RAILWAY PARTY PASSES NEEDLES

Speeding On to Welcome Eastern Passenger Agents.

Train Carries Souvenirs and Flowers to Be Given to Visitors.

Special Dispatch to The Call.

NEEDLES, Nov. 8.—The train bearing railroad men from San Francisco and Los Angeles passed through here this evening. They are going east as far as Winslow, Arizona, to greet the Eastern delegates en route to Los Angeles for the annual convention of the American Association of Traveling Passenger Agents.

The Los Angeles committee met the San Francisco delegation at Barstow at noon to-day. The Los Angelenos are: B. F. Coons, commercial agent Southern Pacific, Santa Barbara; Fred Frye, commercial agent Southern Pacific, San Diego; T. J. Clark, general agent Rock Island, Los Angeles; T. J. Fitzgerald, Pacific Coast passenger agent, Texas and Pacific, Los Angeles; C. Haydock, commercial agent Illinois Central, Los Angeles; H. E. Warrington, commercial agent Southern Pacific, Los Angeles; T. C. Peck, assistant general passenger agent, Salt Lake Route, Los Angeles; F. E. Thompson, traveling agent Chicago, Burlington and Quincy, San Jose; Amos Burr, traveling agent New York Central and Hudson River, Los Angeles; Mr. Lathrop, traveling passenger agent Wilmington Transportation Company, Los Angeles; Ross C. Cline, Pacific Coast passenger agent Wabash Railroad; W. W. Elliott, freight and passenger agent Chicago, Burlington and Quincy; J. P. McCann, traveling passenger agent Piedmont Air Line; Mrs. Coons, Mrs. Frye, Mrs. Clark, Mrs. Fitzgerald, Mrs. Haydock, Mrs. Warrington, Mrs. Thompson, Mrs. Cline, Mrs. Elliott, Mrs. J. W. Monohan.

The Los Angeles railroad men have their car filled with handsome souvenirs to give their Eastern brothers. The presents include dainty scarf pins for the men, hat pins and choice cut flowers for the ladies. The San Francisco committee has a vast array of beautiful chrysanthemums for the ladies.

The California reception committee will breakfast to-morrow in Flagstaff and will be driven in stages to see the ruins of the haunts of the cliff dwellers. It will then resume its journey to Winslow and go through the Grand Canon with the Eastern delegates, as guests of the Santa Fe Railway.

On the train going East were two operators of a biograph, who will take panoramic scenes of the Grand Canyon.

A Reformed River.

Naturally, the fact which first rivets attention in the story of the steamboat steward who was arrested for throwing the remnants of a meal into the Chicago River and thus contaminating it is that the story is true. The arrest was not made in a facetious spirit by a practical joker. It was an official act performed in sober earnest. The theory that the river had been subjected to contaminating influences calculated to lessen its purity was not propounded in a spirit of sarcasm but as a fact.

Considering that only two short years ago it was not believed that there was any known substance which could contaminate the Chicago River, it is now possible to form some estimate of the marvelous change which has been wrought in that regenerate stream. Then it was not the river but the thing that went into it that suffered contamination. It was simply impossible to impair its purity, because it had none. Refuse thrown into it from shore was popularly believed to improve its general character as a river. Taking note of the sweeping nature of the change which has been made in so short a time, the possibilities as to the future condition of the river are not even yet foreseen. It is not wildly visionary to imagine a day when vessel owners will be forbidden to sail into the harbor unless they have had their ships thoroughly cleansed and treated with antiseptics, and persons who fall into the river will be fined on the charge of defiling its purity.

The time for derisive comment derogatory to the character of the Chicago River has undoubtedly passed. Henceforth its name will be a synonym for purity and cleanliness and itself an object of envy for cities bordering on less pure and pellucid streams.—Denver News.

Branch Dead Letter Office.

More than 10,000 letters mailed at the local delivery at Chicago are sent to the dead letter office at Washington every month. The Postmaster of Chicago—who, by the way, has only been in the office a few months—has ventured to suggest to the Postmaster General that the dead letter office at Washington be decentralized by the establishment of a branch dead letter office in all the principal postoffices of the country. We doubt very much whether the suggestion will meet with favorable consideration. There is no saving to be effected by the scheme, but, on the contrary, it would involve greater outlay than is now incurred by the Government. While it might enable the Postmaster General to do away with a small part of the force employed in the dead letter office, it would involve the employment of additional clerks in every important postoffice that would be designated as a branch. The additional expense to be incurred could not possibly be offset by the saving on pound rates paid by the Government for the transportation of dead letters.—Nashville News.

Not Discharged by Bankruptcy.

Two courts, one in Illinois and the other in Massachusetts, have recently decided that alimony to a divorced wife is an obligation that cannot be discharged in bankruptcy proceedings. The Illinois Judge lays down the matter succinctly and convincingly in the following words: "Alimony cannot be regarded as a debt owing from the husband to the wife, which may be discharged by an order in bankruptcy, whether the alimony accrues before or after the bankruptcy proceedings. The duty which the law imposes upon a husband and father to support his wife and children is not such a debt as is contemplated by the bankruptcy act. It is a social obligation as well as a pecuniary liability; it is founded upon public policy and is for the good of society."—Newark News.

Charity and bookbinders cover a multitude of faults.

SAUSALITO COMES TO THE FORE AS AN UP-TO-DATE BAY RESORT

Sea Serpent of the "Genuine" Variety Makes Its Appearance and Pursues a Luckless Swimmer.

Special Dispatch to The Call.

SAN RAFAEL, Nov. 8.—A "genuine" sea serpent has made its appearance off the shore of Sausalito and as a consequence E. H. Shoemaker, superintendent of the Narrow Gauge Railroad, has given up swimming in the cooling brine.

Several days ago Mr. Shoemaker had the distinction of holding close communion with the monster of the deep. It was a race for life and the railroad man won.

For years Mr. Shoemaker has been in the habit of taking an occasional swim in the bay at Sausalito. While thus engaged several days ago his attention was attracted by the warning cries of some men in a nearby boat. At that instant a dark object surged past him like a submarine boat. Mr. Shoemaker struck out for the shore. The monster circled around him, passing back very close to the now rapidly swimming man. As Mr. Shoemaker reached the shallow water on the beach and looked back he beheld a sight that made his blood run cold. The strange sea creature, whatever it was, was directly behind him, snapping its alligator-like jaws and struggling to reach him. After lashing the water for a while in its fury it departed.

Mr. Shoemaker says that it was not a shark. It was about twenty feet long and had a head exactly like an alligator, with great jaws filled with heavy teeth.

The good people of Sausalito are well up on both land and water sharks and most other sea monsters, but this freak of the ocean is a "new one on them."

BONDS SISKIYOU COPPER CLAIMS

Captain De La Mar Will Develop the New Fields.

Special Dispatch to The Call.

REDDING, Nov. 8.—Captain De La Mar, the multi-millionaire mining man, has bonded the immense copper deposits known as the McVey claims, at the head of Joe Creek, a tributary of Elliott Creek, in the Siskiyou Mountains, near the State line. The property is now owned by W. H. Hamilton, S. McVey, L. F. Cooper and G. B. Adams of Crescent City. The price to be paid is $200,000, and a deposit of $10,000 will be made on Monday.

This copper deposit was discovered three years ago, and during the past summer an immense lense-shaped deposit of sulphide ore was uncovered on the property. It is located at an altitude of from 4500 to 5100 feet and is well situated for mining purposes and the establishment of an immense smelting plant. The district is at the present time attracting much attention from copper miners, and reliable experts pronounce it one of the richest copper fields in the United States, with every prospect of becoming a second Anaconda and rival of the Shasta County Iron Mountain mine.

The natural outlet for these mines is via Jackson and Josephine counties, Oregon, they being on the west side of the Siskiyou Mountains. California interests are now agitating the building of roads into the district in order to divert the prospective trade of the locality from Southern Oregon into Northern California.

Recent discoveries in the Joe Creek region have been of unusual promise. The discoverers asked money to establish smelting plants and build railroads. Captain De La Mar is a conservative operator, and the fact that he takes the initiative shows that the reports of his experts upon the propery must have been very favorable.

Already a rush to the Joe Creek country from adjacent mining districts has begun.

SANTA FE ACQUIRES AN ARIZONA ROAD

Prescott and Phoenix Railway Property Is Transferred to President Ripley.

PHOENIX, Ariz., Nov. 8.—The Santa Fe, Prescott and Phoenix Railway was to-day formally turned over to the Atchison, Topeka and Santa Fe Company, President E. P. Ripley of the Santa Fe accepting the former line from Frank W. Murphy, president of the short road. The presidents of both roads, together with other officials, including Third Vice President Morton of the Atchison road, left this morning on an inspection tour of the system.

The Atchison company has obtained all but Murphy's part of the capital stock, seventy-one shares, of the Santa Fe, Prescott and Phoenix, and $2,963,000 of the 5 per cent second mortgage bonds. The road is more than 200 miles long, reaching from Ash Fork to Phoenix, besides a half-dozen branches, and is said to be the second largest dividend-paying road in the United States. The retiring owners of the road will build at once a road from Phoenix to Benson, through the Salt River and Gila valleys, and tapping the Southern Pacific at Benson, and then another line west, touching the Southern Pacific again at Yuma.

Railroad to Nome.

TACOMA, Nov. 8.—Final surveys of the Nome-Council City section of the road which the Alaska-Siberia Railroad Company last summer announced it would build, from Cook Inlet to Bering Strait have been completed and construction is to be commenced soon after the opening of Bering Sea to navigation. The information comes from G. S. Canfield, a passenger from Nome, who had charge of the survey work.

Sproul Not Guilty of Murder.

SANTA ANA, Nov. 8.—The jury in the case of Atwood P. Sproul, charged with killing Fred Lutz, returned a verdict of not guilty last night. Lutz was stabbed to death during a street fight in this city on October 5 last. The trial occupied but three days, the defense making a strong plea of justifiable homicide.

Flames Raze Old Landmark.

GEYSERVILLE, Nov. 8.—The old Feldmeyer building was destroyed by fire yesterday. The structure was erected in 1875 from the lumber made from a single redwood tree and was a well known landmark.

CHRISTIAN WORK WINS HILL'S AID

President of the Great Northern to Help Young Men.

Special Dispatch to The Call.

TACOMA, Nov. 8.—James J. Hill, president of the Great Northern Railway, has at last been convinced that the railroad department of the Young Men's Christian Association work is a good thing and, as a consequence, plans are being drawn by the company's architects for three buildings to be erected at three division points—one in Montana and two in Minnesota. This information is brought to Tacoma by W. M. Parsons, State secretary of the California Young Men's Christian Association, who arrived this morning.

Referring to the development of the work on the Great Northern, Mr. Parsons told of the way in which Mr. Hill was convinced as to the efficiency of the Young Men's Christian Association for the men in the service of his road. Cyrus McCormick of reaper fame, T. B. Walker, the lumberman of Minneapolis, and C. J. Hicks, international railroad secretary of Young Men's Christian Associations, called upon Mr. Hill, who said to them in substance:

"Gentlemen, I am glad to see you personally, but I may as well tell you at the beginning that I have no use for your work for my men."

Mr. McCormick asked him to at least listen to a statement concerning the results of the work on other systems. Within an hour Mr. Hill consented to the erection of buildings at three division points, provided Mr. Hicks could get the men themselves interested sufficiently to promise to join the associations when organized. At the point in Montana within a very short time all the railroad men in the place except two agreed to join the association if established. Similar success was had at the other places.

LOSS OF WATSONVILLE'S HIGH SCHOOL BUILDING

Handsome Structure Destroyed by a Supposedly Incendiary Blaze.

WATSONVILLE, Nov. 8.—The Watsonville High School building, one of the most modern educational buildings in this section of the State, was destroyed by fire early this morning. The fire is supposed to have been of incendiary origin. It started in the principal's office on the floor below the laboratory. After communicating to the laboratory room the flames spread rapidly, owing to the explosions of the liquids and chemicals.

The loss on the building is $25,500, covered by $15,000 insurance. The loss on library, fixtures and children's school books will be $5000.

The School Trustees will take immediate steps toward the erection of a new building, which is likely to be built of stone and brick and will exceed the cost of the destroyed structure.

COMBINE OF SOUTHERN CALIFORNIA GROCERS

Form a Corporation With the Object of Eliminating the Middle Man.

PASADENA, Nov. 8.—J. D. Nash, a grocer, has launched a unique scheme for eliminating the middle man. A corporation has been formed, with a capital of $300,000, consisting of one retailer in each large Southern California town. It will have a store in Los Angeles and order goods in carload lots from the East for distribution among members of the company. Los Angeles, Pasadena, Riverside, Redlands, Pomona, Santa Ana and other towns are in the combine. Established wholesale grocers will be seriously affected.

Troops Ordered to Philippines.

VANCOUVER, Wash., Nov. 8.—In accordance with orders received from the War Department to-day eight companies of the Twenty-eighth Infantry, together with the headquarters, band, field and regimental staff quarters, will leave here next Tuesday for San Francisco to embark on the transport Grant for Manila, which sails November 15. The remaining battalion of the regiment, consisting of Companies E, I and H stationed at Boise Barracks, Idaho, and Companies F and G at Fort Wright, Wash., are directed to sail from Portland on the transport Rosecrans for the Philippines.

President Ripley Denies Rumor.

LOS ANGELES, Nov. 8.—President E. P. Ripley of the Santa Fe Railroad said to-day in reply to a query on the subject: "No alliance exists between the Santa Fe and the Pennsylvania Railroad and none is contemplated. This alleged news has made its appearance periodically in the last three years. There is nothing in it."

He and those in his party left Los Angeles to-day for Phoenix, where they will make a thorough inspection of the Santa Fe, Prescott and Phoenix.

Memorial Tablet at Stanford.

STANFORD UNIVERSITY, Nov. 8.—A memorial tablet bearing the inscription, "To the study of ornithology this room is dedicated in tender memory of Barbara Jordan, who knew and loved the birds," has arrived at the university and will be placed in one of the new buildings. The work was designed by Professor Bolton Coit Brown, after which it was sent to Japan and very perfectly chiseled in bronze by a Japanese artist.

Believes He Was Libeled.

SACRAMENTO, Nov. 8.—Henry Hebb, a down river farmer, this afternoon brought suit against a neighbor, J. E. Crew, for $5000 damages, because Crew told him he "was the meanest man on earth and ought to have been dead and buried long ago."

Wins the Autumn Cup.

LONDON, Nov. 8.—T. Simpson Jay's Floriform won the Liverpool autumn cup of 1200 sovereigns at the Liverpool autumn meeting to-day. Lord Stanley's Pellison was second and Colonel H. McCalmont's St. Maclou was third. The distance was one mile and three furlongs.

SUGAR FACTORY NEAR TEHAMA

Vast Tracts Will Be Devoted to Beet Culture.

Special Dispatch to The Call.

REDDING, Nov. 8.—The people of Tehama County are congratulating themselves upon the fact that a large beet sugar factory is soon to be built near Tehama. The speculation and experiments of the past year appear to have crystallized into action that will have the factory complete in time to handle the beet crop of next season. John Finnell, who, with his sons, owns the Finnell tract of 20,000 acres near Tehama, is in San Francisco, where he is said to be concluding arrangements with the company that will build the factory. Contractors are on the ground at Tehama, figuring on the construction of the buildings. It is believed that Dwyer Brothers of the American Sugar Company are the men who will build the factory, because they were merely waiting for the Alameda Sugar Company to gather its crop on the Finnell tract and give up possession before entering into a contract with the Finnells.

The establishment of a factory and refinery in Tehama will be welcomed by nearly all the northern counties, because it will open the lands of the farmers within a wide radius to the profitable industry of beet culture. With the factory offering fair prices, large tracts of land along the river southeast of Anderson, in Shasta County, will be planted to beets. The soil there has already been tested and beets grown in it contain an unusual percentage of saccharine matter.

During the past year the Alameda Sugar Company raised a crop on 15,000 acres of the Finnell tract. The harvest amounted to 112,500 tons, or an average of seven and a half tons to the acre. This was not wholly satisfactory. The crop, it is said, would have gone from nine to fourteen tons per acre but for mismanagement in sowing and cultivating the great tract.

Some of the beets weighed twenty-five pounds, showing the adaptability of the soil. Several hundred men were employed in planting, hoeing and gathering the crop. This was the first experiment on a large scale in Northern California.

MASONS CELEBRATE FIFTIETH ANNIVERSARY

Members of Eureka Lodge in Auburn Gather for a Notable Affair.

AUBURN, Nov. 8.—Eureka Lodge, No. 16, Free and Accepted Masons, last night celebrated the fiftieth anniversary with a banquet. Among the notables present were Grand Master Wills and Past Grand Masters Neff, Atkinson, Preston and Davies. There were upward of 200 persons in attendance. Lieutenant Governor Neff acted as toastmaster, and responses were made by all the grand officers, by the local master of the lodge, W. A. Crowell, by Judge Prewett, J. M. Fulweiler, P. W. Smith, Senator Lardner, D. W. Lubeck and others.

Eureka Lodge was instituted November 7, 1851. George W. Applegate, who was present, is the only living persons who was a member of the lodge when it was organized. Another noticeable feature of the occasion was the presence of four ex-Sheriffs of Placer County, J. H. Neff, William Sexton, J. C. Boggs and B. D. Disnam.

Baptists Denounce Mob Rule.

CHICO, Nov. 8.—The State Baptist Convention this morning adopted the following resolution:

Whereas, The shame of lawlessness has crystallized in anarchy; mob violence is growing to a degree of danger and ruining our Christian land, especially in the South; therefore be it

Resolved, That this convention denounce both acts as un-Christian, un-American and in every way destructive to our great institutions.

Smallpox in Eldorado.

SACRAMENTO, Nov. 8.—Word has been received here that several cases of smallpox have appeared in the little town of Eldorado, near Placerville. There are two or three cases of the disease in one family. The victims have been quarantined.

STEAMER SINKS WITH HER CREW

Forty-Nine Men Perish on the Tsurohika Maru.

Only One Sailor of the Japanese Vessel Gains the Shore.

Special Dispatch to The Call.

VICTORIA, B. C., Nov. 8.—The steamer Adelaide, which arrived from the Orient to-day, brought news of the loss of the 2000-ton Japanese steamer Tsurohika Maru, owned by Ohkura & Co. of Tokio. All hands were lost excepting one man of her crew of fifty, who was washed ashore on the wreckage at Fukuye and who gave news of the disaster.

After taking on coal at Moji, the Tsurohika cleared early on the 6th for Keelung. On the morning of the 7th she went ashore on Mejima island, Goto Archipelago, and became a total wreck.

The cargo consisted of two locomotives for the Formosan Railway and a large quantity of miscellaneous goods. The vessel was bought in February, last, for 130,000 yen.

The scene of the wreck is an island about fifty miles from the Fukuye, Coto island. There were no passengers on the steamer. The torpedo boat destroyer Murakumo left Sasebo for the scene of the disaster. The Sasebo naval station authorities were awaiting intelligence in the signal house at Ose, Goto island, before dispatching further assistance, when the Queen Adelaide left Kobe.

Mexican Aristocrats.

The cultivated Mexican, priding himself on his "educacion," looks for its manifestations in the person who claims his friendship and intimacy. He insists on good breeding among his own people, or they may not pass his threshold; all the more is he likely to insist that the foreigner who would visit him be a man of polish and with the ability to say and do things the right way.

A Mexican of excellent family was saying to me the other day that going to an interior state he had sojourned at a hacienda where the men there assembled, on engineering and other matters, were not of his kind, and "so I did not eat at the same table," for they were not "caballeros," or gentlemen. "I demand brains and good breeding in my associates, or I live alone!"

This gentleman speaks English perfectly and reads our best authors and he is equally well grounded in other foreign languages. He has none of that snobbish pride that offends, would not hurt another's felings and does not insist on nicety of dress, but does demand of his associates that fine breeding and perfect tact that characterize people who have inherited the courtly traditions of old Spain.

It struck me that he went too far, that the technically trained men he met in the country were quite good enough to associate with, but to all objections he would reply: "They were not of my kind!"

A Mexican lady of the old nobility of the country, wealthy and of long residence abroad, witty, of linguistic accomplishments and much social experience in Europe as at home, said:

"I do not invite foreigners to my table, not even diplomats, for they are too critical of the service, and here you know that it is impossible to have such well-trained servants as in France or England. I have been hurt in my feelings at my own table at the quiet amusement of guests when something went wrong, some blunder in service. And, as foreigners will make no allowances for our domestic shortcomings, I close my doors to them. In Paris I should entertain foreigners, for there I could be sure of my servants. But we Mexicans do not want to be laughed at, and that, perhaps, by people who are not at home, in their own countries, of our class. One does not know who they are or what is their origin. The lower their extraction the greater their presumption here."

Definition of Mugwump.

The late Secretary Evarts liked fun, and there was a dry wit in his public utterances at times that nearly convulsed those who clearly understood his meaning. It was almost impossible for him to avoid being deep, even in humor, and many a good fling at political opponents was lost because he talked above the heads of his audience, or because his sentences were too involved. At the time when the Mugwumps were just beginning to show their teeth he delivered one of his long political speeches from the stage of the Grand Opera-house and in the course of it remarked that he believed the Republican party need not fear the Mugwumps, as the latter were only a lot of "marsupials." Some 3500 men heard the word, and after the meeting groups got together to discuss the meaning of it and its application. Some went home to look in their dictionaries, while others called on Mr. Evarts for an explanation. "Marsupials," said he, "are born extremely small, imperfect and quite helpless, and have to be carried in pouches on the bellies of their mothers."—Pittsburg Press.

The Forbidden Fruit.

A fruit supposed to bear the mark of Eve's teeth is one of the many botanical curiosities of Ceylon. The tree on which it grows is known by the significant name of "the forbidden fruit," or "Eve's apple tree." The blossom has a very pleasant scent, but the really remarkable feature of the tree, the one to which it owes its name, is the fruit. It is beautiful and hangs from the tree in a peculiar manner. Orange on the outside and deep crimson within, each fruit has the appearance of having had a piece bitten out of it. This fact, together with its poisonous quality, led the Mohammedans to represent it as the forbidden fruit of the Garden of Eden and to warn men against its noxious properties. The mark upon the fruit is attributed to Eve. Why the bite of Adam did not also leave its mark is not known, but as only one piece seems to be missing its loss is ascribed to the woman—Buffalo Commercial.

ADVERTISEMENTS.

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Very small and as easy to take as sugar.

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All Druggists. Refuse Substitutes.

STATEMENT
—OF THE—
CONDITION AND AFFAIRS
—OF THE—
AMERICAN
INSURANCE COMPANY

OF BOSTON, IN THE STATE OF MASSACHUSETTS, on the 31st day of December, A. D. 1900, and for the year ending on that day, as made to the Insurance Commissioner of the State of California, pursuant to the provisions of Sections 610 and 611 of the Political Code, condensed as per blank furnished by the Commissioner.

CAPITAL.

Amount of Capital Stock, paid up in Cash	$300,000 00

ASSETS.

Cash Market Value of all Stocks and Bonds owned by Company	$553,866 50
Cash in Company's Office	1,392 36
Cash in Banks	19,189 39
Interest due and accrued on all Stocks and Loans	2,802 82
Premiums in due Course of Collection	46,640 11
Due from other Companies for Reinsurance on losses already paid	142 33
Total Assets	$624,633 51

LIABILITIES.

Losses adjusted and unpaid	$3,232 17
Losses in process of Adjustment or in Suspense	11,904 32
Gross premiums on Fire Risks, running one year or less, $170,384 62; reinsurance 50 per cent	85,192 31
Gross premiums on Fire Risks, running more than one year, $151,748 05; reinsurance pro rata	84,115 60
Due and accrued for salaries, rent, etc.	5,308 61
All other liabilities	19,678 47
Total Liabilities	$209,431 48

INCOME.

Net cash actually received for Fire premiums	$211,996 15
Received for interest and dividends on Bonds, Stocks, Loans, and from all other sources	21,615 13
Received from all other sources	820 26
Total Income	$234,431 54

EXPENDITURES.

Net amount paid for Fire Losses (including $20,941 90, losses of previous years)	$131,184 25
Dividends to Stockholders	9,000 00
Paid or allowed for Commission or Brokerage	47,028 51
Paid for Salaries, Fees, and other charges for officers, clerks, etc.	20,681 14
Paid for State, National and Local taxes	8,918 75
All other payments and expenditures	34,643 85
Total Expenditures	$251,456 50

Fire.

Losses incurred during the year....$123,531 42

Risks and Premiums.	Fire Risks.	Premiums.
Net amount of Risks written during the year	$28,844,803	$304,187 12
Net amount of Risks expired during the year	25,241,598	264,115 54
Net amount in force December 31, 1900	30,386,855	322,132 67

FRANCIS PEABODY, President.
HENRY S. BEAN, Secretary.

Subscribed and sworn to before me, this 4th day of February, 1901.
GEORGE M. AMERIGE, Notary Public.

PACIFIC COAST DEPARTMENT.
BAGGS & STOVEL,
General Agents,
411 CALIFORNIA STREET,
San Francisco, Cal.

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The Santa Fe.

OCEAN TRAVEL.

Pacific Coast Steamship Co.

Steamers leave Broadway Wharf, San Francisco:

For Alaskan ports—11 a. m., Nov. 2, 7, 12, 17, 22, 27, Dec. 2. Change to company's steamers at Seattle.

For Victoria, Vancouver (B. C.), Port Townsend, Seattle, Tacoma, Everett and New Whatcom (Wash.)—11 a. m., Nov. 2, 7, 12, 17, 22, 27, Dec. 2. Change at Seattle for this company's steamers for Alaska and G. N. Ry.; at Seattle or Tacoma for N. P. Ry.; at Vancouver to C. P. Ry.

For Eureka (Humboldt Bay)—1:30 p. m., Nov. 3, 8, 13, 18, 23, 28, Dec. 3.

For San Diego, stopping only at Santa Barbara, Port Los Angeles and Redondo (Los Angeles)—Steamer Santa Rosa, Sundays, 9 a. m. Steamer State of Cal., Wednesdays, 9 a. m.

For Los Angeles, calling at Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford (San Luis Obispo), Gaviota, Santa Barbara, Ventura, Hueneme, East San Pedro, San Pedro and Newport—Steamer Corona, Saturdays, 9 a. m.

For Ensenada, Magdalena Bay, San Jose del Cabo, Mazatlan, Altata, La Paz, Santa Rosalia and Guaymas (Mex.)—10 a. m., 7th each month.

For further information obtain the company's folders.

The company reserves the right to change steamers, sailing days and hours of sailing, without previous notice.

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STEAMER TICKETS INCLUDE BERTH and MEALS.
SS. COLUMBIA Sails..Nov. 14, 24, Dec. 4, 14, 24
SS. GEO. W. ELDER.....Sails Nov. 9, 19, 29, Dec. 9
Steamer sails from foot of Spear st., 11 a. m.
D. W. HITCHCOCK, Gen. Agt., 1 Montgm'y, S. F.

TOYO KISEN KAISHA.

STEAMERS WILL LEAVE WHARF, CORner First and Brannan streets, at 1 p. m. for YOKOHAMA and HONGKONG, calling at Kobe (Hiogo), Nagasaki and Shanghai and connecting at Hongkong with steamers for India, etc. No cargo received on board on day of sailing.
SS. HONGKONG MARU.....Saturday, November 16, 1901
SS. NIPPON MARU.....Wednesday, December 11, 1901
SS. AMERICA MARU.....Saturday, January 4, 1902
Round-trip tickets at reduced rates. For freight and passage apply at company's office, 421 Market street, corner First.
W. H. AVERY, General Agent.

AMERICAN LINE.
NEW YORK, SOUTHAMPTON, LONDON, PARIS.
Stopping at Cherbourg, westbound.
From New York Wednesdays at 10 a. m.
St. Paul.....Nov. 2 | St. Paul.....Dec. 11
Haverford.....Nov. 27 | St. Louis.....Dec. 18
Philadelphia....Dec. 4 | Philadelphia....Dec. 25
RED STAR LINE.
New York and Antwerp.
From New York Wednesdays at 12 noon.
*Vaderland.....Nov. 20 | Friesland.....Dec. 11
Haverford.....Nov. 27 | Southwark.....Dec. 18
*Zeeland.....Dec. 4 | *Vaderland.....Dec. 25
*Stopping at Cherbourg, eastbound.
INTERNATIONAL NAVIGATION CO.
CHAS. D. TAYLOR,
General Agent Pacific Coast, 30 Montgomery st.

Oceanic S.S.Co. HAWAII, SAMOA, NEW ZEALAND AND SYDNEY. DIRECT LINE TO TAHITI.
S. S. VENTURA, for Honolulu, Samoa, Auckland and Sydney...Thursday, Nov. 14, 10 a. m.
S. S. ALAMEDA, for Honolulu.....Saturday, Nov. 23, 2 p. m.
S. S. AUSTRALIA, for Tahiti.....Nov. 29, 10 a. m.
J. D. SPRECKELS & BROS. CO., General Agents, 327 Market st.
Gen'l Passenger Office, 643 Market St., Pier No. 7, Pacific St.

PANAMA R. R. STEAMSHIP LINE
TO NEW YORK VIA PANAMA DIRECT.
Cabin, $105; Steerage, $40; Meals Free.
S. S. Argyll sails Saturday, Dec. 7
S. S. Leelanaw sails
S. S. Argyll sails
From Howard-street wharf (Pier 10,) at 2 p. m.
Freight and Passenger Office, 330 Market st.
F. F. CONNOR, Pacific Coast Agent.

PACIFIC STEAM NAVIGATION CO.
And Cia Sud Americana de Vapores
To Valparaiso, stopping at Mexican, Central and South American ports. Sailing from Howard 3, Pier 10, 12 m.
PERU.....Nov. 14 | COLOMBIA....Dec. 7
PALENA.....Nov. 23 | TUCAPEL.....Dec. 21
These steamers are built expressly for Central and South American passenger service. (No change at Acapulco or Panama.) Freight and passenger office, 316 California street.
BALFOUR, GUTHRIE & CO., Gen. Agents.

COMPAGNIE GENERALE TRANSATLANTIQUE
DIRECT LINE TO HAVRE-PARIS.
Sailing every Thursday instead of Saturday, at 10 a. m., from pier 42, North River, foot of Morton street.
First class to Havre, $70 and upward. Second class to Havre, $45 and upward. GENERAL AGENCY FOR UNITED STATES and CANADA, 32 Broadway (Hudson building), New York. J. F. FUGAZI & CO., Pacific Coast Agents, 5 Montgomery avenue, San Francisco. Tickets sold by all Railroad Ticket Agents.

Fels-Naptha

You can't believe until you try what Fels-Naptha soap will do clothes-washing and house-cleaning. This remarkable soap, Fels-Naptha, takes dirt out of clothes in half usual time with half usual work, and the clothes last longer, without boiling or scalding a single piece. Fact, or the money returned by the grocer you buy it from.

Fels & Co. Philadelphia
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Vulcan Furnaces Successfully Running

The recent marked successes of the VULCAN SMELTING AND REFINING COMPANY in the operation of their furnaces have created considerable excitement in the mining and metallurgical world. The Vulcan smelter is an innovation in the methods for reducing ores by the smelting process, in that they do away with all machinery used in connection with the blast type of furnace and in place of a positive blast use a suction draught caused by the introduction of a jet of steam, introduced immediately underneath the gas outlets of the stack, thus forming a vacuum immediately over the smelting zone, the intake of air being through an annular opening all around the furnace, between the crucible and the upper part of the stack and immediately underneath the smelting zone, thus giving a generally distributed roasting atmosphere permeating the entire charge in the furnace, the result of which is the wonderful oxidizing action, which permits of taking raw sulphide ores as they come from the mine (without previous roasting to desulphurize) and burning off the sulphur in the furnace, making use of the fuel values of the sulphur as a reducing agent.

During the Nevada State Fair at Reno, held from the 16th to the 21st of last September, the Vulcan Company had one of its plants on exhibition just outside the Fair Grounds and treated all ores offered for treatment for test runs. Among the ores treated were the following: A copper carbonate ore, carrying lead carbonate 11 per cent copper and about 42 per cent silica; 10 per cent coke was used, with a steam pressure of 40 pounds. Furnace ran fast and hot and product was a bullion assaying 85 per cent copper, with balance lead, with some of the usual impurities of black copper and carrying the gold and silver values.

A quartzose ore carrying about 2 per cent iron, 21 per cent silica and about 20 per cent copper in the form of a gray copper sulphide, with approximately 2 per cent of the copper in the form of a carbonate, and the balance consisting of clayey matter (alumina).

The flux used was an oxidized iron ore (gossan) carrying about $3 50 in gold, considerable silica and some alumina. Fuel used, 9 per cent coke. Furnace ran hot and slag liquid. Product consisted of black copper of about 94 per cent fineness, with 5 per cent of the product in the form of a high grade matte (blue metal) as a top layer over bars. Slags assayed 9-10 of 1 per cent copper.

Ore No. 3—This ore was a quartz ore carrying oxides and carbonates of copper, 9 per cent iron and 48 per cent silica, with some basic material. It ran about the same as ore No. 2, the product being black copper of about 95 per cent purity, with no matte production. Coke used, 10 per cent on charge. Furnace bottom kept hot and tapped easily.

Since the above runs were made the company has had a furnace in operation in Los Angeles, treating ores from that section of the State and from Arizona with even better results than were produced at Reno.

The ability of the Vulcan furnace to take raw sulphide ores and pass them through the furnaces without previously desulphurizing and turn out high-grade copper bullion, in addition to the small cost of installation and maintenance after installation bids fair to revolutionize the mining and smelting industry. For full information and catalogue address the

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