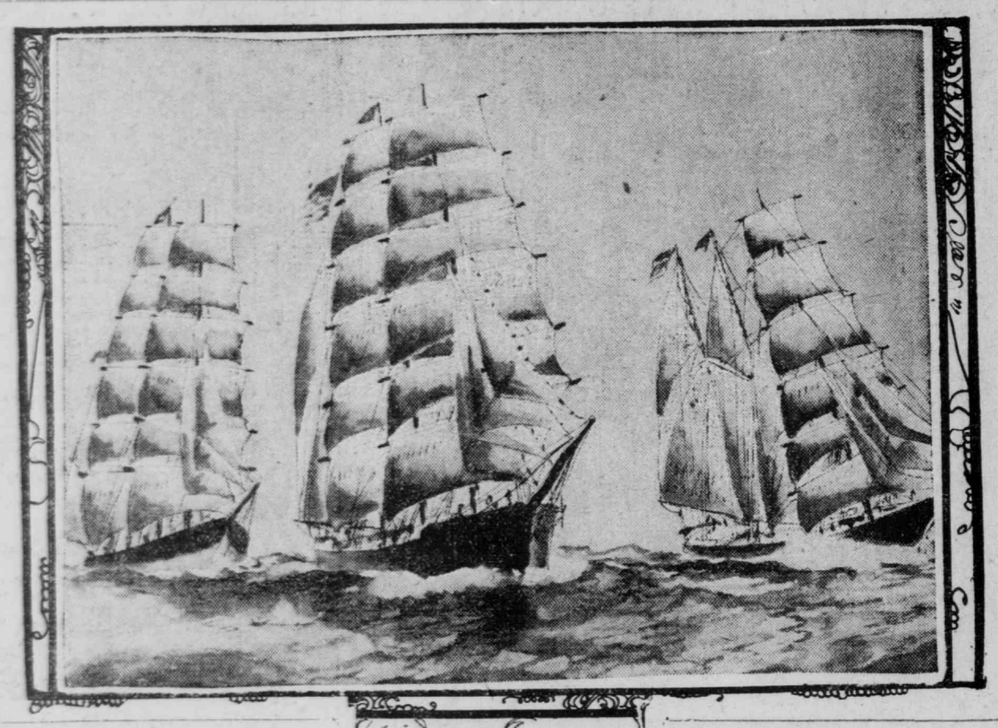
OFFICERS WITHHOLD SOLDIERS' PAY AND LOGAN HAS A QUIET VOYAGE

Transport Arrives From Manilla With 1642 Discharged Men Whose Money Is Retained in the Troopers' Specie Tank to Prevent Gaming During the Trip----Four Sure-Thing Gamblers Brought Home on the Steamship



BARKS R. P. RITHET, S. N. CASTLE AND KAUILANI, WHICH MADE FAST TRIPS.

THE army transport Logan arrived yesterday from Manila. She brought 115 cabin passengers and 1642 soldiers, discharged men of very much the same character as those that made the last voyage of the Thomas such a strenuous struggle. But there was no strenuous struggle on the Logan.

When the Logan left Manila the form of paying off the discharged men was gone through. It was only a form, however. The money went from the paymaster into 1647 envelopes. Each envelope was marked with the name of the soldier owner and deposited in the Logan's strong box. Some $30,000 was in this way taken care of for the men until last Monday, when the envelopes were distributed to their owners.

Except those men that had been paid off in Manila the Logan's soldier passengers were moneyless. No money, no gambling; and, as a consequence, peace from Manila to San Francisco.

Not only was the money withheld. An elaborate array of gambling tools, the reward of a systematic search of the troop quarters, was confiscated and thrown overboard. The men growled, and some of them offered to pay the custodian of their money 25 per cent bonus for the use of some of it. The attractive rate proved no inducement, however, and more than one soldier yesterday thanked the officers responsible for holding on to the men's funds for enabling them to land in San Francisco with money in their pockets.

Four sure-thing gamblers boarded the Logan at Manila with the evident purpose of plying their trade when the men had been paid off and going ashore at Nagasaki with most of the money earned by the discharged men. Withholding the pay envelopes spoiled the crop, however, and even if their presence had not been discovered by the officers the four crooks would have reaped a poor harvest.

They were detected, however, and at the request of the Manila police were brought to the United States "for the good of the Philippines." They were turned over to the local police yesterday and taken to police headquarters for exhibition to the various watches of thief-takers.

The four men were known to the police as George L. Gray; Charles Bolliger, alias Charles Doan; Harry Lewis, and Fred Culp, alias "Scar-Faced Kid."

The Logan's passengers included thirty volunteer and contract surgeons, whose services are no longer required by Uncle Sam. There were also twenty-one babies, eight army nurses and nine school teachers. Company D of the Thirtieth Infantry, in command of Captain Spence, acted as guard.

There were nine deaths during the voyage. Those who died were:

Private Robert E. Barrett, Troop F, Eleventh Cavalry; Private Peter Parvin, Troop C, Eleventh Cavalry; Arthur Allen, oiler of the crew of the Logan; Private Fred. B. Martin, Company L, Twenty-first Infantry; Private E. Kaftz, Company E, First Infantry, who was drowned in a small pond while the vessel was in the harbor at Nagasaki; Dennis Donovan, coal passer of the crew of the Logan; James O'Rourke, civil employe of the quartermaster's department; Corporal William Wright, Company A, Second Infantry, and Private Mark F. Hill, Company A, Second Infantry.

The passengers included:

Colonel C. Davis, Fifth Infantry; surgeons of volunteers—Majors Seaton Norman, F. A. Washburn, A. L. Haines and Robert Burns; Captains E. M. Trook and J. S. Gilbert and wife; L. K. Graves and wife, W. T. Tanner, H. J. Schlageter, E. A. Romig, H. A. Littlefield; G. L. Driver, wife and child; J. B. Pascoe and wife, F. A. W. Conn, C. I. Wertenbaker and wife; J. F. Presnell, wife and child; T. K. Mullins and F. J. Bailey and wife; Captain R. E. Spence, Captain Oliver Edwards, Lieutenant W. Turnbull, Lieutenants L. T. McAndrew, M. Craig, wife and baby; G. L. Chapman, F. G. Turner, J. M. Little and L. B. Chandler and wife; Contract Surgeons L. W. Lord, E. J. Farrow, C. R. Byars; Lieutenant William Brackett, U. S. M. C.; Army nurses Miss E. M. Brinton and Miss N. M. Burke; Nurses from Cosmopolitan Hotel, Manila—Miss M. A. Welch, Miss M. A. South, Miss N. A. Harrison, Miss J. M. Slater, Miss E. H. Wolf, Miss E. M. Bauer, Dr. P. B. Rogers, Mrs. W. P. Rogers, Miss A. V. P. Anderson and child, Mrs. C. D. Dudley, Mrs. L. L. Krebs and child, Captain L. C. Caddell, Rev. P. A. Halpin; school teachers—Mrs. A. C. Harsha, Miss Lucy Mount; A. S. Tidwell, wife and baby; W. H. Adams, G. C. Meyer, C. S. Reinold, Mrs. L. G. Reinburg, C. N. Towle, Miss N. L. Hill, Mrs. F. G. Kretson and child, J. P. Lawler, S. L. Kidder, R. F. Able, Mrs. Jerome Kendall, W. C. Fitch, L. E. Appleby; E. W. Astel, wife and baby; S. J. Orendorf, Mrs. E. D. Tropleng and three children, E. D. M. Fowler, N. Lingwall, L. T. Shipley, wife and child and Master Von Schrader.

From Nagasaki—Majors F. Hadra and R. H. Zauner, Captains Herbert Gunn, C. G. Eichner, T. C. Longino, Lieutenant C. E. Boone, H. A. Mannburg; Dr. Ira Ayer, wife and two children; Miss Cora Fay, Mrs. E. R. Dodds and child, Mrs. C. B. Smith and Mrs. J. Hopkins.

Newport in Quarantine.

The Pacific Mail Company's steamship Newport arrived late yesterday afternoon from Panama and way ports. The quarantine officials found on board a case of sickness the nature of which they consider suspicious and the liner was ordered into quarantine. The suspicious case, a member of the crew, will be examined by daylight and upon the result of this investigation will depend the release or further detention of the Newport. She brought seven cabin and twenty-six steerage passengers, among the former was Arthur H. Dutton, who left here as executive officer of the Colombian gunboat Bogota. Other members of the little war vessel's crew are also on board the Newport. The Newport was boarded at San Jose de Guatemala by officers of the British cruiser Grafton, who went to Captain Saunders for information regarding conditions along the coast. If released from quarantine the Newport will land her passengers early this morning at the Pacific Mail dock.

Giving Sailors Away.

The men that deal in sailors are sighing for a return of the old days of blood money and would even be satisfied if time would roll back to the day of moderately profitable commissions and there stop. The talk of huge profits in this traffic in mariners has attracted an unusual number of operators and the competition has grown keener from day to day. There are many sailors now in port, quite a number of ships going elsewhere to seek charters and a fairly brisk demand for crews. The men that supply these crews have divided into hostile camps and a rate war is now being waged to the almost total wiping out of profits. In former days, not counting the palmy periods of generous blood money, the boarding master received $80 for each man supplied and out of this he paid a commission of $20 to the runner who found the man. The boarding master under conditions as they prevail to-day receives only $17 50 per man. That is gross and out of it comes Jack's board and the runner's commission.

"The business is on the rocks," said one sailor dealer yesterday. "We're giving sailors away and still fighting each other." The old timers are disgusted and the new men, those responsible for the rate war, have had all the battle they want and both factions are now looking around for some longshore Pierpont Morgan who will hammer the discordant elements into tune and bring profitable harmony out of the present expensive chaos.

$100 May Win $1000.

Reinsurance on the German ship Paul Rickmers has been advanced to a rate hitherto unknown in the history of marine underwriting. Ninety per cent, at which the Rickmers has been quoted, is usually the last mark before the official posting as missing. The rate occasionally reaches 95 per cent, as in the case of the ill-fated H. F. Glade. The Rickmers, however, has been elevated into a class all by herself. M. A. Newell, the insurance broker, received a cablegram yesterday from London informing him that for every $100 invested on the Paul Rickmers $1000 would be paid in the event of her safe arrival. There has been considerable speculation on this ship and under the impetus of this latest offer the amount risked on the Paul Rickmers will probably establish a new record in reinsurance speculation. The Rickmers was last sighted on July 20, when she passed Anjer, and if the speed she made up to that time is any criterion she is just about due in Germany now. She is a notorious dawdler and her reputation for stanchness has caused many local speculators to invest heavily on her chance for safe arrival.

Big Fleet Leaves Astoria.

The Columbia River bar has at last quieted down and yesterday eight vessels that have been waiting at Astoria for days for a chance to get to sea passed out. They were the steamship George W. Elder and the windjammers Gleaner, O. M. Kellogg, Cornil Bart, County of Roxburgh, Holyrood, Alsterthal and Riverside.

To Launch Submarine Boat.

The submarine torpedo-boat Pike, built by the Holland Torpedo-boat Company, will be launched at 11:32 this morning at the Union Iron Works. Mrs. Frank B. Zahm will name the new boat, which is the second of its kind built at this port.

Fast Passages.

Three sailing vessels arrived on Monday night from the Hawaiian Islands with fast passages to their credit. They were the barks R. P. Rithet and S. W. Castle, 12 and 11½ days respectively from Honolulu and the bark Kauilani, 12 days from Lahaina.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The bark Kaiulani and the barkentine S. N. Castle load general merchandise here for Honolulu.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
S. Monica	Grays Harbor	Jan. 14
Chehalis	San Pedro	Jan. 14
Ramona	Newport & Way Ports	Jan. 14
Newsboy	San Pedro	Jan. 15
Pt. Arena	Point Arena	Jan. 15
Santa Rosa	San Diego & Way Pts	Jan. 15
Crescent City	Crescent City	Jan. 15
G. W. Elder	Portland & Astoria	Jan. 15
Zealandia	Honolulu	Jan. 15
Arctic	Humboldt	Jan. 16
Redondo	Tillamook via Eureka	Jan. 16
Mackinaw	Tacoma	Jan. 16
Edith	Seattle	Jan. 16
Wyefield	Nanaimo	Jan. 16
Ramses	Hamburg & Way Ports	Jan. 17
Eureka	Humboldt	Jan. 17
Corona	Humboldt	Jan. 17
J. Luckenbach	New York	Jan. 17
City Puebla	Puget Sound Ports	Jan. 17
C. Nelson	Seattle & Tacoma	Jan. 17
Texan	New York	Jan. 18
Coos Bay	San Pedro & Way Pts	Jan. 18
Rival	Willapa Harbor	Jan. 19
State of Cal	San Diego & Way Pts	Jan. 19
North Fork	Humboldt	Jan. 19
Ventura	Sydney & Way Ports	Jan. 19
Alb. River	Point Arena & Albio	Jan. 20
Gaelic	China & Japan	Jan. 20
Columbia	Portland & Astoria	Jan. 20
Pomona	Humboldt	Jan. 20
City of Para	New York via Panama	Jan. 21
Queen	Puget Sound Ports	Jan. 22
Rainier	Seattle & Tacoma	Jan. 22
Isis	Seattle	Jan. 23

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
	January 14.		
Czarina	Coos Bay	5 pm	Pier 8
G. Lindauer	Grays Harbor	5 pm	Pier 10
Eureka	Humboldt	9 am	Pier 13
Centralia	Grays Harbor	4 pm	Pier 2
	January 15.		
Phoenix	Mendocino City	1 pm	Pier 13
Albion Riv	Pt. Arena & Albion	6 pm	Pier 13
State Cal	San Diego & Way.	9 am	Pier 11
	January 16.		
Redondo	Los Angeles Ports.	2 pm	Pier 2
Pomona	Humboldt	1:30 p	Pier 11
Neko	Hamburg & Way	12 m	Pier 34
Senator	Puget Sound Ports.	11 am	Pier 19
	January 17.		
Newsboy	Los Angeles	4 pm	Pier 16
W. Kruger	Los Angeles Ports.	1 pm	Pier 2
Pt. Arena	Point Arena	4 pm	Pier 2
Arcata	Coos Bay-Pt. Orf'd	4 pm	Pier 13
S. Monica	Grays Harbor	4 pm	Pier 2
Ramona	Newport & Way	9 am	Pier 11
Alameda	Honolulu	2 pm	Pier 7
San Jose	N. Y. via Panama	12 m	PMSS
	January 18.		
S. Rosa	San Diego & Way.	9 am	Pier 11
G. W. Elder	Astoria & Portland	11 am	Pier 24
	January 19.		
Arctic	Humboldt	10 am	Pier 2
Corona	Humboldt	1:30 p	Pier 11
	January 20.		
Korea	China & Japan	1 pm	PMSS
Nebraskan	Honolulu-Kahului	3 pm	Pier 20
	January 21.		
Coos Bay	San Pedro & Way.	9 am	Pier 11
City Puebla	Puget Sound Ports	11 am	Pier 19
C. Nelson	Seattle & Tacoma	10 am	Pier 2
Rival	Willapa Harbor	4 pm	Pier 2
	January 23.		
North Fork	Humboldt	9 am	Pier 2
Columbia	Astoria & Portland	11 am	Pier 24
	January 24.		
Newport	N. Y. via Panama	12 m	PMSS

FROM SEATTLE.

Steamer.	For.	Sails.
Bertha	Valdez & Way Ports	Jan. 15
Farallon	Skagway & Way Ports.	Jan. 17
Al-Ki	Skagway & Way Ports.	Jan. 18
City Seattle	Skagway & Way Ports.	Jan. 18
Excelsior	Valdez direct	Jan. 20
Dolphin	Skagway & Way Ports.	Jan. 22
Cottage City	Skagway & Way Ports.	Jan. 24

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Times and Heights of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about twenty-five minutes later than at Fort Point; the height of tide is the same at both places.

TUESDAY, JANUARY 14.

Sun rises 7:24
Sun sets 5:13
Moon rises .....6:54 p. m.

Day.	Time (H W)	Ft.	Time (L W)	Ft.	Time (H W)	Ft.	Time (L W)	Ft.
14	0:39	5.3	5:25	2.5	11:32	6.1	6:15	—1.1
15	1:21	5.4	6:20	2.4	12:25	5.8	6:58	—0.8
16	2:01	5.5	7:19	2.2	1:24	5.4	7:44	—0.4
17	2:43	5.6	8:22	2.1	2:29	4.9	8:30	0.4
18	3:26	5.7	9:31	2.0	3:32	4.5	9:18	0.9
19	4:12	5.6	10:35	1.8	4:44	4.1	10:14	1.5
20	5:02	5.6	11:46	1.5	6:03	3.9	11:11	2.1
21	5:55	5.6	12:55	1.1	7:25	3.8	.....	.....

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey Charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., January 13, 1903.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day, i. e., at noon of the 120th meridian, or at 8 p. m., Greenwich time.

J. C. BURNETT,
Lieutenant, U. S. N., in charge.

Shipping Intelligence.

ARRIVED.

Tuesday, January 13.

Stmr San Pedro, Dunham, 25 hours from Eureka; bound to Santa Barbara and San Pedro; put in to land passengers.

Stmr Newport, Saunders, 21 days from Panama and way ports.

U S stmr Logan, Stinson, 28 days from Manila, via Nagasaki 21 days 13 hours.

Stmr Albion River, Bash, 12 hours from Albion.

Nor stmr Tellus, Pederson, 86 hours from Ladysmith.

Bktn Arago, Semsen, 12 days from Willapa Harbor.

Schr Newark, Reinertsen, 13 hours from Stewarts Point.

CLEARED.

Tuesday, January 13.

Stmr Corona, Nopander, Eureka; Pacific Coast Steamship Co.

Stmr John S Kimball, Thwing, Seattle; E T Kruse.

SAILED.

Tuesday, January 13.

Stmr Coos Bay, Swanson, San Pedro.
Stmr John S Kimball, Thwing, Seattle.
Stmr Columbia, Doran, Astoria.
Stmr Corona, Nopander, Eureka.
Stmr Gipsy, Leland, Santa Cruz.
Stmr Santa Barbara, Zaddart, Seattle.
Stmr Brunswick, Hammar, Fort Bragg.
Stmr Scotia, Erickson, Mendocino.
Stmr San Pedro, Dunham, San Pedro.
Br ship Glenclova, Bowles, Tacoma.
Br ship Rajore, Garrlock, Vancouver.
Br ship Indore, Parry, Port Townsend.
Brig W G Irwin, Garthley, Roche Harbor.
Schr Falcon, Kalb, Grays Harbor.

TELEGRAPHIC.

POINT LOBOS, Jan 13, 10 p m—Weather hazy; wind NE, velocity 6 miles per hour.

DOMESTIC PORTS.

VENTURA—Arrived Jan 13—Barge Santa Paula, hence Jan 11, and sailed for San Francisco.

FORT BRAGG—Sailed Jan 13—Stmr National City, for San Francisco; stmr Point Arena, for Point Arena.

MENDOCINO—Sailed Jan 13—Stmr Phoenix, for San Francisco.

PORT HARFORD—Sailed Jan 13—Stmr Ramona, for San Francisco.

COOS BAY—Arrived Jan 13—Stmr Arcata, hence Jan 10; stmr South Coast, hence Jan 10.

GRAYS HARBOR—Arrived Jan 11—Schr Albert Meyer, hence Dec 31.

Sailed Jan 13—Stmr Santa Monica, for San Francisco.

Sailed Jan 13—Stmr Aberdeen, for San Francisco; schr R C Slade, for Honolulu.

SEATTLE—Sailed Jan 13—Jap stmr Iyo Maru, for Japan and China.

Sailed Jan 13—Stmr Montara, for San Francisco.

BALLARD—Sailed Jan 13—Br ship Lyderhorn, for Delagoa Bay.

SOUTH BEND—Arrived Jan 13—Stmr Rival, hence Dec 10.

POINT REYES—Passed Dec 13, 10 a m—Stmr Marshfield, from Santa Barbara, for Trinidad.

EUREKA—Arrived Jan 13—Stmr Acme, from Shelter Cove; stmr Iaqua, hence Jan 12.

Sailed Jan 13—Nor bark Agra, for Melbourne.

Arrived Jan 13—Stmrs Arctic and North Fork, hence Jan 12.

PORT LOS ANGELES—Arrived Jan 13—Br ship Irby, from Newcastle, England.

SAN DIEGO—Sailed Jan 13—Br ship Toxteth, for Puget Sound.

SAN PEDRO—Arrived Jan 13—Stmr Newsboy, hence Jan 10; stmr Brooklyn, hence 11th.

Sailed Jan 13—Stmr Newsboy, for San Francisco; schrs Fred E Sander and Transit, for Puget Sound.

ASTORIA—Sailed Jan 13—Stmr George W Elder, for San Francisco; Fr bark Cornil Bart, for Queenstown; Br ship Holyrood, for Queenstown; Ger ship Alsterthal, for Queenstown; Br ship County of Roxburgh, for Queenstown; Br ship Riverside, for Melbourne; schr O M Kellogg, for San Pedro; bktn Gleaner, for San Francisco; Br bark Adderly, for Sydney; Ger bark Wandsbek, for Melbourne; stmr Despatch, for San Francisco; Fr bark Nantes, for Queenstown.

Outside, bound in, Jan 13—Br bark Musselcrag, from Antwerp.

Arrived Jan 13—Stmr Melville Dollar, hence Jan 10.

PORT ANGELES—Arrived Jan 13—Ship Kenilworth, from Nanaimo.

PORT TOWNSEND—Passed in Jan 13—Bktn Georgina, from Callao; schr Expansion, from Tacoma.

Arrived Jan 13—Tug Discovery, from Dogfish Bay.

WHATCOM—Arrived Jan 13—Schr James Rolph, from Port Townsend.

NEAH BAY—Passed in Jan 13—Stmr Queen, hence Jan 11, for Victoria; stmr Rainier, hence Jan 10, for Seattle.

BOWENS LANDING—Sailed Jan 13—Stmr Navarro, for San Francisco.

ISLAND PORTS.

HONOLULU—Arrived Jan 13—Danish stmr Arab, hence Jan 1, for Hongkong, put in for fuel; stmr Ventura, from Sydney, for San Francisco; Br stmr Gaelic, from China and Japan, for San Francisco.

Sailed Jan 13—Bktn Wrestler, for Eleele.

HANA—Arrived Jan 13—Schr Defender, hence Dec 24; schr Geo W Watson, from Hilo.

EASTERN PORT.

NEW YORK—Arrived Jan 13—Stmr City of Washington, from Colon.

FOREIGN PORTS.

ST VINCENT—Arrived Dec 22—Ger stmr Theben, from Hamburg, for San Francisco.

FLUSHING—Passed Jan 10—Fr ship Alice, from Antwerp, for San Francisco.

ANTWERP—Sailed Dec 23—Br ship Belford, for Vancouver.

DUNGENESS—Passed Jan 11—Br ship Belford, from Antwerp, for Vancouver.

HAMBURG—Sailed Jan 8—Ger ship Polymnia, for Port Los Angeles.

SYDNEY—Arrived Jan 10—Stmr Sierra, hence Dec 19.

PANAMA—Arrived Jan 13—Stmr Acapulco, hence Dec 20.

TENERIFFE—Sailed Dec 27—Ger stmr Abydos, for San Francisco, from Hamburg.

MADEIRA—Sailed Dec 29—Danish stmr Polartsjernen, from Antwerp, for San Francisco.

SHANGHAI—Arrived Jan 13—Schr Mahuko, from Astoria.

OCEAN STEAMERS.

NAPLES—Arrived Jan 13—Stmr Perugia, from New York.

NEW YORK—Sailed Jan 13—Stmr Palatia, for Naples and Genoa; stmr Hesperia, for Marseilles, etc.

Arrived Jan 13—Stmr Vaderland, from Antwerp.

MOVILLE—Arrived Jan 13—Stmr Bavarian, from St Johns, for Liverpool.

PALERMO—Sailed Jan 13—Stmr Pennland, from Philadelphia, for Antwerp.

HULL—Passed Jan 13—Stmr Bavarian, from St Johns, N B, and Halifax, for Liverpool; stmr Pomeranian, from Boston, for Glasgow.

ADVERTISEMENTS.

Not Only Relief; A Cure.

ASTHMA

Many discouraged Asthmatics who long for a cure or even relief lack faith to try, believing a cure impossible. HIMROD'S ASTHMA CURE is truly a grand remedy and possesses a virtue unknown to other remedies that not only instantly relieves but cures.

The late Sir Dr. Morrell McKenzie, England's foremost physician, used HIMROD'S ASTHMA CURE constantly in his private practice. If you are discouraged send for a generous free sample. It will not disappoint you.

HIMROD'S ASTHMA CURE is a standard remedy prescribed by many eminent physicians and sold throughout the world for over a quarter of a century. A truly remarkable testimonial in itself.

HIMROD M'F'G CO., 14-16 Vesey St., New York. For sale by all druggists.

RAISING FUNDS FOR BUILDING

San Francisco Nursery Desires a New Home.

Management Will Make an Effort to Secure Modern Quarters.

The members of the San Francisco Nursery for Homeless Children held their annual election of officers yesterday at the home on Mission street, near Twelfth. The following officers were elected: Mrs. J. Bertz, president; Mrs. William Thomas, first vice president; Mrs. W. S. Leake, second vice president; Mrs. Frank V. Wright, third vice president; Mrs. S. B. McLenegan, treasurer; Mrs. Guy E. Manning, recording secretary; Mrs. J. L. Gould, corresponding secretary; board of managers—Mrs. J. Elder, Miss E. Cowell, Mrs. W. E. Jackson, Mrs. O. B. Burns, Mrs. Albert Derham, Mrs. William Frank, Mrs. W. L. Gerstle, Mrs. William Hollis, Mrs. A. E. Law, Mrs. A. H. Martin, Mrs. H. E. Osborne, Miss Maude O'Connor, Mrs. E. F. Preston, Miss Adelaide Pollock, Mrs. George Sperry, Mrs. J. J. Spieker, Mrs. J. J. Theobald; trustees—R. B. Mitchell, T. J. Schuyler, M. H. Hecht, C. S. Neal and Dr J. W. Ward; physicians—visiting Dr. Guy Manning, consulting Drs. William Boericke and James W. Ward; dentist, Dr. O. B. Burns; attorneys—E. F. Preston, E. H. Whittemore and E. C. Chapman.

The annual reports showed the home to be in a prosperous condition. During the last year 103 boys and girls were taken care of. During the coming year those interested in the welfare of the home will make efforts to raise a building fund to erect a comfortable nursery in the Richmond district, where the home owns a large lot. The property is situated on Lake street, between Fourteenth and Fifteenth avenues, and by the end of this year the management hopes to have a fine new building erected, as the one they now occupy must be vacated during this year. H. E. Law has already donated $5000 to the building fund, and Henry Cowell has also given a donation of $1000 toward the fund. It was decided at yesterday's meeting to make an earnest appeal to the public to subscribe toward the building fund. The San Francisco Nursery for Homeless Children is one of the most worthy charities in the city, and the appeal will no doubt result in the raising of a big building fund.

FREE

With Next Sunday's Call

Cartoon In Color

By OSCAR HOLLIDAY BANGHART

Given Away With THE SAN FRANCISCO CALL

'CUPID BAITS THE HOOK."

NEXT WEEK'S SELECTION, entitled "Cupid Baits the Hook," an up-to-date creation artistically drawn, is considered one of the best of this justly famed series and is certain to attract every one.

THE CALL has arranged to have samples of the original on display nearly everywhere, and after seeing one no time should be lost in ordering

THE SAN FRANCISCO CALL

STAND AGAINST TARIFF DICKER

Board of Trade Requests Congress to Oppose Reciprocity.

Protection Is Sought for Various Products of the State.

The State Board of Trade voted yesterday to instruct the secretary to request the California delegation in Congress to work against any reciprocity measure tending to injure any of the industries of California.

Delegates were elected to represent the board at the meeting of the Sacramento Valley Developmnt Association, the San Joaquin Valley Commercial Association and the coast counties to be held at Sacramento next Monday, for the purpose of discussing the subject of protection to the forests of California and other measures of general interest to the State. A vote was adopted to publish the pamphlet written by Professor Wickson of the University of California concerning the adaptability of Northern and Central California for the growing of citrus fruits.

The original steps were taken by the State Board of Trade some years ago to have the Calimyrna fig produced in this State by the importation of the blastophaga, or fig wasp. Since then, with the co-operation of the Department of Agriculture, the Calimyrna fig has been firmly established as an article of commerce. Yesterday the board appointed E. W. Maslin, J. A. Filcher and B. N. Rowley a committee to prepare an authenticated report of the agency of the board in this matter. These are the members of the committee that originally exploited the idea of the blastophaga in a communication addressed to Secretary Wilson of the Department of Agriculture.

The delegates appointed to go to Sacramento next Monday are B. N. Rowley, T. C. Friedlander, J. A. Filcher, Craigie Sharp and Rufus P. Jennings.

Manager Filcher submitted a report of the doings of the board. During the year 1902 the board sent out 3745 letters in response to inquiries, 200,000 copies of literature by mail and about 200,000 copies to attendants at conventions and persons who visited the free exhibit of the board in the Ferry building. The persons visiting the board rooms in the year 1902 numbered 120,000.

Six more counties are affiliated with the board than there were one year ago. All counties now co-operating with the board are showing greater interest than heretofore. Following the recent citrus fair, and within two weeks of its close, the incentive being the showing made of citrus fruits at the fair, a corporation was formed in Kern County to engage on a large scale in raising oranges and lemons. Ground has been selected and the development of water for the tract has begun.

RATE EXPERTS OFF FOR EAST

Business Men of Coast Have New Problems to Consider.

Representatives from the commercial community of San Francisco to the conference to take place at Chicago relative to the preparation of a new freight tariff for the transcontinental railways will leave this city for the East to-morrow night. They are W. R. Wheeler, Harry D. Loveland, Wakefield Baker, A. C. Rulofson and E. S. Pillsbury, the last named being attorney for the commercial interests involved. This conference is certain to be attended with important results. The Interstate Commerce Commission having intimated that an agreement between the parties in interest would obviate the necessity of additional hearing of the controversy, an effort will be made to reach an understanding, and representatives will be present from all the transcontinental lines, and also from the Business Men's League of St. Louis, the last named organization being the one that instituted the proceedings that led to the long hearing before the Interstate Commerce Commission, involving great commercial and transportation issues.

While the Interstate Commerce Commission established certain principles, much was left in question. Here it is that diplomacy and expert knowledge will come into play on both sides to the controversy. The commission set forth that while the tariff that fixes the differentials between carloads and less than carloads from the Middle West to the Pacific Coast cannot be condemned as a whole, many of the details are in violation of law. The commodity tariff was censured by the commission because, so the commission found, it unlawfully specifies a number of varied commodity rates, especially for the hardware schedule. In the adjustment of carload and less than carload rates, so found the commission, while the differential is not prima facie, excessive, it does not follow that every differential under the tariff may equal those now existing. The differentials between the carload and the less than carload rates were found by the commission to be too great in many instances, and it was also found that the varied commodity rates in the hardware schedule, and perhaps in some others, should be readjusted and perhaps greater latitude should be given in the shipment of practically the same articles shipped in mixed carloads, while the present record before the commission furnished no facts from which the commission could intelligently determine what ought to be done in specific instances.

In this wide range of possibilities there is seen to be ample ground for discussion. The men who will be at the conference will be among the keenest in the matter of freight tariffs in the United States. On one side is the Middle West desirous of getting the jobbing trade of the Pacific Coast. On the other side are the business houses of the Pacific Coast. Much has been settled in favor of this coast by the decision of the Interstate Commerce Commission. The remaining questions have yet to be determined. If there is no agreement at Chicago the Interstate Commerce Commission will sit at St. Louis next month to consider what is then undetermined.

Sentenced to Five Years.

Frank Loland was sentenced to serve five years in San Quentin by Judge Cook yesterday. He was convicted several months ago of stealing a gold watch from Silvio Bianchini on July 11, but as he claimed to be only 18 years of age he was sent to the Whittier Reform School, where he attempted to gouge a boy's eye out, and when punished for it claimed that he was 24 years of age. He was one of the trio who made a break from the prison van at the Broadway jail and were chased and recaptured.