

JOHN D. SPRECKELS, Proprietor.

Address All Communications to W. S. LEAKE, Manager.

TELEPHONE.

Ask for THE CALL. The Operator Will Connect You With the Department You Wish.

PUBLICATION OFFICE... Market and Third, S. F. EDITORIAL ROOMS... 217 to 221 Stevenson St.

Delivered by Carriers, 15 Cents Per Week. Single Copies, 5 Cents. Terms by Mail, Including Postage: DAILY CALL (including Sunday), one year... \$6.00

All Postmasters are authorized to receive subscriptions. Sample copies will be forwarded upon request.

Mail subscribers in ordering change of address should be particular to give both NEW AND OLD ADDRESS in order to insure a prompt and correct compliance with their request.

OAKLAND OFFICE... 1118 Broadway

C. GEORGE KROGGESS, Manager Foreign Advertising, Marquette Building, Chicago.

NEW YORK REPRESENTATIVE: STEPHEN B. SMITH... 30 Tribune Building

NEW YORK CORRESPONDENT: C. C. CARLTON... Herald Square

NEW YORK NEWS STANDS: Waldorf-Astoria Hotel; A. Brentano, 51 Union Square

CHICAGO NEWS STANDS: Sherman House; P. O. News Co.; Great Northern Hotel

WASHINGTON (D. C.) OFFICE... 1406 G St., N. W. MORTON E. CRANE, Correspondent.

BRANCH OFFICES: 527 Montgomery, corner of Clay, open until 9:30 o'clock

215 Larkin, open until 9:30 o'clock. 1941 Mission, open until 10 o'clock

Market, corner Sixteenth, open until 9 o'clock. 1096 Valencia, open until 9 o'clock

108 Eleventh, open until 9 o'clock. N. W. corner Twenty-second and Kentucky, open until 9 o'clock

2200 Fillmore, open until 9 p. m.

TRADE EXPANDING AGAIN.

ALTHOUGH the country's bank clearings showed a loss of 7 per cent last week compared with the corresponding week in 1902 and the aggregate clearings themselves dropped off to \$1,814,625,000, the lowest volume for a long time, with the cities of New York, Chicago, Boston, St. Louis and Minneapolis—all important centers—exhibiting a loss, the general tenor of commercial advices throughout the country indicate a decided expansion in trade, due largely to milder weather. Surprise was also expressed that the consumptive capacity of the country kept up to a high pitch in spite of rather higher prices for many lines of goods. Evidently the limit of purchasing power has not yet been reached, nor has production overtaken consumption, and until this latter condition occurs, high prices and a brisk demand for goods will probably prevail.

Advices from New York say that really easy time money is not yet in sight nor is it expected for some time to come, though call money has been down to 2 1/2 cents and 3 1/2 cents for a week or more. Surplus reserves are much below the average for this time of the year, loans are reported by the New York banks at near the high record figure and there is a possibility that several vast sums will have to be paid out during the next six months, chief among them being the \$40,000,000 for the Panama canal, hence the indications are that money will rule firm indefinitely. Wall street continues tame and featureless and the daily fluctuations produce little net deviation either up or down considering the market from week to week, as the great interests which control the situation want to hold the market about where it is for the present.

The staples are generally firm. Increased interest is exhibited by purchasers of iron and steel goods and the demand for prompt deliveries is again becoming urgent, while quotations for iron ore and a number of finished products are again higher. The mild weather is beginning to favor the iron industry by rendering the fuel situation less troublesome. Coke, coal, freights and wages have all advanced, tin and copper are again higher, so it will be seen that the metal situation, which is considered one of the leading barometers of trade, is not only exceptionally strong, but improving. New England shoe factories report advances in several descriptions of footwear for delivery next fall, and hides and leather are generally quoted firm. Against this, however, is a sudden quieting down in the woolen trade, some early purchasers having reduced the size of their orders, while others have canceled theirs altogether.

Provisions keep up to their previous high level, and livestock is still scarce all over the United States. Wheat is easy and quiet all over the world, except on the Pacific Coast, which has been heavily drawn upon to supply the deficiency in Australia. Nor is this demand altogether transient. Representatives of coast mills in the Orient report such an increase in the demand for flour in China and Japan, where the upper classes are abandoning the use of rice for flour, that flour mills are being built in both countries to accommodate this growing demand, and this coast will be the natural source of supply for these mills. Hence wheat rules firm throughout the three coast States, while it is dull and easy in most other parts of the world.

Local conditions show little change, except that merchants have lately been reporting business somewhat quieter than during the past year or so. But this may be the usual winter lull, as the bank clearings show a regular large increase from week to week, which they would hardly do were business really quieter.

At a recent banquet to the Kaiser we are informed that one sweet was served under the title "Under Venezuelan palms" and another was labeled "German-English Siesta a la Guaira," while the ices were served as "Caracas bombs." After such a dinner there should have been furnished to aid digestion something neat in the way of a "Monroe doctrine" pill.

By the will of a St. Louis man Washington University has been left the sum of \$25,000 on condition that the principal be invested and the interest permitted to accumulate until the year 2000, by which time the testator thought the sum would be large enough to serve as a memorial of his liberality.

A recent trade item announces that among the exports from this country were 2900 tons of cotton seed oil and 107,000 tons of peanuts exported to Marseilles. The significance of the item lies in the fact that Marseilles is the center of the olive oil industry.

AN EXTRA SESSION.

REPORTS from Washington are to the effect that an extra session of the Senate is deemed unavoidable owing to the deadlock of the situation. Estimates differ as to the length of time the session will last. Senator Morgan says it will take a month to dispose of the business, but on the other hand Senator Aldrich estimates it will not last more than a few days.

The situation has developed out of the rules of the Senate which enable a minority to prevent the taking of a vote during a short session by the simple means of talking against time until time is exhausted. In this instance there are two sets of Senators responsible for the obstruction. On the one side are Senator Morgan and the few who are supporting him in his opposition to the Panama canal treaty; on the other side are Senator Aldrich and those who supported him in opposition to the statehood bill. Each set will of course seek to throw the odium of delay upon the other, but it is probable the people understand the situation too well to be deceived.

The fight for the statehood bill has been the chief contest of the session. The advocates of the bill assert that they have upward of fifty-two votes on their side and the assertion is doubtless accurate. It is certain that every test vote on the subject showed a majority of those voting to be in favor of the bill. Moreover, they have been at all times eager to get a vote on the bill itself, while the opposition would never consent to it. Those facts are sufficient to show that the opponents of the measure were as guilty of delaying public business as are Senator Morgan and the opponents of the canal treaty. Therefore all efforts to shift the blame from one side to the other will be futile. The people are aware that the delay is due to the Senate as a whole and that neither faction is willing to so amend the rules as to make it possible for a majority to insist upon a vote when a minority is talking against time.

It appears useless to expect a revision of the rules of the Senate, and accordingly the situation presents a new argument in favor of the proposed change of the date of Presidential inaugurations from March 4 to some time at the end of May. Such a change would put an end to the short session business and to the temptation to talk against time. It seems clear that the opposition to the statehood bill undertook to talk it to death solely because it knew the session and the Congress would end on March 4. It was the shortness of the session that made the dilatory tactics feasible. Had the term of Congress extended to the end of May it is doubtful if there would have been any attempt at talking the bill to death. The opposition would have foreseen that it could not hold out for six months and accordingly would not have interfered with the orderly progress of business.

When Congress assembled last fall it was believed that we were to have an exemplary session. No issue of party politics disturbed the situation. The great measures before the two houses were not partisan measures. It was expected that we would have legislation for the Philippines, for currency reform, immigration restriction, the merchant marine, the admission of the Territories and the isthmian canal as a matter of course with little or no opposition. A contest over the issue of trust regulation was of course foreseen, but even that was not expected to be on party lines, for men of all parties have agreed that something should be done in that direction.

The high expectations of the session have been disappointed. With the exception of the establishment of the Department of Commerce little or nothing of great moment has been achieved. The Aldrich currency bill may yet be enacted, but while it will relieve some of the evils of the situation it will be by no means adequate to the needs of the country and at the next session the whole subject will have to be taken up anew.

The appropriations are said to have broken the record for a short session. As passed by the House the supply bills carry appropriations amounting to upward of \$700,000,000, and it is to be borne in mind that at this session there was no river and harbor bill. Even the most liberal admit that such an approach to a "billion dollar session" is a notable thing, and it is the opinion that Mr. Cannon, chairman of the Committee on Appropriations, has been generous with "the boys" this winter in consideration of the fact that he is slated for Speaker of the next Congress and so is to close his service as chairman of that committee.

Even with an extra session in sight it is by no means certain what will be the fate of the two treaties that will come before it. At the present outlook it appears probable that the Panama treaty will be ratified and the Cuban treaty debated. There is, however, a possibility that the reciprocity scheme may yet be carried, and it behooves the guardians of California interests to be watchful of every move in the game.

THE REASON WHY.

FROM this Congress it seems we can no longer expect anything in the way of legislation designed to foster American shipping or to rid us of the necessity of paying tribute to foreign shipowners on nearly every pound of our exports and imports. There is evidently a very powerful influence at work in opposition to such legislation, for despite the fact that it has been repeatedly recommended by Republican Presidents and pledged in Republican national platforms every bill designed to that end is defeated.

It is significant that the defeat of such bills is rarely achieved by voting them down after debate. The usual method of the opposition is to delay action or even consideration of the measure until it is too late to procure the passage of it and then leave it as a part of the work to be undertaken by the next session or the next Congress. The method is a very clever one, for it permits the men who have been instrumental in the defeat of the measure to go before their constituents and announce that they are in favor of upbuilding the American merchant marine and ask to be re-elected in order that they may go to Congress and vote for it.

Ample evidence has been submitted to Congress to prove that we cannot have an American merchant marine on the ocean engaged in foreign commerce without something in the way of legislation to counterbalance the subsidies granted by their Governments to foreign ships. Recently the Maritime Association of New York sent to Congress a memorial on the subject fully explaining the situation. The memorial said: "American labor in the shipyards and American labor afloat refuses to accept employment at the rate of wages that obtains abroad. And this makes it impossible for owners of American vessels to profitably compete with the more cheaply built and more cheaply operated foreign ships in our foreign carrying trade. American capital, therefore, as we have seen during the past year, to the extent

of more than a hundred million dollars, has been invested in foreign built ships, officered and manned by foreigners. Thus we see that, while under existing conditions profitable employment is denied to American labor in our shipyards and on board our ships, profitable employment of American capital in ship-owning has been extended in a manner unprecedented in our national history."

That is the situation which confronts the American capitalist, shipbuilder and shipowner. Congress alone can grant relief. It lies in the power of the Senators and the Representatives to enact legislation which will provide a means whereby we may have an adequate merchant marine without diminishing the wages paid in our shipyards or on board our ships. The people desire such legislation. Our commercial and industrial prosperity demand it. In spite of all it is repeatedly denied. It would be interesting to know the reason why.

Some one sent a report to Berlin that by way of return for the statue of Frederick the Great the United States would give Germany a statue of Washington, and thereupon a Berlin paper remarks that, since the United States is to put the Frederick statue in front of the war college instead of in a public park, Berlin should treat Washington in the same way. And such is friendship between nations.

A DUCK OF A BOAT.

SOME time ago it was announced that the German Government has designed a warship upon a new and peculiar model. The story went to the effect that a German inventor, after noting that the present style of ship construction follows the model of a fish and is intended to glide through the water, where of course it meets a great deal of resistance, came to the conclusion that it would be a great deal better to build a ship like a duck to float on top of the water; and the Kaiser is going to try it.

While the story is interesting, it should not be regarded as necessarily a fairy tale. We have had so many novelties in the way of ship construction of late that we are now prepared for almost anything in the way of a new freak in that line. Some years ago the Czar, on the advice of one of his admirals, constructed a circular ship of which great things were expected. The ship could whirl round like a top, and go backward or sideways equally as well as forward. In fact, being circular, any one point of her circumference did as well as another for a bow when the time came to start her. The ship cost a good deal of money. She spun about very pleasantly to all concerned so long as she remained in landlocked waters, but when she went down to the big sea she went down forever, and of circular ships we have heard no more.

Then came the famous French experiment of a ship on wheels. For a time no pictorial paper was complete without a picture of that ship. She was to walk the waters like a thing of life, or rather was to roll over the waves on wheels of easy motion, gliding like a chariot over a grassy lawn. Tried upon the placid waters of the Seine the boat did her inventor proud, and money was raised sufficient to build one large enough and strong enough to try on the British Channel. That was the end of the money and the boat. The inventor may doubtless retain his "wheels," but the ship is gone forever.

Now comes the Dutchman's duck boat. We have heard but little of her as yet. Doubtless pictures and diagrams of her cut and style will be forthcoming in large numbers ere long. We shall hear much of her ability to move over the waters without a ripple as smoothly as a duck on a gentle millpond. We will be told that there were no waves in her wake, no disturbance of the water of any kind, and that her motion was like that of the swan boat that bore Lohegrin over the enchanted waters of the Rhine in the brave days when people lived like a scene in a grand opera.

However, we have our doubts of this duck shaped boat. The world is very old and marine architecture is not of yesterday. Experiments have been made with ships of all sorts and sizes and shapes since the great day when the three wise men of Gotham went to sea in a bowl; and all experience has shown that it is safest to build a boat somewhat like a fish. In short, we venture the prediction the duck boat will turn out to be something of a wild goose boat, and as a friend we advise the Kaiser to put very little faith and still less money in it.

GOVERNMENTAL EXPERIMENTS.

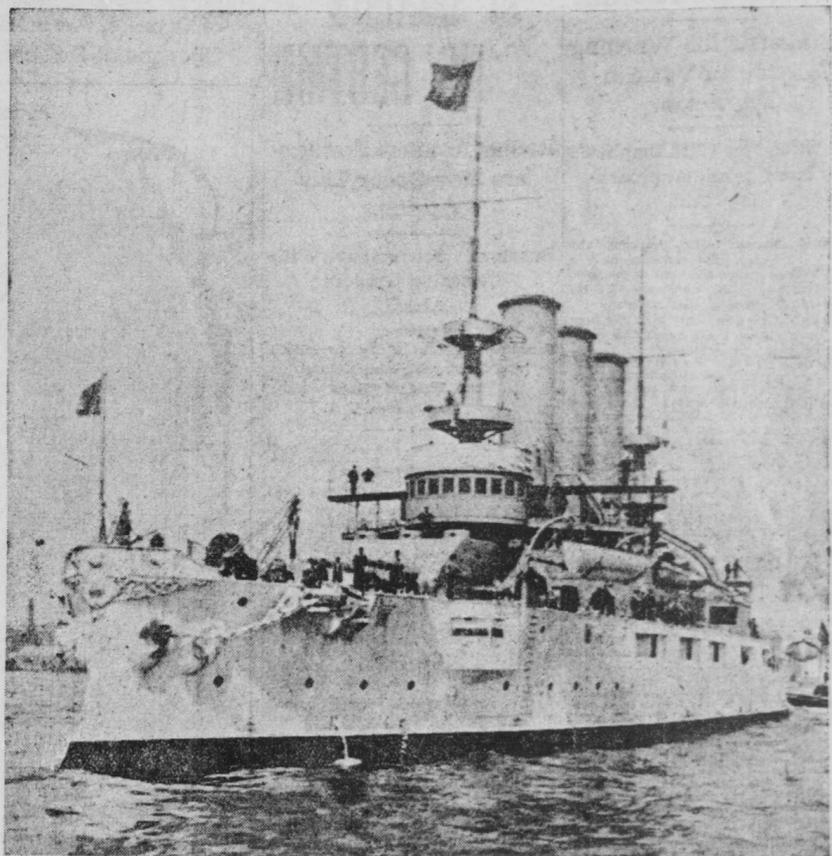
SOME time ago it was announced that the experimental staff of the Department of Agriculture had succeeded in developing a frost-proof orange. The announcement was of much interest to the whole country and especially so to orchardists living in the frost belt. Doubtless there were visions of oranges growing and ripening securely on trees hanging with icicles and bright prospects of the cultivation of oranges and apples in the same orchard.

It now appears that the early reports of the triumph of the department were slightly exaggerated and somewhat misstated. The development of the frostless orange has not yet been successfully achieved. A few days ago the scientists who are working on the experiment went to the House of Representatives to ask for additional appropriations to continue their task. When before the committee they were asked, "What is the quality of this frost-resisting orange you have produced?" They replied, "It is not exactly an orange, it is a lemon." "Then it will not take the place of the present orange," said the committee. "If we get the money we ask for, it will," said the scientists, "for with the appropriation we are asking we purpose to develop the hybrid we have now produced and thus develop a real orange."

The money was granted. It is stated, however, that the coming orange will not be genuinely frost-proof, but only slightly so; just about enough to withstand the frosts of the Florida orange district. Even at that rate it would be a great boon to orchardists and well repay all the money expended to produce it. There remains, however, the danger that the highly developed hybrid may revert to the lemon on the slightest provocation and prove of no great value to the orange market after all.

Another report of the experiments of the department is of a nature so curious and seemingly so absurd that if it were possible for a governmental bureau to develop a joke this would be taken for one. It is announced that the Department of Agriculture is experimenting with a view to producing a breed of featherless chickens. If the experiment be undertaken merely for the purpose of testing how far variation of species can be induced by intelligent selection, it will be interesting enough, but it is not easy to see what benefit will accrue from the production of such a chicken. The bird would not be a thing of beauty nor would the toughness of its skin, caused by the lack of the protecting feathers, increase its delicacy when served for the table. However, it is useless to speculate about the thing. When we get it civilization will doubtless find some use for it.

GREAT BRITAIN'S NAVAL REFORM PLAN WILL NOT MAKE THE SERVICE POPULAR



BATTLESHIP MAINE, WHOSE OFFICERS ARE HAVING CONSIDERABLE DIFFICULTY IN MAINTAINING DISCIPLINE AMONG THE CREW, ACCORDING TO THE PUBLISHED PRESS REPORTS FROM NEWPORT NEWS, WHERE THE CRAFT IS NOW LYING IN DRYDOCK.

THERE are some features about Lord Selbourn's naval reform scheme that will not tend to make the service generally popular. The scheme provides for one system of supply of officers for the fighting of ships, and in future every cadet from twelve or thirteen years of age will undergo an identical training of seven years before he specializes for his executive, engineering or marine duties. During this long apprenticeship the youngster receives practically no pay, but on the contrary has to pay for his tuition, except in the case of sons of naval and military officers and Government officials. This practically shuts the door to the poor man's son and reserves the naval service, so far as commissioned rank is concerned, to the moneyed class, as it is in the army. This apprenticeship will cost the parents from \$500 to \$600. Under the present system cadets while on the Britannia receive no pay, and when attached to ships only \$8 a year, which is raised to \$157 upon becoming midshipmen. The engineers are somewhat better paid, beginning with \$13 a year and getting \$89 yearly salary when they become assistant engineers. As contrasted with United States navy the British service is decidedly aristocratic, or at least open only to persons of considerable means. The naval cadet in our service gets \$50 a year, while at the academy and \$50 when attached to a ship and six years after entry, when becoming an ensign, he is raised to \$1400. He is thus able to support himself during his apprenticeship and the service benefits by drawing its future officers from all classes of the great commonwealth.

British dockyards are unable to carry on the work of repairs, fitting out and new building of ships, and it has become necessary to return to the practice abandoned about eighteen years ago of giving repair work to private yards. The Admiralty pays the actual cost for material, wages of workmen and that 20 per cent is added to recompense the contractor for running expenses, superintendence and use of tools and an additional 10 per cent is allowed as profit to the contractor.

An interesting naval article appears in the Fortnightly Review for February, which, among other subjects, points out the necessity of revising the antiquated system of manning modern ships-of-war. The British armored cruiser Hogue, 12,000 tons and 21,000 horsepower, with a complement of 727 is taken as an example, which applies to all vessels of that size and type. The executive branch numbers 342; engineering, 215; artificers, 26; pay department, 8; servants, 17; medical branch, 6; chaplains, 2; miscellaneous, including police, cooks and musicians, 21; marines, 90. The writer points out that only a few of the officers are experts in ordnance matters, and that more than half the bluejackets are of the old style sailors, without any special qualifications to fit them for fighting in a modern man-of-war. The marines are all trained in gunnery, but the 190 untrained seamen should be trained in order to give more efficiency to the ship.

Torpedo-boat No. 106, one of five boats building at Thornycroft's yard for the British navy, averaged 25.213 knots during a four-hour run, exceeding the contract by .213 knots.

Table with 3 columns: NAVIES OF, Total Expenditures, Ships and Armaments. Rows include Great Britain, France, Russia, Germany, and Totals.

Lie Chou, admiral of the Canton River, has purchased about \$5000 worth of photographic apparatus which he utilizes in snaphooting his men in attitudes of great fierceness. It is understood that the pictures are to be distributed among the plunders to scare them off from their nefarious work. The military commander of Canton has devised another and better method, having engaged a man of approved ferocity to take charge of two gunboats, manned by forty men each, to tackle the pirates. The crews have double pay to stimulate their courage, and promise of "blood money" prizes.

The London Times states that the Chilean Government has placed the sale of the two battleships launched last month with a firm in London. They are exceptionally good ships, but are not likely to find purchasers, except, perhaps in England. Chile has no immediate want of additional ships and those on hand are a source of expense and considerable trouble. The Captain Prat recently ran on the rocks at Quintero sustaining damages to the amount of 300,000 pesos, and a fire on board the Esmeralda a short time ago caused considerable damage. The Government has tried to conceal these two accidents from the public, which has caused considerable ill-feeling against the naval authorities.

The French battleship Jeanne d'Arc is still a source of trouble to the naval authorities. At the three hours full power trial January 23, the horsepower averaged 20,267, or 2287 more than contracted for, but the speed was only 21.7 knots, falling short 1.3 knots of the calculated speed. The armored cruiser, Admiral Gueydon has also proven a disappointment thus far, the full power trial developing 15,530 horsepower and 20.3 knots, against a calculated power of 20,300 and 21 knots speed.

The Farnham Company at Shanghai has completed the last of

ANSWERS TO QUERIES.

DIVORCE—G. City. At the Legislature before the one now in session a number of bills relating to divorce were introduced, but none became a law.

JAMES D. PHELAN—J. S. City. James D. Phelan was elected Mayor of San Francisco in 1896 for the first time and was elected twice after that to the same office.

CHICKENS—A. W. S. Hollister, Cal. There is but one safe method to prevent chickens from picking one another's feet,

the ten gunboats and revenue vessels contracted for a year ago for service in the Philippines. Five boats of similar types, built by contract in Japan, have also been completed and all but one delivered at Manila.

Pay Inspector Stephen Rand appears to have recovered from the sudden illness with which he was afflicted a year ago when ordered to sea. His confirmation as pay director has been hung up since July last, the President refusing his indorsement on the ground that Rand had not been at sea while in the grade of pay inspector. Mr. Rand has now been ordered to service in the Philippines, a duty less agreeable than the order to the West Indies a year ago, and will most likely consent to go. He has been in the regular service since 1869 and will retire by age limit in 1906. He is credited with seventeen years, six months sea service, most of which has been of his own selection as he has until recently been greatly favored by the Washington authorities. His rank as pay director will entitle him to retire with the rank of rear-admiral, having served during the Civil War, from December 1864, as an acting third assistant engineer and was transferred to the pay corps in 1868.

The suit of the United States against the builders of a dry dock in the New York navy yard for the recovery of \$173,200, on account of defective work, has resulted in a verdict for the defendant. There was a great scandal in naval circles on the discovery that the collapse of the dock was chiefly due to bad work and a court-martial followed on the civil engineer, who had superintended the construction. The officer was suspended for two years and subsequently retired. The dock was unserviceable for a long period, at a time when greatly needed, and its condition at the present time is not one to inspire confidence in its safety, due partly to bad work, but chiefly because of its location where quicksand and subterranean springs make a proper foundation difficult to construct.

The Navy Personnel law, enacted March 3, 1899, has now been in operation long enough to show results. Barring the amalgamation of the former engineer corps with the line, and discontinuing the engineer branch as a distinct part of the navy, which latter has proved a detriment to the service, the law has otherwise been a decided improvement on prior conditions. Hitherto promotion was too slow, officers stagnated in lower subordinate grades and were unsuited in many cases for the responsibility of command when the long delayed promotion came. The appended table shows the standing of officers at the foot of their respective grades in July 1, 1898 and the advance made up to January 1, 1903. The second table covering the period between July 1, 1899 and January 1, 1903, demonstrates that promotion has been greatly accelerated under the workings of the new law, as compared with the conditions prior to July 1, 1899:

RELATIVE STANDING ON NAVY REGISTER OF LINE OFFICERS, 1894 AND 1903.

Table with 4 columns: NAMES, Grade, July 1, 1894, and January 1, 1903. Lists names of officers and their progression through grades.

RELATIVE STANDING ON NAVY REGISTER OF LINE OFFICERS, 1899-1903.

Table with 4 columns: NAMES, Grade, July 1, 1899, and January 1, 1903. Lists names of officers and their progression through grades.

A CHANCE TO SMILE.

Wigg—I feel that Borrowell owes me an apology. Wagg—I wish that was all he owed me.—Philadelphia Record.

"Well, Johnnie, what are you going to give your little brother for Christmas?" "I dunno. I gave him the measles last year."—Chicago Record-Herald.

"I'd like to see a little dog," said the man with the dyed whiskers, suiting the action to the word, "and put him on the blank dash the savage little beast! Take that, you bloodthirsty brute!"—Chicago Tribune.

Special information supplied daily to business houses and public men by the Press Clipping Bureau (Allen's), 230 California street. Telephone Main 1042.