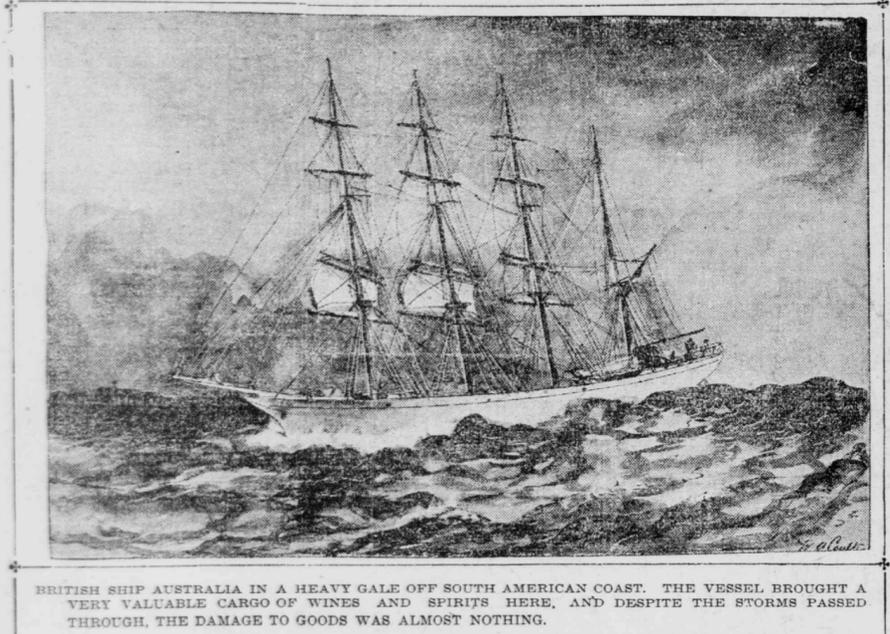


GRANT TO BE RECOMMISSIONED AND ORDERED AGAIN

Big Crowd of Discharged Soldiers and Civilians Awaiting Chance to Get Back Home.



BRITISH SHIP AUSTRALIA IN A HEAVY GALE OFF SOUTH AMERICAN COAST. THE VESSEL BROUGHT A VERY VALUABLE CARGO OF WINES AND SPIRITS HERE, AND DESPITE THE STORMS PASSED THROUGH, THE DAMAGE TO GOODS WAS ALMOST NOTHING.

The United States army transport Grant is not going into retirement after all. On her arrival here from Manila a few weeks ago she went out of commission and all her stores were sent ashore. Nearly all of her crew was put aboard the Thomas, and it was generally understood that repairs and alterations to the extent of \$400,000 were to be made to the vessel.

The British ship Australia, which arrived here from Antwerp on August 20 last, has played in great good luck. During the voyage the vessel was caught in a succession of storms and once she was under way the gale lasted thirty-six hours. In spite of storms and adverse winds the Australia made the run in 124 days. On her arrival Captain Korff found the strike in progress, but nothing daunted, he went to work and discharged wholly of wines, spirits, cordials, bitters and mineral waters, valued at more than \$100,000, and the breakage was almost nothing, and the clerk who tallied the cargo says it came out in better shape than any similar shipment that has come here in years.

The Australia is one of fifteen vessels owned by E. Denniston & Co. of Glasgow, Scotland. Strange to say, all the masters save one are Germans, the exception being a Welshman.

To Wreck the Pyrenees. Captain I. E. Thayer, the marine surveyor, and a party of wreckers will leave here on the 24th inst. on the mail steamship Australia for Tahiti. From Papeete they will go to Manga Eya and attempt to get the British ship Pyrenees off the beach and into deep water.

The Pyrenees left here the beginning of the year for England with a cargo of wheat. The cargo caught fire and the captain ran for Pitcairn in the hope of obtaining assistance. The islanders could not help him, but one of their number was sent to pilot the burning ship to the reef, where it was beached. The crew escaped and some of them went to Australia, while the remainder came to San Francisco. Some months after the disaster the wreck was sold at auction and purchased by Eschen & Minor of this city. The owners intend to condemn the ship and are now making a movement toward saving the vessel themselves.

Improving Sausalito Ferry Service. The Sausalito ferry service is now in splendid shape for the winter. The steamer Sausalito, after a thorough overhaul, went back into commission again yesterday. She was not on the regular run, but took on excursion parties. Today she will take up the San Rafael's time-table and the latter vessel will go to Sausalito. The new boiler is now in place and ready for use and they will be put in at once and an electric light plant will be installed. When the overhaul is completed the San Rafael will be the fastest and most comfortable ferry steamer on the bay. As soon as the San Rafael is in commission again, the Sausalito will have her furnaces fixed to burn oil.

Water Front Notes. Two French sailors from the Colonel de Valenciennes were seen yesterday at the waterfront. They finally decided to visit their compatriots on the Marechal de Burenne, lying at Green Bay. While waiting for a boat to take them they slipped and fell on a fender and were taken to the Harbor Hospital, where his bruises were treated.

The Oceanic Steamship Company's Sonora will be due from the colonies today, but the bringing of Australia nearly \$2,000,000 in English sovereigns.

The Toyo Kisen Kaisha's America Maru is scheduled to arrive from the Orient tomorrow. The chances are, however, that she will get in this afternoon or evening.

NEWS OF THE OCEAN. The Luzon will load lumber at Tacoma for Honolulu. The Marechal Davout, wheat for Europe, \$24,000, the British steamer Milton, barley at this port for St. Vincent for orders, chartered in England.

Wheat for Europe. The French bark MacMahon was cleared Saturday for Queenstown for orders with \$3,250,000 worth of wheat, \$1,000,000 and 15,000 tons of merchandise, valued at \$250,000.

Sun, Moon and Tide. United States Coast and Geodetic Survey—Times and Heights of High and Low Waters at San Francisco, California. Published by official authority of the Superintendent.

Table with columns for Date, Time, Ft., and Tide (H, W). Includes data for Monday, October 14, and a note about the early morning tides.

STEAMER MOVEMENTS. TO ARRIVE. Table listing ship names, destinations, and arrival dates.

Table listing ship names, destinations, and arrival dates for the week of October 14-20.

TO SAIL. Table listing ship names, destinations, and departure dates.

Table listing ship names, destinations, and departure dates for the week of October 14-20.

Shipping Intelligence. ARRIVED. Table listing ship names, origins, and arrival times.

Shipping Intelligence. SAILED. Table listing ship names, destinations, and departure times.

Shipping Intelligence. TELEGRAPHIC. Table listing ship names, destinations, and departure times.

Shipping Intelligence. DOMESTIC PORTS. Table listing ship names, destinations, and departure times.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Shipping Intelligence. PORT TOWNSEND—Sailed Oct 13—Ship Service, from Sydney; ship Hastings Mill, for Sydney.

Kurferst, from New York, via Southampton. MOVILLE—Arrived Oct 13—Stmr Tunisian, from Montreal; Quebec, for Liverpool, and Liverpool, for Genoa and Naples, for New York.

QUEENSTOWN—Sailed Oct 13—Stmr Alerion, from Liverpool, for New York. PORTLAND, Maine—Sailed Oct 13—Stmr Ventura, from Liverpool, for New York.

NEW YORK—Arrived Oct 13—Stmr Bohemia, from Liverpool; stmr Celtic, from Liverpool; stmr La Bretagne, from Havre; stmr Stattenham, from Rotterdam. Sailed Oct 13—Stmr Marquette, for London.

HOTEL ARRIVALS. GRAND HOTEL. Mrs E M Foulkes, Utah. G P Aker & W. Vacav. N N Ketchum, Chicago.

HOTEL ARRIVALS. PALACE HOTEL. J B McCune, Boston. W H Seaman, Seattle. Col & Mrs E D Wheel. er, U. S. A.

HOTEL ARRIVALS. PALACE HOTEL. J B McCune, Boston. W H Seaman, Seattle. Col & Mrs E D Wheel. er, U. S. A.

HOTEL ARRIVALS. PALACE HOTEL. J B McCune, Boston. W H Seaman, Seattle. Col & Mrs E D Wheel. er, U. S. A.

Weather Report. (12th Meridian—Pacific Time. SAN FRANCISCO, Oct. 13, 1901—5 p. m.

The following are the seasonal rainfalls, to date, as compared with those of same date last season, and rainfall in last twenty-four hours.

Table showing seasonal rainfalls and rainfall in last 24 hours for various locations like Eureka, San Francisco, Sacramento, etc.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

THE COAST RECORD. Table listing ship names, destinations, and arrival/departure times.

Compte de la Vaulx En Route From France to Algeria.

Carrier Pigeon Brings Word That All Goes Well With the Aeronaut.

PARIS, Oct. 14.—A dispatch from Toulon says a carrier pigeon arrived there at 5 o'clock last evening from the balloon of Comte de la Vaulx, en route for Algeria.

MARSEILLES, Oct. 14.—A steamer which has arrived here reports having sighted the balloon of Comte de la Vaulx yesterday (Sunday) about 12:30 p. m.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

The success of the experiment has been frequently endangered of late by hitches in the arrangements. Comte de la Vaulx has received semi-official support in the way of subscriptions from the Ministers of War and the Navy.

DECISION FOR GOVERNMENT IN PHILIPPINE TARIFF CASE

Supreme Court Will Sustain Legality of Collection of Duties on Goods From the Islands.

Special Dispatch to The Call.

CALL BUREAU, 1408 G STREET, N. W., WASHINGTON, Oct. 13.—From trustworthy information that has been obtained within the last forty-eight hours concerning the judgment of members of the United States Supreme Court, it appears to be the prediction that the Pepeké or fourteen diamond ring case, involving the legality of the collection of duties on goods imported from the Philippines into the United States after the ratification of the Paris treaty of peace and before the passage of the Spooner act, will be decided by the Supreme Court in favor of the Government.

This is the famous case which the Supreme Court failed to decide when it disposed of other insular cases last May.

The Pepeké case differs materially from the De Lima case, which was decided against the Government in the spring. The De Lima case involved the validity of the collection of duties on goods imported into the United States from Porto Rico after the ratification of the treaty of peace, but before the operation of the Spooner act, by which Congress established a tariff system between that island and the United States proper.

The most important difference between the Pepeké and De Lima cases is found in the fact, as was pointed out by Justice Brown, who held the balance of power in court when the other insular cases were decided, that the United States did not have actual possession of the Philippines and the government there was being conducted under the war power of the nation, while in the case of Porto Rico, the United States was in actual and full possession of the island.

A further distinction pointed out by Solicitor General Richards to-night was that immediately after the ratification of the treaty of peace the Senate adopted a resolution declaring that "it is not intended to incorporate the inhabitants of the Philippine Islands into citizenship of the United States, nor is it intended permanently annex them as an integral part of the territory of the United States."

As was stated on Saturday, the Supreme Court will be prepared to hand down its decision in the Pepeké case early in November. Members of the tribunal have devoted much time during recess to a study of the case.

CONGRESS IS EXPECTED TO ORDER MANY NEW SHIPS. Steel Strike and a Disagreement Over Respective Merits of Turrets Cause Delay.

WASHINGTON, Oct. 13.—It is probable that a liberal building policy with respect to naval ships will be urged upon Congress at the approaching session. No authorization for new construction was given by Congress at the last session owing in part to a disagreement as to the respective merits of single and superposed turrets. Congress contented itself with a direction to the Navy Department to submit full plans for two battleships and two armored cruisers to it at the approaching session, so that the body could itself choose between the designs. Secretary Long, however, does not regard himself as estopped by this direction from recommending the construction of additional warships, and as a full year has been lost in the execution of the naval building scheme laid down by the policy board, and as more time has been lost through the great delay in construction of the ships already authorized and contracted for, owing to the steel strike, the Navy Department has been recommended in order to avoid falling hopelessly behind in the erection of the ideal American navy.

MARK TWAIN'S VOTE MAY BE CHALLENGED. Tammany Men of the Bronx Insist That the Humorist Is a Colonizer.

NEW YORK, Oct. 13.—Mark Twain is worried over the threat of Bronx Tammany men that when he attempts to vote on election day he will be challenged as a colonizer. Clemens rented a house on Riverside-on-the-Hudson, which is the home of W. W. Appleton, head of the publishing firm. He took possession on October 2, when he writes him to register and vote. Said he:

I tried to convert a Tammany policeman at my gate the other day. I used all the eloquence of our tall campaign orator on him to show him how foolish he was. I tried to prove to his satisfaction that there was no never-never in my Tammany man ever getting to heaven. He did not seem to get enthusiastic. He was very judicious policeman—one of those fellows who never let you know what they are thinking about.

I bet a quill's nest that if he is watched at the polls on election day he'll be found voting for Low. If I were a policeman I would get him over to my way of thinking and then vote according to my conscience, but never expose that conscience to public view. I must admit, though, that for the last few days I have felt a cold chill run down my spine whenever I think that I will only be a little more than thirty days in this district when election day comes, which subjects me to suspicion in the eyes of my fellow countrymen that I am a far west as Chicago. We will study the handling of freight and the system of signals. Of course, until we have been about and seen things I cannot state whether we will adopt any of the features of the American system.

The spectroscopic by the aid of which we are able to tell what the sun is made of, was invented in 1826.

ENGLISH RAILROAD MEN TO STUDY OUR METHODS. Will Particularly Investigate the Handling of Freight and the System of Signals.

NEW YORK, Oct. 13.—The White Star liner Celtic, which arrived to-day, brought a party of English railroad men who come here to spend a month studying American railroad methods and inspecting systems. They are George S. Gibb, general manager of the Northeastern Railroad; Norman D. MacDonald, T. M. Newell and E. Worsdell, directors of the line. Speaking of their plan Gibb said:

"We intend to inspect American railroads and will go as far west as Chicago. We will study the handling of freight and the system of signals. Of course, until we have been about and seen things I cannot state whether we will adopt any of the features of the American system."

The spectroscopic by the aid of which we are able to tell what the sun is made of, was invented in 1826.

GLADWIN SHIRTS

South African Situation Shows Small Cause for Optimism.

LONDON, Oct. 13.—The outlook for the money market is now fairly easy. The rate of discount outside the Bank of England last week did not go above 2 per cent. A considerable increase must be recommended in order to avoid falling hopelessly behind in the erection of the ideal American navy.

The Stock Exchange closed with a rally during the last three days of the week after a decidedly unpromising opening. The recovery followed the upward turn in Wall street, which was the only bright spot in the London market.

There was but little of interest in the fluctuations of the week. Canadian were bought in some freedom. Mexican National Bank was sold in some quantity, and settling day, thanks to generous Government dividend disbursements, passed without a strain. There is a strong probability, however, that Paris will soon demand a considerable portion of the gold which London has had the use for some time.

The fact that Russia is only keeping her factories going by Government contracts, indicates, in the opinion of the market, a poor continental market for British products with increasingly keen competition.

On the other hand, the Government must apply for further funds, the Statist believes, to carry on the operations in South Africa, while the mere fact that Great Britain has been in the year of a seemingly endless war adds to the gloom of an outlook already cheerless.

The country, such as it is, is a brief revival which marked the previous week, begins the Frankfurter Zeitung's Bourse report, "the market has week complete depressions and despondence. The hopes which many had begun to cherish again, anywhere else was the slightest trace of permanent improvement perceptible."

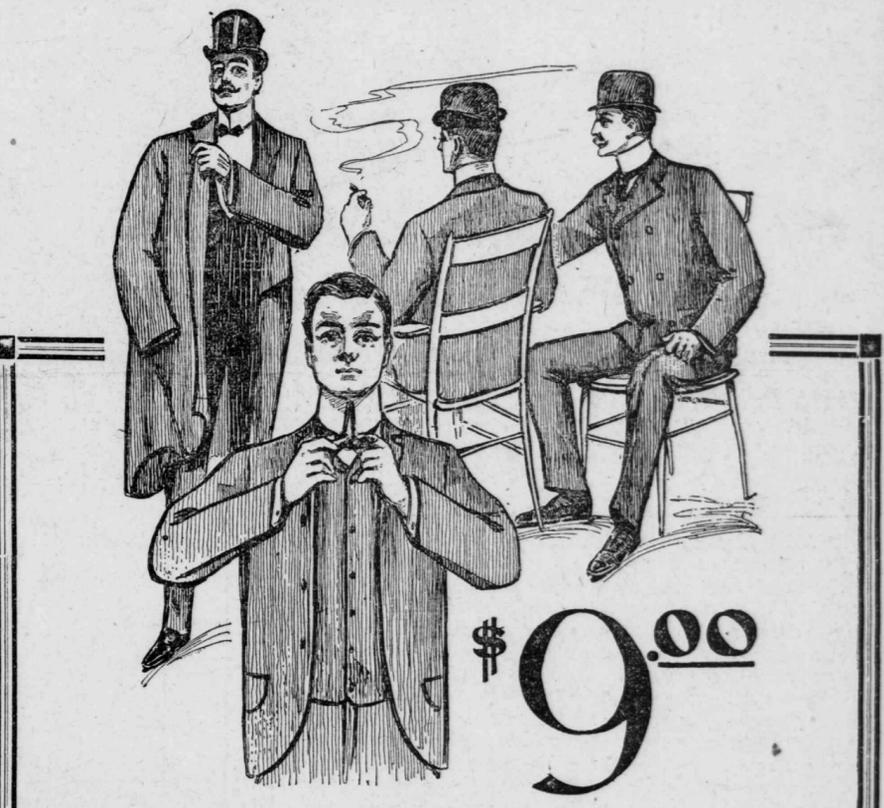
The bad news referred to was the reduction of dividends or the passing of the iron trade. Such instances are multiplying. The production of raw sugar during September was \$5,500,000, as compared with \$5,500,000 for the same month of last year. The Central Blatt Fier Die Zucker-Industri estimates Europe's production as follows: Germany 2,125,000 tons; Austria 1,225,000 tons; France 1,900,000 tons; Russia 1,000,000 tons; Belgium 250,000 tons; Holland 200,000 tons; and other countries 450,000 tons; total 7,550,000 tons, as against 6,069,000 tons last year. The improvement in the sugar market continues.

TRAMP GOES TWO WEEKS WITHOUT FOOD OR WATER. Imprisoned in a Freight Car on Which He Was Stealing a Ride to Denver.

DENVER, Colo., Oct. 13.—Strange news inside an ore car standing on a sidetrack in the railroad yards at Pueblo led to an investigation yesterday. A Federal official had to be sent from Denver, as the car was locked with the Government seal.

When the car was finally opened a tramp was found lying helpless upon the chunks of silver lead ore. He had been given him, he explained, that he had been part of September he became filled with a desire to get out. Seeing the car door open he crawled in, and since that time had been unable to get out. He said on the car showed that it had been closed on September 30, so the man had been thirteen days without food or water.

There were 515 containers in Scotland in 1900, or one to every 84 persons.



Our nine-dollar suit is not an ordinary suit for nine dollars. It is distinctly different from any other nine-dollar suit you ever saw—different and better in workmanship, materials, style and other points of superiority.

This suit has been the result of a great deal of planning, figuring and studying on our part. We have gotten the cost down so that we can sell the suit for \$9.00 by buying the cloth in large quantities direct from the mills—we buy for four large stores—two retail stores in San Francisco, one retail and one wholesale store in New York. Through buying the cloth so advantageously we can sell the suits at retail for the same price wholesalers must pay—you get this benefit. At last we have succeeded in making the suits from all the popular materials—serges, chevots, tweeds and worsteds in solid colors and mixed patterns. Every taste or fancy can be satisfied.

The suits are union-made and bear the label. They are guaranteed with a money-back and a repairing guarantee. They are the most stylish and desirable suits we ever sold for \$9.00. That's saying a good deal, too—but the clothes back it up.

Our Boys' and Youths' Department

The second floor of our store is devoted to children's, boys' and youths' clothing, furnishings and hats. Our idea is to make buying as easy as possible for mothers. Whatever the age of the boy is, she can bring him to this department and outfit him complete, with the exception of shoes. The stock contains an assortment of everything in these various lines; it is thoroughly up-to-date and seasonable. The prices are low. They are consistent with our policy of small profits and many sales. Our earnest endeavor is to make this the most economical store in town. One purchase, however small, will get you acquainted with our methods and values.

Children's and boys' suits from \$1.35 to \$10.00. Young men's suits from \$5.50 to \$20.00. There is an equally big range of saving prices in the other departments.

Advertisement for S. J. Wood's clothing store, 718 Market Street. Includes text: 'Write for our new illustrated catalogue: "What to Wear"—It is interesting.' and 'Out-of-town orders filled—write us for anything in men's or boys' clothing, furnishings or hats.'