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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.

AMUSEMENTS

"Tivoli"—"Norma." California—"An Ideal Husband." Orpheum—"Vaudeville." Columbia—"A Royal Family." Alcazar—"Ingenious." Grand Opera—"Riviera." Olympia, corner Mason and Eddy streets—Specialties. Chutes, Zoo and Theater—Vaudeville every afternoon and evening. Fisher's—Vaudeville.

AUCTION SALES

By S. Watkins—Tuesday, at 11 a. m., Horses, Wagons, Buggy, etc., at 1149 Polson street.

IS IT ANOTHER EXPANSION?

JUDGING from the condition of trade last week, the country is entering upon another business expansion. It may be the beginning of another commercial boom, though this is hardly probable, as the outgoing Atlantic steamers report less call for freight room, and some have lately sailed with partial cargoes, which would indicate a falling off in the country's export trade. In contradiction to this, however, ocean freights on the other coast have lately hardened sufficiently to check a budding advance in wheat. So the situation in regard to the foreign trade of the country seems a little complicated.

But there is no complication in the domestic business of the country, and it is here where the current improvement lies. From all sources last week commercial reports pointed to a marked increase in the volume of business. Chicago reported very heavy purchasing of general stores, dry goods and clothing; Omaha a larger August business than in 1900; Kansas City, which is one of the leading distributing points to the great area lately parched by the heated term, all the jobbing business that its merchants can handle; and St. Louis an unusual demand among jobbers and an August dry goods trade beyond expectations. All Western markets report a large call for hardware, and the East reports increasing shipments of boots and shoes, a marked improvement in the demand for cotton goods and the woolen mills crowded with orders, even the small concerns having all they can attend to. In the Middle West there is a very active hide market, with a tendency toward higher prices. Thus it will be seen that all over the country there is a pronounced expansion in the jobbing trade. The bank clearings affirm this in a gain for the week of 54.1 per cent, every important city in the country showing an increase over last year except Milwaukee, and the loss in that city was merely nominal, being .6 per cent. The failures were 202, against 175 for the same week last year.

Cereals and iron were the only halting lines during the week. Large available supplies and good crop prospects, with indications of a decrease in the exports, softened the wheat market slightly, though foreign shipments from Atlantic ports were still very large, amounting to 6,307,000 bushels, against 2,804,000 for the same week last year. Corn also opened the week with some depression, but stiffened toward the close, with the stalwart bulls again in the Chicago market as buyers. The iron and steel trades were, of course, more or less affected by the strike, though it is estimated that not more than 20 per cent of the country's capacity has thus far been affected, and the indications are that even this is being gradually decreased. The railroads report a gain in earnings in August of 12.1 per cent over August, 1900, and this in the face of a scarcity of freight cars, which has kept back a good deal of tonnage which otherwise would have swelled this increase.

The above showing is flattering. It exhibits a fine condition of business all over the country. Evidently the wave of prosperity which followed the election of McKinley five years ago, and which the Republican party promised the voters of the country, has not yet spent its force. It has lasted longer than the most sanguine ones expected. The promise of the Republican party has been more than kept. Never before has the United States done such an immense business, both domestic and foreign, nor for such a long time.

Conditions in California remain as before. Our farm and orchard products are still enjoying an unprecedented demand, and prices for almost everything that the farmer and fruit-grower produce, except grain and hay, are higher than the normal and tending still higher. Were it not for the strike in this city and around the bay, the State would be enjoying a pronounced productive boom. Even as it is we are doing a very large business.

ATTACKING THE TARIFF.

AMONG the many Democrats searching around after an issue upon which to make campaigns in the immediate future it is not strange that some of them should deem it possible to find one in the tariff. They remember that under the leadership of Cleveland they won a national victory on that question, but they have forgotten what happened next. Recalling that a free-trade agitation put the Government in their hands and ignoring the fact that it also took work and wages from the hands of labor, they are ready again to revive the old contention in the hope that once more the offices will be theirs.

Such leaders have been prompt to take advantage of every rumor of the time that can be used for the purpose of fanning discontent with the tariff as it stands. They not only make use of the rumors, but they sometimes resort to an abuse of them by exaggerating them or placing wrong constructions upon them. Thus it seems not improbable that the elimination from politics of Bryan and his free-silver craze will mean a renewal of the assaults upon the tariff, and the country will be involved once more in a contest over its fiscal policy, resulting in disturbances that will seriously interfere with business.

Several of the leading Democratic papers in Democratic States have already declared in favor of bringing the old issue to the front. Thus the St. Louis Republic says: "The perpetuation of the high protective tariff threatens now to precipitate a trade war, waged against this country by a European trade alliance, which would be of infinite costliness to American trade. The high protective tariff now only further enriches the American trusts. It taxes the American consumer for this sole purpose. It is time to abolish the high protective tariff."

Following along the same line the Atlanta Constitution recently said: "When the tariff schedule has been diverted from encouragement to American trade at large, to the special enrichment of a few favored individuals, it is time to have a revision in favor of the people. As well allow a party of bandits to decide upon the restoration of booty as expect the Republican party to free itself from the tariff looters of the country. Only through a political upheaval driving out the party in power can reform be brought about."

Since drowning men clutch at straws, it is not surprising that Democratic leaders should grasp at anything that even promises a means of escape from Bryan, but of all the follies committed in the name of party politics, none could exceed that of the people of the Southern States if they should now undertake to destroy the tariff under which they have attained a degree of prosperity they have never before known and which, a few years ago, it seemed improbable they would ever attain.

To no other part of the Union has the Dingley tariff carried a greater benefit than to the South. Under its influence the manufacturing enterprises of that section have gone forward by leaps and bounds. South Carolina has now more cotton mills in operation than any other State in the Union, with the exception of Massachusetts. Official figures issued by the Government show that in the Southern States the capital invested in cotton mills has increased from \$21,976,000 to \$150,000,000; the cotton manufactured from 188,744 bales to 1,597,000 bales. The cottonseed oil industry was in its infancy twenty years ago, only \$3,500,000 being invested in the business. Now the cottonseed oil capitalization is \$50,000,000. The yearly output of Southern pig iron in 1880 was 397,300 tons. Last year it was 2,604,671 tons. The Southern coal mined in that year was 6,049,471 tons. In 1900 the coal output had increased eightfold, amounting to 48,192,053 tons. The railway mileage increased during the twenty years from 20,612 to 53,000.

Such is the record of progress made in the chief industries of the South under the protective system, and the minor industries have kept pace with them, yet the political leaders of the white people of that section are again talking of assailing the fiscal system under which all that progress has been made. Could political folly go further without becoming outright madness?

Ethelbert Stewart, secretary of the Economical Food Bureau of Chicago, is reported to have said recently: "The poor are facing a crisis which may alter their mode of life and force them to adopt substitutes for such vegetables as cabbage and beans." That is certainly a hard outlook for Chicago, but what is to prevent the people from coming to California and living on peaches and cream?

THE VANITY OF STRIFE.

REPORTS of the failing health of Rear Admiral Sampson, taken in connection with the struggle now going on between his partisans and those of Schley, afford another illustration of the folly and the vanity of human strife. Schley's career in the navy is about over, for he is to retire in October, while, according to the reports, Sampson is an utterly broken man, physically unable to appear before the court to give testimony. What reward can any outcome of the controversy offer to either of these old men sufficient to compensate them for the vexation and ill feeling engendered to fret and embitter their declining years?

The foolish partisans who by their prejudices and passions have forced on this controversy between the two old heroes have doubtless believed they were serving the cause of their favorite. Probably Maclay deemed he was giving honor and satisfaction to his hero, Sampson, when he declared Schley to have been a coward at Santiago; and it is equally probable Schley's friends and supporters thought they were acting in behalf of his future fame and his present gratification when they urged him to demand an investigation, and began to assail Sampson and to hold him up to ridicule as a tea-party idler—a dangler at the apron strings of silly women.

Alas for the vanity of human wishes. The two old men will get out of this strife nothing but bitter feelings, for their future fame will show but slightly in American history. As the years roll on and the annals of our country, already crowded with illustrious names, become more crowded still, the space which even the most voluminous historian can afford for an account of the battle of Santiago will grow smaller and smaller, until it will almost vanish, and there will be neither space nor inclination for appraising the comparative merits or demerits of the commander of the fleet who was absent from the fight and of his second in command who actually conducted it to success.

Very little profit then will Sampson and Schley obtain from the controversy while they yet live, and nothing at all after they are dead. The great majority of the American people honor both the old heroes for their long years of service in the cause of the republic and watch with regret the progress of the strife between them. For the foolish partisans who stirred it up the public has nothing but the contempt which is ever visited upon strife-makers and tale-

bearers. The truest and firmest friends of Schley will read with regret of the breaking down of Sampson's health, and the true friends of Sampson can have nothing but condemnation for the fool who deemed he could write into American history that Schley is a coward.

For a long time the fury of the public against a baseball umpire who decided against a favorite has been the subject of jesting, but at a recent game in Indiana an umpire was actually killed by a mob that objected to his decisions. Perhaps in a year or so more an umpire will be deemed fortunate if he isn't burned at the stake.

THE AMERICA'S CUP.

WHILE the American people have so often beaten British challengers of the America's cup that there has grown up among us a confident feeling that we can always win, there is none the less evident in the reports from New York a growing feeling of uncertainty as to the outcome this time. It is true that an English syndicate that raised the sum of \$150,000 to bet on Shamrock II had no difficulty in finding New Yorkers to put up \$250,000 against it, but the rate of betting is not a sure sign of the real odds in the contest. New York is full of rich men who are willing to bet on anything, and when their patriotism is aroused, as in this case, they would meet any bluff the British could put up and give odds at that.

It appears from the trials that while Shamrock II is decidedly a better boat than Shamrock I, it is by no means certain the Constitution is better than the Columbia, or at least but very little better. All experts agree that Lipton has brought over this time the most dangerous challenger that ever came after the cup, but they do not by any means agree that the new defender is superior to her immediate predecessor. Accepting the statements of the experts as approximately correct, it is evident that no matter what rate of odds New York money is able to put on the betting the outlook is by no means satisfactory.

The uncertainty of the situation gives new interest to the contention of T. W. Lawson that the New England yacht, Independence, should have a chance to enter the contest. He says: "There is really no reason why the Independence should not be entered as a competitor in the cup races. It is an international, not a yacht club, race. Anybody having a yacht coming up to the requirements should be allowed to enter it. It should make no difference whether the boat hailed from Boston or San Francisco."

The famous trophy, which has now become the greatest sporting prize in the world, was won by the America in 1851. It has been in our possession for fifty years without intermission. Never once has a challenger succeeded in winning it away. Possibly a greater interest might be given to the contest if we should lose it, but we do not like to have the interest augmented in that way. The struggle is exciting enough as it is.

One satisfactory feature of the situation is that Lipton, the owner of the challenger, is a true sportsman and has conducted the whole affair from first to last in a manner that has won the favor of the American people. If we are to be beaten it will be pleasing to know that the man who succeeded is one to whom we can yield without ill feeling. Still, it is always better to defeat a good opponent than to surrender to him, and it is to be hoped the defending yacht will make in the races a much better showing than she has ever made in her trials.

According to recently compiled statistics the average length of life in this country in 1880 was but little over 33 years, but in 1900 it was more than 35 years, so perhaps by the end of the century the average man will live long enough to make it worth while being born.

FOOD COUNTERFEITS.

OF all the exhibits made at the Buffalo exposition it is said none attracts more attention from thoughtful visitors than the display made by the Agricultural Department of pure and adulterated food products. The exhibit reveals to the public the extent to which the evil of food adulteration and sophistication has gone, by showing specimens of dyes, impurities, chemical preservatives and even poisons which are offered for sale in alimentary articles purchased in the open markets of the country. With the sensation caused by the display there has come a renewed demand for an effective law to protect the public against the frauds, and probably something in that direction will be attempted by legislation at the coming session of Congress. There are of course many difficulties in the way of devising adequate laws on the subject and having them enforced strictly and impartially. The people of the country naturally revolt at the thought of placing industry and commerce under the control of a police censorship, and yet if the evil augments in the future as rapidly as it has in the past quarter of a century it would seem that something will have to be done to protect the producer of honest goods from the ruinous competition of fraudulent manufacturers, and the public from the effects of the untrammelled sale of deleterious substances masquerading in the form of foods.

It is believed the Department of Agriculture might accomplish something by publishing the names of manufacturers whose goods are found to be adulterated. In that way the public would be at least put on guard against certain brands of goods, and thereby enabled to avoid them. As it is there is comparatively little benefit gained by the exhibit at Buffalo. The display is a warning to the people that dangerous adulterations are in use, but it does not afford any man a means of easily identifying which are dangerous when they are offered to him in the market. The Government has authority to expose and to punish a counterfeiter of money; why should it not have power to expose the counterfeiter of foods?

It is stated that since the Supreme Court of Missouri has declared unconstitutional the law imposing a tax upon mortgages the rate of interest on real estate loans has fallen from 8 per cent to 5 per cent. It will be seen that while the law stood the borrower had to pay the tax in the form of interest and something over besides. The daughter of Pierpont Morgan has been visiting Colorado on a hunting expedition, but instead of sending out accounts of her riding and rifle shooting the natives have started a story that she cannot make flappings, and it never seems to have occurred to them that she can buy the things.

A college of heraldry has been incorporated at Albany, New York, and pretty soon it will be as easy in the East to buy a coat of arms as a degree of LL.D.

ANK AND HOSIERY OF THE MEN PART OF THE SHOW AT DEL MONTE

BY SALLY SHARP.

I HAVE just got back from Del Monte, knowing more about gentlemen's calves and ankles and hosiery than I ever believed it possible for one woman to learn in the course of a well spent life. Since my return I have been racking my brains to learn the cause of this generous exposure, and the only satisfactory conclusion that I have been able to arrive at is that the trend of the times demands that the word "leg" become once again a part of a well-bred lady's vocabulary.

Certainly no girl whose mother was a lady could calmly look on that wonderful display of underpinnings and then retire to her boudoir and discuss with her nearest and dearest "limbs." The girls told me that the fashionable knee breeches that our beaus affect have given them a keen insight into man's life. For instance, they claim that they can understand just how a bald man feels when he occupies a front row seat at a comic opera show and just why he wants to be there.

Of course, every girl had a favorite pair of legs. The Prince's dainty and well-turned ankles made many a maid's heart beat a tattoo, while again some preferred the robust Will Crocker calf, or, again, the chunky, bulging knee that goes with the Downey Harvey figure. As for myself, I must confess that if Mayor Phelan would join the ballet I would spend all my pin money for front row seats. There is something so aristocratic about the Mayor's legs. His ankles, I will admit, are a bit—knotty, his knees—knotty, but his firm, shapely calves plainly show to me that he is of a poetic temperament.

But in this matter of legs there is no accounting for taste. I have seen girls stretch their necks way out of their high collars to watch Greenway as he tripped along the links. I should consider that the line from his knee to his ankle is too short for beauty, but many girls maintain that it is all in splendid proportion. I will have to admit, however, that I did not give my undivided attention to Greenway's legs. I was always too busy watching him draw in the sturdy strap that encircled his manly waist—an arrangement he always preceded by the preliminary movements of a sailor about to dance a hornpipe.

I really felt sorry for Dick Tobin. I do not believe that he had one solitary sincere admirer. It was so hard for us girls to make up our minds concerning him. His right one was not half bad, but the left one—well, no one was courageous enough to risk her artistic reputation by speaking one word in its favor. That week of sports was about the dullest thing I ever expect to be in on. We all got bored to such an extent that we confided our tale of woe to one another. Over at the club the evening was spent in the adopted fashion of something so recent as the Mayor's legs. His ankles, I will admit, are a bit—knotty, his knees—knotty, but his firm, shapely calves plainly show to me that he is of a poetic temperament.

Some quick work was recently done on board the British cruiser *Hermione*, at Hongkong. The incident is told in the *Military Record*, relating that the *Hermione* received orders at 10 o'clock in the evening to have steam up for full speed by 6 o'clock the following morning. Two of the boilers were empty and open; the fire bars were out of four of the furnaces; one boiler was in use for auxiliary purposes; five boilers were completely full of water; no fires were laid; the main condensers were empty and the important portions of the gear were in the yard-shop for repairs. By a quarter past 10 the full steaming watch for eight boilers had mustered below, the missing gear was brought from the shop and fitted, and by midnight the center fires were lighted in all the boilers. At 5:25 a. m. the engines were moved with steam from all eight boilers, and thirty-five minutes later the ship was under way. An hour later she was making about 16½ knots, and she covered 448 miles in twenty-five hours. The *Hermione's* boilers are of the Scotch type, or box-boilers, so called.

A naval expert, Arnold White, writes in the *London Chronicle* about the necessity for fast and efficient cruisers, and protests against continuing in service a fleet of 113 vessels more or less obsolete and valueless. Few coast defenders are included as worthless, namely: *Glatton*, *Gorgon*, *Hecate*, *Cyclops*, *Magdala*, *Abyssinia*, *Wivern*, *Rupert*, *Hotsapur* and *Orion*. All four of the torpedo boat destroyers—*Hazard*, *Blaze*, *Stilet* and *Two Gunboats*, two second-class gunboats, thirty-four torpedo gunboats, and all of the *Goldfinch* and *Partridge* gunboat class are claimed to be useless. The writer does not exaggerate the bad condition of the navy, but rather understates; for there are a number of cruisers built in all the world during the recent years which have demonstrated their inability to maintain a decent sea speed and otherwise proved their inefficiency.

The United States naval coaling station in Japan is at Nagasaki, and is one of several parcels of land ceded to the principal naval powers in 1856. No actual title is vested, but a "permanent lease" is given at nominal yearly rental amounting to \$60 for the two parcels occupied by the United States. As our navy had no use for the site it was turned over to the Pacific Mail Company and was occupied by the latter until the close of the late Spanish-American war, when the Navy Department again took possession, and construction of storehouses for 18,000 tons of coal is being proceeded with.

Eleven accidents to water-tube boilers have occurred in the British navy, involving loss of life and injuries since September, 1894, enumerated and classified as follows: Babcock and Wilcox boilers—Four accidents; two killed; seven injured. Thornycroft boilers—Two accidents; three killed; five injured. Babcock and Wilcox boilers—One accident; one killed; five injured. Yarrow boilers—One accident; one injured. Blythen boilers—Two accidents; two killed; several injured. Normand boilers—One accident; several injured.

Five of the accidents occurred at contractors' works before

ANSWERS TO QUERIES.

DIME OF 1845—W. J. G. Monterey, Cal. No premium is offered for a dime of 1845.

EDISON—A. C. S. City. Thomas Edison was born in Milan, Ohio, February 11, 1847.

THE CIVIL WAR—Mrs. F. M. S., Alameda. There are no figures which show the living survivors of the Civil War.

MINING LAND LAWS—E. B. D., Bal-lards, Cal. You can procure the mining laws, national and that of the different States, in book form through any first class bookseller.

PENSIONS—Mrs. F. M. S., Alameda, Cal. The United States grants pensions to those who were injured or wounded in actual service or who become incapacitated by reason of sickness contracted while in the service.

ELECTRIC LIGHT—A. C. S., City. Apparatus for producing electric light was devised in 1848 and shown by State and Petrie in 1848 and by Foucault soon thereafter. Jules Dubou's electric lamp, the most perfect of the kind, was shown at the Paris Exposition of 1855.

LICENSE AND WEDDING—Subscriber, City. In California a marriage license is valid only in the county in which it is issued. Whether an officiating clergyman should be invited to the wedding supper at which there are to be only the groom, bride and immediate relatives of each, is a matter of taste. There is no law of salometry governing such matter.

LATIN PALINDROME—C. H. J., Fort Bragg, Cal. The translation of the Latin palindrome, "Roma tibi subito, motibus amor" is, "Rome, upon thee suddenly, love with its commotion shall come." This is a specimen of the palindromes or stichic verse, a trifling composition which reads the same beginning from either end of the line. This line has been attributed to Aelhelm.

PATENTED ARTICLES—C. H. J., Fresno, Cal. A person may "make for his own use" an article that has been patented, but in doing so he takes the chances of being prosecuted for infringement of patent. Every patent issued from the United States Patent Office contains a grant to the patentee, his heirs or assigns for the period of seventeen years,

to the track the Prince had taken charge of all the arrangements. "How is this?" said the mayor. "You are too late," said the Prince. And then Major Rathbone got huffy, packed his trunk and left. There was not even any gossip to keep us interested. Somebody in greatest secrecy went around telling how Frank Carolan took grand baths. But we all suspected as much, and are trying it ourselves. If it makes our sallow cheeks as pink as Carolan's there won't be any complaint.

The only real fun I did have when I went to the beach to watch the merry bathers. I will have to confess, however, to the way Mrs. Henry Scott clutched the ropes while practicing a step that on dry land would be calculated to damage the chances for a grand male hold my breath. I must not forget to ask Greenway the very first opportunity I get whether that emboldered smoking cap he wore while swimming was the same Joe Tobin worn when playing polo. However, now that I think of it, I am convinced that it cannot be. Tobin's cap was fastened with an elastic, which was twisted around his ears and under his chin. Greenway's cap just stayed on naturally. Besides, with the polo cap Tobin always carried a brooding magnifying toothpick, which he called his stick. I never saw Greenway bring a stick into the water.

Wasn't it a surprise when Mrs. R. Gilman Brown was defeated? I, for one, could hardly realize it. You should have seen her the morning of the famous game as she came to the links. She walked with an easy stride, and had a look that said "it's hardly worth while playing for the championship, for, of course, I shall be the winner."

And after—oh! oh! And after—oh! oh! She came back to town with Dr. McMonaghe, and during the entire trip, from 11:30 to 4:10, she never ceased talking golf.

I considered it a real blessing when we got news that Princess Hatzfeldt had settled with the Huntingtons for six millions. There was something to gossip about. Some outsiders at Del Monte were saying that in elite circles they never talk. They must not have been around when we were discussing the affairs of the Hatzfeldts. I heard so much that I could not remember half of what I wrote down. I recall a very sad part, though, of how fondly it was hoped that a stark would call upon the Princess and help her keep the million that, should she die without issue, was to return to the Huntington estate.

Then there was another thrilling tale of the Prince snubbing Mrs. H. E. Huntington and thereby causing the nephew to be the adopted daughter of an undying hatred. But everything is all patched now. The six millions have no conditions attached to them. I would not be astonished if the Prince actually did snub Mrs. H. E.

ONE OF THE THREE NEW BATTLESHIPS TO BE BUILT FOR GREAT BRITAIN TO BE NAMED KING EDWARD VII

In Addition to These Powerful Naval Engines of War, There Will Be Constructed Six Armored Cruisers of Ten Thousand Tons Each and Ten Improved Destroyers.

delivery, namely: *Biechyn-den*, 2, in 1894, aboard torpedo-boat destroyer, *Sturgeon*; *Normand*, 1, 1894, aboard the *Shark*; *Babcock and Wilcox*, 1, 1894, experimental on shore, and *Bellefleur*, 1, 1888, on board the cruiser *Argonaut*. The mishap to a Yarrow boiler on the *Hornet* in 1895 took place before acceptance. Three accidents to the *Bellefleur* boiler occurred on the *Terrible*, *Mutine* and *Hycinth*, and those to the *Thornycroft* were on the *Aerial* and *Darling*.

A Siamese warship is to be built in Japan. A first request to the latter Government was refused, owing to certain regulations governing such matters, but the request having been repeated, the order will probably be placed with the British Ship-building Company. The Siamese navy consists of about ten vessels of 500 to 600 tons each, and the new ship, intended for the defense of the Menam River, will equal the tonnage of the other vessels collectively.

The Armstrong Company at Elswick is to build a cruiser for the Turkish navy. The vessel is to be of 2500 tons displacement, 330 feet in length, 42 feet beam, 12,000 horsepower and 23 knots speed. The armament will consist of two 6-inch, eight 4.7-inch and six 6-pounders. There is no doubt about Elswick being able to fulfill its part of the contract, but the Turk's promise to pay must have some reputable indorsement.

Three Russian torpedo-boat destroyers, *Kit*, *Delphin* and *Som*, have at last arrived at Port Arthur after a lengthy passage from St. Petersburg. They arrived in good condition. Twelve additional boats of 247 tons displacement are being built at St. Petersburg and will be shipped out in sections to Port Arthur, where a Chinese contractor, under Russian naval supervision, will put up, launch and complete the boats.

The new shipbuilding programme of the British navy embraces three battleships of 16,500 tons each and 13½ knots speed, to cost \$5,500,000 and to be completed in 1904. They have been named *King Edward VII*, *Dominion* and *Commonwealth*. Six armored cruisers of 10,000 tons and 22 knots speed, to cost \$3,500,000 each, will also be laid down, besides ten improved destroyers with large coal capacity.

The steam trial of the new Russian torpedo-boat ship *Janissel* has proved unsatisfactory. The average measured mile speed was only 18.4 knots, and the horsepower fell short 89 on the contract for 4700 horsepower. The failure is laid to the alleged poor quality of coal.

A school for practical and theoretical work for engine-room mechanics has been established at the French dockyard at L'Orient, and there were 2000 applicants for the 300 places to be filled.

The Italian naval expedition to China is estimated to involve an expenditure of \$5,000,000, of which \$1,300,000 is charged by the War Department.

PERSONAL MENTION.

Railroad Commissioner N. Blackstock of Ventura is at the Grand.

M. P. Stein, a prominent merchant of Stockton, is a guest at the California.

J. H. Morton, an extensive fruit-grower of Tulare, is spending a few days at the California.

R. P. Quinn, one of the leading orchardists of the State, is spending a few days at the Grand.

W. M. Muller, adjutant general of the Fifth Brigade of the National Guard of California, is staying at the California.

Samuel M. Shortridge, accompanied by his wife, returned from Sausalito Saturday, where they have been residing for the summer months. They have taken permanent quarters at the Palace.

of the exclusive right to make, use and vend the invention or discovery throughout the United States and the Territories, referring to the specification for the particulars thereof.

COIN QUESTIONS—Subscriber, Thurston. Mrs. M. S., Oakland, and H. B., City. The piece described in communication is a dos reales of the time of Charles III of Spain. It has no numismatic value, but is worth about 20 cents.

A half-dollar of 1853, if it is without arrows at the date and without rays around the eagle, commands a premium of from \$20 to \$30, but with rays and arrows it does not command a premium. A half-dime of 1855 does not command a premium.

There is no premium for a quarter of 1853 that has rays around the eagle.

LOTTERY—A., City. A lottery is defined by the law of California to be: "Any scheme for the disposal or distribution of property by chance among persons who have paid or promised to pay any valuable consideration for the purpose of obtaining any portion of it, or for any share or interest in such property, upon any agreement, understanding, or expectation that it is to be distributed by lot or chance, whether called by lottery, raffle or gift enterprise or by whatever name the same may be known." You can apply this law to the scheme you have in mind and determine if it comes within the law.

A CHANCE TO SMILE.

"Mrs. Wabash looks like such a lovable woman."

"Lovable! I should say she was lovable! That's her long suit. She's had five husbands in seven years!"—Cleveland Plain Dealer.

Mrs. Snags—I could never understand why the Russians call their ruler the White Czar.

Mr. Snags—I suppose that the numerous plots against his life keep him pale all the time.—Pittsburg Chronicle.

"I see that the cup defender Constitution takes trial trips on Sunday. Is it right to indulge in sport on the day of rest?"

"Trips in a cup defender don't come under the head of sport. They are classed as dangerous scientific experiments."—Cleveland Plain Dealer.

De Witt—Yes, my son follows the medical profession.

Gabb—With his black clothes and white lawn he looks more like a minister than a doctor.

De Witt—I didn't say he was a doctor. He's an undertaker.—Philadelphia Press.

Louise (in surprise)—You don't mean to say Grace Pretty married a millionaire old enough to be her father? Good gracious! Why did she do such a thing?

Mabel—Why, she couldn't catch one old enough to be her grandfather.—Brooklyn Life.