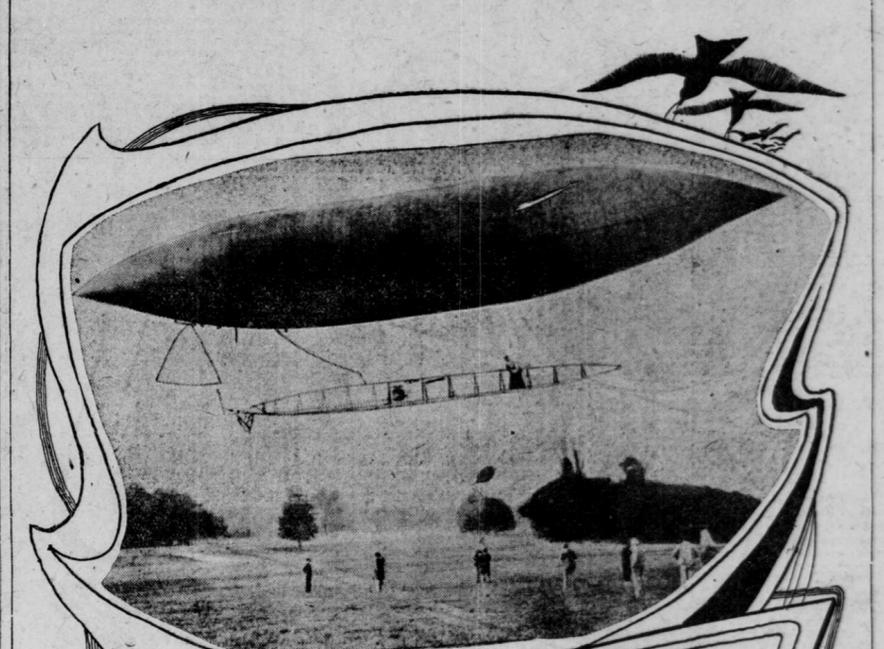
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Stinson Defeats McEachern. WASHINGTON, Aug. 9.—Will Stinson won the twenty-mile motor-paced race from Archie McEachern at the Coliseum to-night in 30:53 1/5.

SAINTS-DUMONT HAS ORDERED A NEW ENVELOPE FOR HIS DAMAGED AIRSHIP

Instead of Being Cylindrical the Balloon Will Be Made Elliptical in Form, and the Daring Brazilian Aeronaut Hopes to Be Able to Capture Deutsch Prize of Hundred Thousand Francs



THE AIRSHIP BEFORE THE ACCIDENT

PARIS, Aug. 9.—M. Santos-Dumont, finding that the envelope of his balloon has sustained so much damage that it is inadvisable to sew it together, has ordered a new one to be made, which will be a new one to work on which has already begun. It will have about the same volume as the one which burst yesterday, but instead of being cylindrical in form it will be elliptical. M. La Chambre, who is making it, constructed the balloon for the Andree polar expedition. He promises that the new envelope will be ready September 1.

The accident yesterday was bad enough, but not nearly so bad as first flying rumors had it. Santos-Dumont was not hurt, but only his astonishing coolness saved him from death. In fact, Dumont was infinitely cooler than the thousands that quickly surrounded him. As soon as he found himself safe he asked for a cigarette, which he lighted. Dumont, in the ascent, wore a religious medal given him by the Emperor of Brazil, Emperor of the late Dom Pedro, Emperor of Brazil. Half jokingly, half reverently, the aeronaut kissed the medal, saying: "It was that which saved me."

Prince Bonaparte, Lieutenant Noix and other faithful aeronauts have not lost faith in the balloon's ultimate success, because they perfectly understand the cause of the accident to be the failure of the motor to turn the propeller. Santos-Dumont hopes to compensate for the gas which had escaped, and so keep the balloon taut, inflated. When the stern fell in a flabby way the screw began to cut the suspension wires and the only chance left to Dumont was to stop the machine and drift with the wind.

DARING BRAZILIAN AERONAUT AND THE AIRSHIP, OR NAVIGABLE BALLOON, WITH WHICH HE STILL HOPES TO WIN THE DEUTSCH PRIZE OF 100,000 FRANCS.

STANFORD SELECTS MEN WHO WILL PLAY FOOTBALL

The schedule of games to be played is as follows, except that games with the University of Washington team, which is very anxious to come to California, may be substituted for those scheduled with the University of Nevada: September 28—U. C. vs. Reliance, California campus; Stanford vs. Olympics, Stanford campus. October 5—U. C. vs. Olympics, California campus; Stanford vs. Olympics, Stanford campus. October 12—U. C. vs. Olympics, California campus; Stanford vs. Olympics, Stanford campus.

STANFORD UNIVERSITY, Aug. 9.—Although it is several weeks until the opening of the football season, the prospects are beginning to attract attention. Treasurer John T. Nourse of the Associated Students was on the campus a few days ago.

The outlook for new material is very good. "Perhaps the greatest acquisition is Hamilton, who played tackle last year on both the Reliance and the Lick School teams, and whose work was not surpassed by that of any of the university men he came up against. Two other first-class men are the Tarpey brothers, from the Palo Alto High School. It was largely on account of their fine playing that the last year's university freshman team was unable to do better than the team from the Palo Alto youngsters in two hard fought games. There is hope, too, that Kiedde of Nevada will enter the university as a football player. It is also probable that George W. Kuppler, halfback, and J. A. Farley, who was captain of the Notre Dame football team, will show up on the Stanford campus with Trainer "Dad" Moulton on the 1st of September. We will also have a good nucleus of the old team back. There will be Captain Fisher, Hill, Smith, Raitt and Bausbach, of the backs; in the line, Lee, Schott, Traeger and Cooper, and to fill the vacancies, such first-rate second team men as Gregory, Barnhisel, Thompson, Glim, Narramore and Parker.

"The greatest innovation of the year will, of course, be the new system of coaching, which confines all the work to former students of the university. C. M. Fickert, '88, captain of the 20-0 team, has been secured for head coach. He will have control of the system of play to be adopted, and will especially look after the instruction of the five center men of the line. A. B. Spalding, '90, who since graduating has spent four years at the Columbia School of Medicine in New York City, will have charge of the ends. Dr. Spalding's speedy end runs in the Intercollegiate matches are still remembered by the earlier followers of the game on the coast. We hope, too, to have George McMillan, ex-'97, who has been playing football in the Northwest for recent years, and who has a good record, but is very uncertain whether he will be able to leave his business.

Trainer "Dad" Moulton will be on the grounds with the opening of the semester. Besides the football men already mentioned, we will also have a nucleus of the old team back. There will be Captain Fisher, Hill, Smith, Raitt and Bausbach, of the backs; in the line, Lee, Schott, Traeger and Cooper, and to fill the vacancies, such first-rate second team men as Gregory, Barnhisel, Thompson, Glim, Narramore and Parker.

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Advertisement for SUNDAY CALL featuring articles like 'How the Tahitians Celebrated the Fall of the Bastille', 'Does a College Education Unfit a Woman for Domestic Duties?', 'Lost to the World for Thirty Years', 'The Fate of the Whirlwind Dancers', 'The Jolly Lady Tars on San Francisco Bay', and 'Books, Fiction and Human Interest Stories'.