The San Francisco Call.

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AMUSEMENTS.

California—"Old Jed Prouty."
Tivoli—"Little Red Riding Hood."
Central—"Under the Gaslight."
Alcazar—"For the White Rose."
Columbia—"Macbeth."
Orpheum—Vaudeville.
Grand Opera-house—"Claire and the Forgemaster."
Chutes, Zoo and Theater—Vaudeville every afternoon and evening.
Fischer's—Vaudeville.
Oakland Racetrack—Races to-day.

RAILROAD CARS AND TRADE.

A GOOD deal has been said during the past year about the scarcity of freight cars throughout the country and the damage to trade resulting therefrom, but the real extent of the damage is only now becoming apparent. The close of the year is bringing in railroad and factory reports which show an enormous loss to business on this account. Large as the volume of trade was last year, it would have been millions larger had there been sufficient cars to handle all the freight offered. One Pennsylvania railroad has compiled statistics showing that although 150,000 cars were built in 1900, there were not nearly enough to fill the demand, and almost all the Eastern lines received offers of 25 per cent more traffic than they could handle. The loss to the railroads alone from this deficiency is placed at $30,000,000, and that to merchants, manufacturers, farmers and the general public must have been much more. Had there been sufficient transportation facilities to accommodate interstate business the volume of trade would have broken all previous records. At this very moment the Pittsburg district alone is short 5000 cars, and double the amount of business could be done were it not for this drawback. The American steel and iron mills are so full of orders that a contract for 105,000 tons of steel rails for Mexico went to England last week, no American bids being received. The situation in regard to cars is clearing somewhat, owing to the deficiency in the corn crop, and the shutting down of some Chicago furnaces has resulted in sufficient accumulation of coke to permit a number of them to resume. New business for the coming year is reported large, and most of the mills are engaged away ahead. Cars are still being turned out as fast as possible, and in the course of a few months the railroads may be able to accept all the business offered. The deficiency has been common to the whole country, the California hay farmer, Maine lumberman and Pennsylvania iron manufacturer having been equally hampered by the lack of railroad rolling stock.

Aside from this car scarcity trade is practically featureless. The bank clearings of the country again rose last week, the increase over the corresponding week in 1901 being 6.4 per cent, against a decrease the previous week of 9.4, making a net gain last week of 15.8 per cent, while the business of New York City showed a gain over the preceding week of more than $500,000,000. The horizon of the current commercial prosperity is still unbroken, if the record of trade last week be any guide. The failures were 373, against 324 in 1901.

In California the weather is becoming the principal factor in trade. We have had a long dry spell at the very time of the year when we usually get our heaviest rains, and while no actual suffering of crops has thus far been reported, we need several weeks' rainfall to put the orchards and vineyards of the State into good condition to encounter the long dry summer. The surface of the ground has had moisture enough for the shallow rooted grain, which has come along all right, but the roots of trees and vines need a good deal more moisture. General trade has thus far not been seriously affected by the deficiency in the rainfall, and if we get good storms henceforth it will not be. But unless we receive a copious fall from now on the quantity and quality of the fruit and grain crops and the volume of mining operations may suffer. But this is a bridge still too far away to cross now. We will probably get all the rain we need, and may be praying for it to stop raining in another month.

Otherwise there is little new. The whole coast is doing a large business and everybody seems contented.

According to the report of the Registrar General of Ireland the birth rate exceeded the deaths last year by 13,853, but the emigration amounted to 45,228, so that the population decreased during the year by 31,435. The only gratifying feature of the report is that over 86 per cent of the husbands and more than 89 per cent of the wives who were married during the year could read and write, so that education is increasing at any rate, even if the population declines.

THE OIL RATE INJUNCTIONS.

SINCE the railroad companies have obtained from the courts temporary injunctions against the enforcement of the decision of the Railroad Commissioners in the oil rate cases, it becomes a matter of public importance that the issue be brought to a speedy determination. It will not do to subject industrial and commercial interests affecting the whole community to what has become known as "the law's delay." The cases should be advanced on the calendar, heard at once and promptly decided.

Every day of delay in deciding the suits is for that day a victory for the roads. The injunction nullifies the decision of the Commissioners. It is but a temporary nullification, it is true, but "temporary" is a word of very elastic meaning. If the railroads are permitted to have the trial of the cases postponed from week to week and possibly from term to term they will have achieved the indefinite nullification of the ruling made against them by the commission.

It is well remembered by the American people that when the validity of the income tax was contested the courts advanced the test cases under the act so rapidly that they were twice heard by the Supreme Court before a single dollar of the tax was turned into the United States Treasury. That incident produced at the time a profound impression upon the public, and the impression has not worn away. The people have learned from it that whenever the courts choose to be prompt they can be prompt. It is, moreover, well understood that the speedy decision given in the income tax cases was due to the fact that the large corporations of the country desired the issue settled at once. What can be done for corporations can also be done for the public. The oil rate cases do not affect so considerable a body of citizens as the income tax, but none the less it is an issue which concerns the community as a whole and has therefore a right to priority of hearing over suits between private individuals.

The Railroad Commission is a part of the governmental system of California, and in accordance with the principles of constitutional law it is co-ordinate with the courts. The Judges, therefore, owe to the decisions and the acts of the commission a deference due to the representative of a branch of the government. The decisions of the commissions should not be set aside for slight causes, temporary injunctions should not run against them for any considerable length of time, nor should corporations or citizens be permitted to profit by delay on the part of the courts in giving a hearing to any suit arising out of an appeal from a decision of the commission.

The people of California maintain the Railroad Commission at a great cost, and for an important purpose. The commission was established in order that railroad corporations might be compelled to obey the laws of the State and that all questions affecting transportation over the roads might be promptly settled. If the courts interfere and by delay prevent the prompt determination of controversies between shippers and the railways the commission might as well be abolished. The courts will in fact destroy the efficacy of an important part of the State government if they do not co-operate with the commission in bringing to a speedy determination all controversies over freight and passenger rates and other questions of the kind.

In this case the courts should follow the example set by the Federal courts in the income tax cases. They should take judicial cognizance of the fact that the issue is one arising from a decision of a coordinate branch of the government; that it affects industry and commerce; that it concerns well nigh every community in the State; that it is in the broadest sense a public matter. For those reasons they should bring it to trial at once. The railroads should not be permitted to convert the temporary injunction into an indefinite injunction.

A significant feature of the short debate in the House on the canal bill was the assertion made by several speakers that the bill should be passed as it is, and that any defects in it could be remedied by amendment in the Senate. That looks like a formal surrender on the part of the House of all pretension to careful legislation. It is up to the Senators to look out for everything.

GERMAN VIEWS OF TRUSTS.

FOR a variety of reasons the people of Germany have given to trust problems more attention than has been given by the people of any other country. In the first place industry in Germany is more largely under the domination of trusts than it is elsewhere, and in the second place the industrial depression, which has thrown thousands of workingmen out of employment, has presented to them as matters of practical and pressing importance many phases of the subject which in this country are looked upon as subjects for mere academic discussion.

Dr. Frederick Rose, British Consul at Stuttgart, has made an elaborate report to his Government on the industrial situation in Germany, and in the course of it has given a review of the various opinions held by German thinkers concerning trusts. He notes, in the first place, that in his judgment the depression is due not so much to a monopoly of manufacturing by trusts as to over-speculation on the part of financiers and the recklessness with which banks and financial institutions expanded their operations during the years of prosperity that immediately preceded the present situation. Whatever may have been the cause of the evil, however, the effect has been that of arousing something of hostility to the great industrial combinations of the country, and an excited discussion is going on concerning them.

As a matter of course opinions on the issue are divided. Some authorities defend them as necessary and beneficial, while others denounce them as destructive and subversive of normal industrial development. Among those who regard them as evils wide differences of opinion exist as to the best methods of dealing with them. One set of economists would have them suppressed by statute. Another set advocates the formation of state monopolies as a means of restoring the commercial equilibrium. The latter advise, for example, the operation of state coal mines so as to enable all manufacturers to obtain coal on fair terms instead of leaving the mines under the control of private corporations, who show favors to certain parties at the expense of others. A third set of economists suggest the establishment of coalitions on the part of those affected by the trusts so as to protect themselves against extortion or injustice. By their plan there would be organized, for example, a coalition of gas and smelting works against a coal monopoly, a coalition of beet-growers against a sugar trust, and a coalition of spinning mills against a weaving manufacturing trust.

It is not at all likely that either of the three plans will ever be adopted in its entirety. The socialists are strongly in favor of the establishment of Government competition, and it is said they are utilizing the present discontents for the purpose of working up a sentiment in favor of their party and their policy. At present they have the advantage of working as an organized force for a definite platform while their opponents are divided. It is not believed, however, they will attain much success. In fact, when the present hard times in the empire pass away it is probable that extreme state socialism in Germany will collapse almost as completely as the free silver agitation in this country after the passing of the industrial depression which led up to it.

TAX-SHIRKING RAILROADS.

ON Saturday last The Call published a series of statistics gathered from official sources which show in a striking manner the extent to which the railroads of the State, and particularly the Southern Pacific Railroad, have been permitted by the State Board of Equalization to shirk taxes. The publication is pertinent to the time because the period is approaching when new assessments for taxation are to be made, and it is the right of the people to see to it that they be made fairly and impartially, doing injury to none, but justice to all.

It is known that there is necessary every year a certain sum of money to carry on the State, county and city governments. If that sum be raised by fairly distributed taxes no man will feel the burden heavily; but if one set of men be permitted to shirk taxes another set of men must make up the deficiency, and upon them will be imposed not only an undue amount of taxation, but an act of injustice and of fraud. Every tax shirker cheats somebody, and every Board of Equalization that permits tax shirking where it can be prevented connives at the commission of a fraud upon the public.

The statistics published in The Call were obtained mainly from statements filed by the railroads in the office of the Railroad Commission. For some reason the annual statement of the Southern Pacific Company for 1901 has not yet been filed, although it is due. Consequently figures had to be taken for the preceding year. They show that the South Pacific Coast lines, all of which are in the State of California, were carrying a funded debt of $5,500,000 and stock amounting to $6,000,000 on 101.10 miles of track, or $11,500,000 in all, being an average of $113,748 76 per mile, as reported by Messrs. Huntington and Willcutt. The Southern Pacific Railroad Company of California, whose tracks are in this State, had a funded debt of $77,803,500 and stock of $101,289,160, the total being $179,092,660 on 2690.41 miles of track, the average being $67,065 60 per mile. The Central Pacific Company, whose productive business is mainly due to this State, carried $120,672,986 70 in funded debt, $79,275,500 in stock and had 1348.66 miles of track; so that the average, as stated under oath, the statements of averages being made by Messrs. Huntington and Willcutt along with the other figures, was $148,275 15 per mile.

That is the showing made of the value of the railroad lines by the railway officials themselves, yet the State Board of Equalization in 1901 assessed the Southern Pacific Company's lines at $10,500 per mile and the lines of the Central Pacific Company at $17,408 per mile.

The gross injustice of permitting such tax shirking on the part of the roads is too patent to require argument. Many of the farms in the counties through which the railroads pass are mortgaged. The owners of these farms are aware that they are taxed to at least the full extent of the mortgage. If railroads were taxed in anything like the proportion laid upon farms the rate of taxation would be much less than it is. The railroads, however, have been permitted to shirk taxes, and consequently the people have been compelled to make up the deficiency. It is time to put a stop to that kind of fraud. The people should see to it that this year the Board of Equalization fulfills its duty of equalizing taxes, and prevents the shifting of taxation from the railroads to the people.

WRIGHT ON LABOR UNIONS.

MR. CARROLL D. WRIGHT, United States Labor Commissioner, has been always recognized as one of the foremost advocates of labor unions. In his report on the railroad strike of 1894 he went to such extremes in justification of that movement as to antagonize the administration, which put it down by use of the regular army. It has come to be taken for granted that he speaks almost as a representative of organized labor, and for this reason his utterances have a significance greater than they derive from his official position.

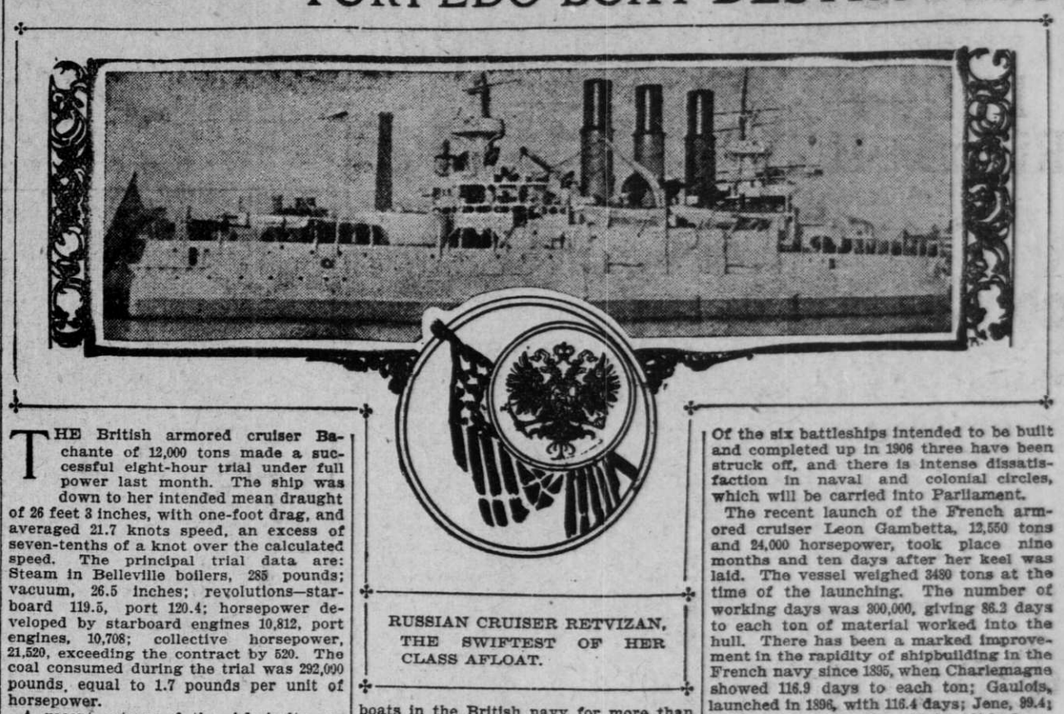
In a recent address to the Merchants' Club in Chicago he said that the organic law of all labor unions must contain a provision for the punishment of all members who commit or instigate violence during a strike, and that the laws of the country must require the legal incorporation of labor unions in order that they may have a standing in court to enforce contracts against employers and respond to breach of contract themselves.

Should it be that Mr. Wright speaks for the unions, these propositions are in the nature of a proposition emanating from them and submitted to the public for its consideration. The second of these propositions has been heretofore advocated by The Call, and we approve it now as coming from the unions. The unions have power, and power and responsibility are inseparable. Much friction between employers and employes and great loss to the public may be saved by the speedy enactment of Mr. Wright's proposition. No intelligent man can question the benefit to the unions of a legal status and a standing in court which will enable them to enforce contracts when violated by employers. Nor can any one object to legal equality in that respect between them and the employers. Both should be free to contract, and neither free to violate a contract.

As for Mr. Wright's first proposition, it is a surprise to the country that there is not now in the organic law a provision for the punishment of members who resort to violence or instigate it. Everybody thought that was the case. The belief that it was originates in the declaration of labor that members of unions never do any of the violent things that mark the history of every great strike, and taking human nature as it is, it was supposed that such abstention was possible only because the union rules forbade and punished it. That branch of Mr. Wright's proposed reform may be dismissed, and the whole attention of the public may be centered upon the legal incorporation of the unions. The various meetings of the different federations of labor should attend to the matter and bring it before Congress and the State Legislatures.

According to the latest compilation there are over 4000 persons in this country who are known to be millionaires, and there are probably a good many more who keep their wealth hidden in order to shirk taxes. In fact a millionaire will soon cease to be anything remarkable in any community in this country.

BRITAIN'S FAST CRUISER AND SLOW TORPEDO-BOAT DESTROYERS



RUSSIAN CRUISER RETVIZAN, THE SWIFTEST OF HER CLASS AFLOAT.

THE British armored cruiser Bachante of 12,000 tons made a successful eight-hour trial under full power last month. The ship was down to her intended mean draught of 26 feet 3 inches, with one-foot drag, and averaged 21.7 knots speed, an excess of seven-tenths of a knot over the calculated speed. The principal trial data are: Steam in Belleville boilers, 285 pounds; vacuum, 26.5 inches; revolutions—starboard 119.5, port 120.4; horsepower developed by starboard engines 10,812, port engines, 10,708; collective horsepower, 21,520, exceeding the contract by 520. The coal consumed during the trial was 292,000 pounds, equal to 1.7 pounds per unit of horsepower.

A recent return of the Admiralty regarding 113 torpedo-boat destroyers in the British navy gives some highly interesting and valuable information. The difficulties attending the efforts to obtain high speed go to show that the contractors have lost heavily and that the Admiralty has paid dearly for these boats. Some of the most noteworthy instances are as follows: The Express, tendered for 33 knots, has up to the present time had twenty-seven preliminary and ten official trials, and is not yet up to the contract speed. The Albatross, contracted for at 32 knots, was accepted at 31½ knots after seventeen trials. Of the 30-knot boats the Otter had twenty-two builder's trials and eight official; the Brazen, after twenty-one trials, was finally accepted at 29½ knots; the Vulture had twenty trials, the Avon sixteen and the Bullfinch and Gipsy each ten before they were finally accepted. The ill-fated Cobra had no preliminary trial and only two official ones.

Two small but serviceable vessels in the British navy have had their trials with varying results. The Mutine, a sloop of 980 tons, made 13.6 knots with 1409 horsepower, and the Vestal, of the same class and size, made only 12.4 knots with 1438 horsepower. A possible explanation lies in the fact that the machinery of the Mutine was built by Laird's, while that of the Vestal was constructed at the Sheernesss dockyard, which has not had much experience in this kind of work.

Oil fuel experiments have been carried on with topedo gun boats and torpedo boats in the British navy for more than a year and have given results justifying its use in larger ships. The cruiser Arrogant of 5800 tons and 10,000 horsepower is to have her six after boilers fitted to use petroleum, and two battleships and a couple of cruisers in the Channel fleet are to try a fuel consisting of oil and coal mixed.

* * *

A complete reorganization is contemplated in Spain of its dockyards and arsenals. Caracas and Cartagena will be utilized for building of ships of less than 5000 tons; Ferrol for ships over 5000 tons, and Cadiz for the manufacture of guns and storage of ammunition. The Cortes is asked for $2,400,000 with which to complete or advance eight armored cruisers and gunboats that have been in hand for several years, among which the most notable are: Cisnero, requiring $177,000; Reine Regente, $577,500; Catalonia, $1,140,000, and Princess Asturias, $375,000. Cisnero and Asturias were launched in 1896, while Catalonia, begun January 23, 1890, was not launched until September 24, 1900, and is only about two-thirds completed. Two gunboats, Bazan and Molina, each of 823 tons, are likewise incomplete, although they were launched nearly six years ago.

* * *

The French Budget Committee has refused to grant the funds necessary to carry out the naval scheme adopted last year. The Government has asked for four battleships to be laid down in 1902, but the committee will allow only for one. Of the six battleships intended to be built and completed up in 1906 three have been struck off, and there is intense dissatisfaction in naval and colonial circles, which will be carried into Parliament.

The recent launch of the French armored cruiser Leon Gambetta, 12,550 tons and 24,000 horsepower, took place nine months and ten days after her keel was laid. The vessel weighed 3480 tons at the time of the launching. The number of working days was 300,000, giving 86.2 days to each ton of material worked into the hull. There has been a marked improvement in the rapidity of shipbuilding in the French navy since 1895, when Charlemagne showed 116.9 days to each ton; Gaulois, launched in 1896, with 116.4 days; Jene, 99.4; Suffreso, 92.8; La Marseillaise, 91.9, down to Gambetta, with 82.6 days' labor to each ton of material.

The working day in French dockyards has been reduced from ten hours to nine hours and thirty-five minutes.

* * *

A twenty-four-hour race took place last month off Naples between the two Italian cruisers Garibaldi and Varese. Varese, fitted with Belleville boilers, was given a start of twelve miles, when Garibaldi, fitted with Niclausse boilers, started in pursuit, overtook Varese and finished the race several hundred yards ahead. Garibaldi made seventeen knots with an average of eighty-seven revolutions and consumed 1.78 pounds of coal per unit of horsepower, and had sixteen of her twenty-four boilers in use. Varese was under similar conditions and used a little less coal. The object, to determine the relative efficiency of the Belleville and Niclausse boilers, was not settled to satisfaction, for while the first named gave better results in work the latter had the advantage in the facility with which partial refitting could be made.

* * *

Two Russian cruisers have failed to reach their calculated speed. The cruiser Pallada, of 6630 tons, intended to make twenty knots, made only 19.2 knots, although the horsepower of 13,100 exceeded the contract by 1500, and Diana, on the same lines, fell short .7 knots of her speed with 12,129 horsepower, or 519 in excess of contract.

ANSWERS TO QUERIES.

FIELD MARSHAL—F. S. According to military definitions, field marshal is the highest rank in the German army.

THE PHONOGRAPH—S. A. W., City. The phonograph was first exhibited in public in San Francisco at the Grand Opera-house on the 2d of May, 1878.

MINING REGISTRY—S., Rochester, Ind. No one engaged in mining business in San Francisco knows of such an institution as the Washington Mining Registry.

BICYCLES—A. H., Oakland, Cal. Some bicycles have been built in which the greater part of the vehicle was of aluminum. The general run of bicycles are of iron and steel.

COURT INTERPRETERS—I. L., City. The interpreters of foreign languages for the courts of San Francisco are appointed by the Superior Judges and are not under the civil service rules.

STATIONARY ENGINEERS—D. A. L., Giant, Cal. There is in San Francisco a branch of the National Association of Stationary Engineers. It meets every Tuesday in Foresters' Hall, 20 Eddy street. A. H. Day is the secretary.

WOODWARD'S GARDENS—C. G. M., City. An order was made by Superior Court Judge Wallace on the 10th of June, 1891, directing that the animals in Woodward's Gardens be sold in accordance with a prayer for partition of property.

ENGLISH COLONIES—Sub., Calistoga, Cal. In this State it is customary to class the people of different foreign nationalities as colonies. The largest English colony in California is in San Francisco. The largest in the State of Washington is in Jefferson County.

VESSELS—D. B. E., City. The company that has the largest tonnage in the world is the Hamburg-American. The tonnage amounts to 668,000. The company owning the largest number of vessels is the Irrawaddy Flotilla Company, Limited, of London, it owning 112 vessels. The firm owning the largest number of sailing vessels is A. D. Bordes & Sons of Dunkirk, having on its roll thirty-four vessels.

TOO GENERAL—G. H. D., Lodi, Cal. The answer to the question, "What premium do you give for a coin of 1820?" is that this department does not give any premium for any coin, as it is not in the business, and second, the correspondent does not state what the coin is, therefore it is impossible to state if it is of more than intrinsic value. There were hundreds of different coins issued in 1820.

FROM CIVIL LIFE—L. C. C., City. Persons may be appointed from civil life to the United States army. Applications are made to the commander in chief of the army. The qualifications are those required for the branch of the service in which the applicant seeks admission. A man may also enter the army as a private and within two years take an examination for a commissioned office.

LEVEL AND SQUARE—W., Santa Cruz., Cal. The expression, "We meet upon the level and part upon the square," is an expression that is used by many members of the fraternity of Free and Accepted Masons and is based upon the teaching of the craft. As far back as 1517 there was discovered a square upon which was inscribed:

"I will strive to live with ease and care,
Upon the level, by the square."

The level and the square are working tools in a subordinate or blue lodge.

LIGHT AND SOUND—T. W. B., City. Light travels at the rate of 186,660 miles per second, and it takes eight minutes and eighteen seconds to travel from the sun to the earth. Any phenomenon, therefore, occurring on the surface of the sun, is not observed by the inhabitants of the earth till that time afterward. Sound travels in still air at the freezing point at the rate of 1090 feet per second. The report of a gun one mile distant would not be heard till nearly five seconds after the flash was seen. The moisture in the air and direction of the wind, as well as the temperature, to some extent modify the time elapsing between the flash and the report.

FENCES—A. S., City. The general law of this State is that it is unlawful for any person in any city or town owning real property or having possession of the same to erect or maintain on said real property any fence or partition wall which shall exceed ten feet in height without first obtaining the consent of the Board of Supervisors. The question asked in regard to the destruction and reconstruction of a fence more than ten feet in height is one that would depend upon conditions, and would be answered only upon trial of an action in court.

THE POLICE FORCE—J. R. B., City. To become a member of the police department of San Francisco the applicant must be a citizen of the United States, of good character for honesty and sobriety, able to read and write English, and have been a resident of the city and county for at least five years next preceding appointment. He must not be less than 21 nor more than 35 years of age, and must possess the physical qualifications required for recruits for the United States army, must pass a satisfactory medical examination. The pay of Chief is $4000 per annum; captain of detectives, $3000; sergeant of detectives, $1800; captains, $2400; lieutenant, $1680; sergeants, $1500; corporals, $1404; patrolmen, $1224. Examinations for appointment are under civil service rules, and are held when occasion requires.

BELL AND TIME—Curious, Oakland, Cal. Time is kept on board of ships by means of bells, although there is but one bell on the ship, and to strike the clapper properly against the bell requires some skill. First two strokes of the clapper at an interval of a second, then two more strokes with a second's interval apart, then a rest of two seconds, thus—Bell one second, bell two seconds, bell one second, bell two seconds, bell one second, bell two seconds, bell. The following are the bells that are struck forenoon and afternoon:

Time—a. m.		Time—a. m.		Time—a. m.	
1 Bell	12:30	1 Bell	4:30	1 Bell	8:30
2 Bells	1:00	2 Bells	5:00	2 Bells	9:00
3 Bells	1:30	3 Bells	5:30	3 Bells	9:30
4 Bells	2:00	4 Bells	6:00	4 Bells	10:00
5 Bells	2:30	5 Bells	6:30	5 Bells	10:30
6 Bells	3:00	6 Bells	7:00	6 Bells	11:00
7 Bells	3:30	7 Bells	7:30	7 Bells	11:30
8 Bells	4:00	8 Bells	8:00	8 Bells	Noon
Time—p. m.		Time—p. m.		Time—p. m.	
1 Bell	12:30	1 Bell	4:30	1 Bell	8:30
2 Bells	1:00	2 Bells	5:00	2 Bells	9:00
3 Bells	1:30	3 Bells	5:30	3 Bells	9:30
4 Bells	2:00	4 Bells	6:00	4 Bells	10:00
5 Bells	2:30	1 Bell	6:30	5 Bells	10:30
6 Bells	3:00	2 Bells	7:00	6 Bells	11:00
7 Bells	3:30	3 Bells	7:30	7 Bells	11:30
8 Bells	4:00	4 Bells	8:00	8 Bells	Midn't

On shipboard, for purpose of discipline and to divide the watch fairly, the crew is mustered in two divisions—the starboard (right side, looking toward the head) and the port (left). The day commences at noon, and is thus divided: Afternoon watch, noon to 4 p. m.; first dog watch, 4 p. m. to 6 p. m.; second dog watch, 6 p. m. to 8 p. m.; first watch, 8 p. m. to midnight; middle watch, 12 a. m. to 4 a. m.; morning watch, 4 a. m. to 8 a. m.; forenoon watch, 8 a. m. to noon. This makes seven watches, which enables the crew to keep them alternately, as the watch which comes on duty at noon one day has the afternoon next day, and the men who have only four hours' rest one night have eight hours the next. This is the reason for having dog watches, which are made by dividing the hours between 4 p. m. and 8 p. m. into two watches.

HOTEL DEL CORONADO, choicest Winter Resort in the world, offers best living, climate, boating, bathing, fishing and most amusements. E. S. Babcock, manager, Coronado, Cal.

PERSONAL MENTION.

General C. F. A. Lask of Los Angeles is at the Palace.

James Feeley, a fruit grower of Red Bluff, is at the California.

President David S. Jordan of Stanford University is a guest at the Occidental.

T. B. Walker, a leading lumber man of Minneapolis, is staying at the Occidental.

E. A. Forbes, a prominent attorney of Marysville, is among the arrivals at the Grand.

J. B. Lankershim, a capitalist of Los Angeles, is spending a few days at the Palace.

G. W. Strohl, an extensive fruit grower of Napa, is at the Lick, accompanied by his wife.

Speaker C. W. Pendleton arrived from Los Angeles yesterday and is staying at the Grand.

General William H. H. Hart has returned from an extended tour of the East and has made his headquarters at the Palace.

A CHANCE TO SMILE.

Bacon—When that girl begins to sing I know I'm going to be bored. Egbert—I can say the very same thing about a mosquito.—Yonkers Statesman.

A Cool Reception—"Did you notice? I have a new electric fan in my office." "Oh, yes; I got wind of it the minute I opened the door."—Philadelphia Evening Bulletin.

The following was posted up in a small country villaage: "Notice is hereby given that the squire (on account of the backwardness of the harvest) will not shoot himself or any of his tenants till the 14th of September."—Tit-Bits.

"I notice you've got your summer pants on," remarked the dog fancier.

"Yes," gasped the exhausted terrier, "but they're not loud; certainly not as loud as some of this season's flannels."

"True. Nevertheless, what you need is muzzlin'."—Philadelphia Press.

"Mame says she doesn't expect to enjoy herself so much as usual at the shore this season."

"Why not?"

"Oh, she's getting on, you know, and her mother tells her it is time she made an engagement with the intention of keeping it."—Philadelphia Bulletin.

"No, sir," exclaimed the loud-voiced drummer in the smoker. "I'm proud to say that no house in the country has more men pushing its line of goods than ours."

"What do you sell?" asked a curious one.

"Baby carriages."—Syracuse Herald.

Li Wrote to Both Men.

Many tales are told of the dealings of Li Hung Chang with his diplomatic subordinates, says the Candid Friend, and there is a characteristic story afloat with regard to his relations with the present Minister to England, Sir Chih-chen Lo Feng Luh. The time was that of the siege of the legations in Peking, when all the civilized world was in fear as to the fate of the beleaguered and when China, with her emissaries and all pertaining to her, was looked on with no very friendly eye. Li Hung Chang was the virtual ruler of China, and it was from him that the various Ministers and Embassadors received their instructions. There had apparently been some fresh manifestation of European displeasure, when one day the Minister to England received from Li a message, the purport of which was as follows:

"We are not satisfied with your efforts in London. The English are hostile, and you must do something to alter matters. You are not energetic enough. You are neglecting to influence the Government. The man who is doing all the work is your colleague in Washington, Wu Ting Fang. He is the man you should imitate."

Unfortunately for Li's little game, Sir Chih-chen and Wu Ting Fang happened to be close friends, and the Minister here confided what had happened to his friend in Washington. Wu Ting Fang was, to say the least of it, surprised.

"This is very extraordinary," he replied. "I also have had a message from Li Hung Chang. This is what he says to me:

"Your efforts are not giving satisfaction. We feel you should be more energetic and that you should try to influence the American Government to take our side in this affair. You are not doing half enough, and if you want an example you should turn to Sir Chih-chen Lo Feng Luh, the Minister in London. He is the man who is doing all the work."

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Ex. strong hoarhound candy. Townsend's.*

Cal. Glace Fruit 50c per lb at Townsend's.*

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The last American camel died in Southwestern Arizona a few weeks ago. The camels came to the United States from Egypt and Smyrna in 1857.

What you pay for extracts is important, but what you get is ten times more important. Burnett's Vanilla costs more because it's worth more.