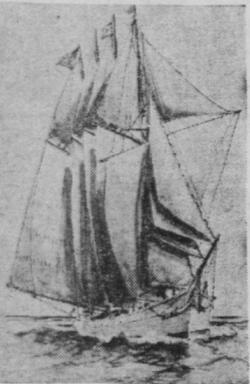


Pacific Coast S. S. Co.'s Steamer Queen.

The Pacific Steamship Co. owns over 20 steamers which are run to all ports of importance in California, Mexico, Oregon, Washington, British Columbia and Alaska. GOODALL, PERKINS & CO., San Francisco, are the general agents.



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Owners of the following vessels:
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BALFOUR, GUTHRIE & CO.

Pacific Steam Navigation Co.

COMPANIA

Sud Americana de Vapores

MEXICAN and CENTRAL AMERICAN PORTS, PANAMA

And Other South American Ports.

S. S. TUCAPEL sails.....December 21

S. S. AREQUIPA sails.....January 4

The above steamers, and those to follow, have high-class passenger accommodations.

For freight and other particulars apply to

BALFOUR, GUTHRIE & CO.

GENERAL AGENTS, 316 CALIFORNIA STREET.

BRITISH AND FOREIGN MARINE INSURANCE CO. LIMITED.

Capital subscribed \$6,700,000

Capital paid up 1,340,000

Reserve Fund (in addition to capital) 3,625,000

THE YANGTZE Insurance Association, Limited MARINE

Capital subscribed \$800,000

Capital paid up and Reserve Fund 996,000

The American and Foreign MARINE INSURANCE CO. OF NEW YORK.

Capital paid up \$200,000

BALFOUR, GUTHRIE & CO.

GENERAL AGENTS, A. H. SMALL, Manager.

BALFOUR, GUTHRIE & CO.

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Balfour, Guthrie & Co. Portland, Tacoma, Seattle

Balfour, Williamson & Co. Liverpool and London

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Williamson, Balfour & Co. Valparaiso, Talcahuano, Concepcion and Traiguen, Chile.

CALIFORNIA SOLDIERS PROVIDE TWO VERY STRIKING PAGEANTS

Arrival and Departure of Citizen Warriors Give Rise to Most Moving Spectacles When Wharves Blaze With Flags.

ON the 25th day of May, 1898, San Francisco saw something new in its history. Then the First California Volunteers, the Second Oregon Volunteers, five companies of the Fourteenth United States infantry and a detachment of United States heavy artillery went out through the Golden Gate en route for the Philippines. There were four vessels in the fleet which bore the citizen soldiery of California, Oregon and their escort away to the war with Spain across the width of the broad Pacific Ocean. On the City of Peking were the Californians, who were naturally, being the sons, husbands and fathers of San Francisco, in receipt of the greater share of attention. The steamers in the flotilla were the City of Peking, the City of Sydney, the Australia and the cruiser Charleston. The latter acted as convoy to the merchant steamers which emergency had caused to be metamorphosed into transports for an American army on a voyage of conquest in lands in the southern seas. The Californians organized a camp at the Presidio on the 24th of May and marched down to the Mall dock, San Francisco, at once proud and tearful, had its heart upon its sleeve that day, as the band played, the crowds cheered and the relatives of the departing soldiers saw the beginning of the warlike progress of their nearest and dearest. When the day came for the departure through the Golden Gate the spectacle was marvellous. Local dignitaries of various degrees embarked in tugs, and the din of steam whistles, hoarsely blown all along the water front, and the roar of cannon after the soldier boys of the several commands heard as they sailed away. Before the various craft, all dressed as for a gala day, circled around

the three transports. There were bands which played patriotic airs and one that played "Annie Laurie." Every boat which came near the ships received from the boys the order "blow your whistle," and the whistle blew. Then from the crowded deck and the rigging where they clung would come a series of hurrah, hurrahs, to which a spontaneous reply was certain, and the clamor hardly knew pause. There were cheers for the Governor and the State officials, steaming alongside in the show of gold braid. There were cheers for the meanest boat aloft if only it displayed the red, white and blue. Every one knows how the soldiers went out through the Golden Gate; how Brigadier General Anderson of the regular army of the United States, in command of the expedition, was in command of the Australia; how well they fought in the Philippines; how regiments from different States of the Union came into San Francisco, encamped and then went away, at intervals, on the transports across the sea. The white-hulled vessels that carried the red, white and blue shield and the red, white and blue funnels became familiar objects after awhile, though never failing to attract interest. Probably the interest ran even higher when the First California Volunteers returned from the war in the Philippines, and the demonstration made on the bay and at the Golden Gate was worthy of the occasion. History for the bay was made on that day by the aid of artists and the pens of gifted writers. The returning Californians came into port on the transport Sherman, which arrived in sight of the heads on the 23d of August, 1899, but which was held outside until the following day, that the great navy rate, arranged as the initial token of welcome to the returning soldiers, might be arranged. On the 21th along the wharves were gaily decorated vessels of every descrip-

tion, big and little, from the ocean transport to the tiny launch. From all waved the flags of greeting, the symbols of what the city felt. As the interesting hour neared, the ships left their moorings and their docks. Music, patriotic and exhilarating, floated over the waters of the bay. Cheers born of the contagion of excitement and enthusiasm sounded from the wharves. Now and then came the booming of a signal gun and the answer of waving flags and cheers. Down the bay the vessels steamed toward the Golden Gate. The hour for the home-coming of the Californians was approaching. The steamers and other vessels formed two lines, leaving an avenue of clear water between them. Then the Sherman entered the Golden Gate on her homeward way and was greeted with the familiar music of cannon as the forts volleyed at her and the artillery on the shipping added to the din with their guns. The Sherman steamed down the avenue between the ships. Soldier forms were clinging to her rigging. Her decks were black with moving figures. Cheer upon cheer echoed on the air, and with punctuating precision came the roar of guns from the forts. How the greetings interchanged between the men on the Sherman and the men, women and children on the other vessels cannot be told. There were cheers, words of love, anxious questions and sad answers. So the Sherman came home and the bay added another chapter of unique history to its annals. Since then soldiers have been coming and going at intervals and commerce has been stimulated by the large business of furnishing supplies for the men at the Presidio, on the transports and at the Philippines. Ships that were at the Pacific Ocean were restored to their old places in many cases, while the Government arranged its line to the Philippines with more care and deliberation than was at first care.

ACTIVE MEN RELATE PERSONAL EXPERIENCES

Continued From Page Sixty-Eight.

vessels Esther Buhne, Charles E. Falk, Jessie Minor and Soquel.

Richard Sweasey, president of the Humboldt Steamship Company, is one of the best known men on the coast. Mining men, shipping men, investors and seafaring men all know Mr. Sweasey, and whenever he comes to San Francisco there is a crowd to meet him. As head of the Humboldt Steamship Company he has made a great success of that concern and the competition is more than on easy street.

A new firm on the front that has had wonderful growth is that of O'Callaghan, Nelson & Co. The principal members of the firm were formerly with Ross & Hewlett, but when that concern dissolved the present firm came into existence. John O'Callaghan and Mr. Nelson are known from one end of the front to the other. "Dan" is a member of all the athletic clubs, a splendid business man and a thoroughly good fellow.

The Peris of stopping places during a tour of the front. Louis Arzner and "Teddy" Osborne, old-timers on the Oakland ferry-boats, will be there to meet you, and a good lunch has been served there.

One of the best known men on the front is Lorentz Foard. Lately his business on Market street has been merged into the Lewis Anderson company and the concern is now known as the Lewis-Anderson-Foard Company.

Lorentz Foard came here nearly a generation ago and at once made his home

on the front. He grew with the shipping and is now one of the representative men on the front. His old place on Market street will be occupied by the Alameda cafe. This little concern has grown to such proportions that its owner is glad of a chance to secure larger quarters. In the meantime Mr. Foard will retain his old quarters on Stewart street.

Fort's Big Shipping Concerns.

There are people on the front who require no advertising. Everybody knows them, and as bulwarks of the commerce of San Francisco they are known to the Pacific Coast Steamship Company, the Oceanic Steamship Company, the Humboldt Steamship Company, Hind, Rolph & Co., John Rosenfeld's Sons, the Shipowners' and Merchants' Towboat Company, Madson, Ericson & Sallars, John S. Kimball, the Charles Nelson Company and the Dollar Steamship Company. Who is there from end to end of the Pacific slope that does not know John Rosenfeld, J. Moore, Robert Dollar, Edwin Goodall, John D. Sprockels, William Babcock, Charles Nelson, James Bruce and a host of others who are now the moving spirits in the port of San Francisco? They are here to stay, and the number of vessels they are adding to their fleets every year shows that the business of the port is increasing.

About the best known of the Customhouse brokers are Swayne & Hoyt and W. H. Thornley. Everybody knows "Bill" Thornley, and a better fellow never breathed. Swayne & Hoyt have made rapid progress during the past years, and the firm now does a leading business on the coast.

The Piper-Aden-Goodall Company is one of the oldest concerns on the coast. Through the energy of Arthur Piper, R. J. R. Aden, "Al" Pryor and Harry Goodall all these concerns have become a factor in shipping circles, and is now one of the best managed concerns on the front.

A character on the front is Derby Laydon, who is one of the best hearted fellows that ever breathed. Mr. Laydon has done a considerable portion of the bridge building in the State, and there is hardly a section of the water front that he has not done more or less work on. As a contractor he has always lived up to his agreement, and never has his work been called into question.

Albert Meyer, the well-known butcher, grocer and shipowner, at the Sacramento street, is another water fronter known from San Diego to Victoria, B. C. His friends are legion, and many a deep water skipper makes a bee line for the store on Sacramento street as soon as the ship comes to an anchor.

Down on East street, near Mission, is the Favorite saloon. There John Flatmann holds forth, and what he cannot tell you about the recent yacht races is not worth hearing. John was back there during the contest, and he says the Shamrock should have won. Pay him a visit and argue the question.

Reinsurance winds up the number. If you want to know anything about an overdue go to M. A. Newhall & Co. At the present time there are a number of vessels behind time, and some of them are paying heavy rates to reinsure. On all these matters Mr. Newhall is an expert, and being in direct communication with London always has the latest quotations.

PACIFIC COAST SHIPBUILDERS HOLD HIGH RANK AS CRAFTSMEN

The Pacific Coast has made a splendid record for building all craft for coast and deep-water use. There are no better shipbuilders in the world than are found here. Among the names of the master builders whose skill and craft have given rise to good samples of marine architecture in California are Alexander Hay, W. A. Boole, E. J. Stone, John F. Twigg, E. Munder, A. M. Wilson, H. D. Bendixsen, Charles Ruling, Matthew Turner, C. P. Doe, E. G. Wright, John L. Heald, C. G. White, A. M. Wilson, E.

Jarvis, R. W. Schultze, J. C. Beale, George W. Kneass, W. F. Stone, Denis Sullivan, Sidney Newell, George Ross, G. F. Lauter, R. T. Engelbrecht, W. H. Richmond, J. Spilars, J. K. Fraser, George E. Dillman, C. F. Larsen, J. S. Leonard, G. B. Baglietto, T. P. H. Whitelaw, Frank Harris, O. F. L. Farenkam, William Dickie, John Ennis, D. J. Holdier, C. J. Jorgensen, David Derward, F. V. de Roco, H. S. Hanson, O. Olsen, S. Haskell and others.

Private enterprise has added many facilities for the transaction of commerce at this port. Chief of these is the Merchants'

Exchange service, which gives timely notice of shipping movements through its stations at Point Lobos and Meigs wharf and its telegraphic and other devices received at the office on California street. These branches are excellently managed and afford a large amount of invaluable information to the commercial community daily.

As to the general scope of the shipping of the port, the reader is referred to the many advertisements in this edition, which show that there are lines of vessels to nearly all parts of the world running regularly.

J. R. HANIFY & CO.

ALEX. NELSON DANIEL O'CALLAGHAN

O'CALLAGHAN, NELSON & CO.

EXPORTERS AND WHOLESALE DEALERS IN

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Alameda Cafe

Coffee and Lunch Place

JACOB PETERSEN
No. 9 Market Street

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WHITELAW WRECKING CO.

Contractors and Submarine Engineers

216-218 Spear Street
SAN FRANCISCO

New and Second-Hand Machinery, Engines, Pumps, Boilers, Etc.

Highest Price Paid for Scrap Iron, Copper, Brass, Zinc, Lead, Rope, Sails and Machinery

Wrecking Steamers and Barges
SUBMARINE DIVING
Lost Anchors and Chains Recovered.
TOWING Pumps, Hydraulic Jacks and Hoists
House Scaffolds Let at Reasonable Rates.
Hoisting Winches and Derivels Made to Order.
City Forge and Machine Shop
Hammered Iron Round or Square
All kinds of MACHINE WORK AND SHIP-SMEYING Done at Short Notice
Anchors and Chains On Hand - Made to Order.
New and Second-hand Water Pipe and Hose

BALFOUR, GUTHRIE & CO.

Pacific Steam Navigation Co. - AND - COMPANIA Sud Americana de Vapores STEAMERS FORTNIGHTLY TO MEXICAN and CENTRAL AMERICAN PORTS, PANAMA And Other South American Ports. S. S. TUCAPEL sails.....December 21 S. S. AREQUIPA sails.....January 4 The above steamers, and those to follow, have high-class passenger accommodations. For freight and other particulars apply to BALFOUR, GUTHRIE & CO. GENERAL AGENTS, 316 CALIFORNIA STREET.

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BALFOUR, GUTHRIE & CO. Shipping Commission Merchants

316 CALIFORNIA STREET.

Balfour, Guthrie & Co. Portland, Tacoma, Seattle
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Balfour, Williamson & Co. New York
Williamson, Balfour & Co. Valparaiso, Talcahuano, Concepcion and Traiguen, Chile.