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TO SUBSCRIBERS LEAVING TOWN FOR THE SUMMER. Call subscribers contemplating a change of residence during the summer months can have their paper forwarded by mail to their new addresses by notifying The Call Business Office. This paper will also be on sale at all summer resorts and is represented by a local agent in all towns on the coast.



LARGE, SAFE AND PROFITABLE.

BUSINESS is still characterized by midsummer apathy and presents hardly any features worthy of comment. The improvement in the weather in the Eastern States still holds and is helping things materially, especially the consumption of summer goods, which makes retail trade lively and thus indirectly expands the jobbing movement. It also stimulates the fall demand for general merchandise by helping the crops, and swells the railroad passenger earnings, especially on those lines that do a large summer resort business. In fact, it is reported that the present midsummer railroad traffic is the largest ever known. So much for the weather.

The other prominent factor in trade is the labor question, which is not nearly as acute as it was some time ago, as many strikes have closed, others have been averted and there is a growing disposition on that part of the community that labors for a living to let well enough alone and attend to business for awhile. Still, there are a good many strikes about the country and a good many others hanging fire, and these tend to restrict trade, as frequently pointed out during the past few months.

The course of the New York stock market has continued mysterious during the past week, prices tumbling and recovering without apparent cause, the only explanation generally accepted being that liquidation is not yet entirely over. There are still great blocks of stocks to be disposed of and as soon as the market rallies these are laded out with no unsparring hand and prices go down again. This liquidation must come to an end some time, and it is to be hoped that that time is not distant.

The feeling among the banks and large financial interests is much more optimistic than among the general public, which is still in the pessimistic vein noted for the past few months and rather disposed to "short" the future. The financial interests are pointing out that the monetary situation has greatly improved, having been relieved and strengthened by the heavy liquidation of the past six months; that the banking capital of the country has been greatly enlarged during the past year; that there has been a large increase in circulation; that heavy foreign loans have been repaid; that our borrowings in Europe are many millions less than in the past year or two, and that the crop prospects are such that practically good times are assured for another year. True, the tendency in prices for most lines of goods is downward, but that is really a good thing, for they have been altogether too high for the public welfare; but the situation on the whole is very cheerful, when comprehended, and not such as to cause any sharp and protracted shrinkage in the country's stock market. Taking these facts into consideration it would seem that the cause of the decline has been liquidation and that banking institutions and large financiers have become tired of holding a lot of idle stocks and bonds and are getting rid of them piecemeal at every passing opportunity.

In this connection a remark made by one of the heaviest and best-posted Wall street operators a day or two ago is very suggestive. He said: "It is remarkable how many very rich men are short of cash at the moment." This says a good deal to the initiated. It means that the very rich have become property poor and are getting rid of their property, which consists of the famous "undigested securities," as rapidly as the stock market will allow them to do it. This condition is more openly exhibited at Chicago than in New York. The great Chicago packers do not hesitate to say that they are getting tired of holding up the provision market by main strength and that if it wants to decline, why, let it. But they do not talk in this way in New York. Secrecy is the rule there, and the public can do the guessing. The staples stand about the same. Iron and steel continue easy and whenever a change occurs it is usually in the direction of lower prices. Provisions are weak. Live stock is becoming more numerous throughout the country and prices show a slow downward tendency. Wool is firm and moving off well. Cotton is quiet, with the mills steadily curtailing production, both here and abroad. The bank clearings, though over \$2,000,000,000 for the week, show a decrease of 57 per cent from the corresponding week last year. The failures for the week were 173, against 174 last year. The money market shows no change worthy of note, and credits and collections are unimpaired in all sections. Briefly, the country is doing a large, safe and profitable business.

INTRATOMIC ENERGY.

WHEN the Roentgen ray was a new thing to science sanguine experimenters believed that they could make use of the new energy as a curative for almost all forms of human ill. It will be remembered that following the demonstrations of the working force of the newly discovered ray we had extraordinary reports of wonders worked by its remedial powers. Experience, however, soon proved that most of the high expectations would have to be abandoned. The Roentgen ray can do much and is doing much in the service of man, but it has fallen far short of enabling physicians to heal every disease that comes before them.

We are now having a new outburst of expectancy over the power of radium. Since the wonderful energies of the new substance were disclosed to the world we have been getting reports of marvelous cures effected by its aid. One doctor is reported to have enabled the deaf to hear, and another the blind to see, by the mere application of the radium energy. The latest report is that a physician in London cured a "rodent cancer" by the use of radium. The report adds: "The cancer was exposed to radium four exposures of an hour each given at intervals of a few days. In three weeks the diseased part was healing nicely and in six weeks, with two more exposures, the cancerous growth disappeared, leaving not a scar to remember it by."

Stories of that kind must be taken with a large allowance for the infirmities of human credulity. In the long run it will be found that radium, like the Roentgen ray, has excited a vain hope in the breasts of the sanguine and hurried them into believing too much. That the new energy will be found useful in medicine and in surgery, as well as in other departments of human work, is, of course, quite probable, but it is not at all likely it will be found to work all the cures that have been reported.

Nevertheless, the effect of the new discovery upon science is in all probability destined to be the greatest resulting from any single discovery in the history of the world. It has already virtually led to an abandonment of the old atomic theory, and may lead to an abandonment of the belief in the existence of matter. Sir William Crookes, in his address at Berlin, intimated a willingness to abandon the "substance" theory of the universe and to accept a doctrine that the whole range of material phenomena can be explained in terms of electrical energy.

The declaration made by Crookes at Berlin has been followed by similar declarations from leading scientists at a recent conference at London. In an especial degree Professor Curie of Paris, who discovered radium, and Professor Lodge of London declared that a great revolution is to take place in scientific thought and teaching. The statements of such leaders as these have had the effect of awakening a widespread interest in the question, and it has been disclosed that what Crookes and his followers now assert to have been demonstrated is but a confirmation of ideas put forth long ago by their fore-runners in scientific investigation.

Crookes is reported to have said at Berlin: "Matter and electricity are one and the same thing." He has since recalled a statement of Kingdon Clifford: "There is great reason to believe that every material atom carries upon it a small electrical current, if it does not wholly consist of that current." Humphrey Davy is said to have speculated about "radiant matter," and sought for it as far back as 1809, and Balzac set forth a similar idea in developing a theory of the transmutation of metals when he said: "This explanation will become a commonplace when men of science will recognize the great part played by electricity in human thinking power."

A summary of the discussion in London says: "M. Curie, the discoverer of radium, in some wonderful experiments at the Royal Institution, showed that radium spontaneously and continuously disengaged heat, rapidly affected photographic plates, even through opaque bodies, discharged an electroscope when merely brought in its vicinity and gave off emanations similar to itself in constant and even violent streams or radiations; in other words, the 120,000 ions which compose each atom of radium rotated so violently that they flew apart into original units. It has been calculated, however, that this efflux from radium is so infinitesimal that a square inch of surface would lose only one grain in ten thousand million years."

BRYAN'S BAZOO.

BRYAN, it is announced, is to go to Europe to study the social conditions of the people of the leading nations. Before going he has accepted an invitation to address a Democratic picnic at Chicago, and has done his best to turn it into a barbecue by serving up Cleveland and his Wall street friends well roasted for the delight of the crowd. The speech was a plea for "Democratic ideals," but contained no specific declaration of a platform, a policy or a programme of statecraft. Devotion to ideals among the Bryanites means evidently nothing more than a determination to get even with the goldbugs for their defection in 1896 and in 1900. The speech, in fact, met all appeals for harmony with a warwhoop and a scalp yell. In a wild, barbaric yawp it gave notice to all whom it might concern that if any of the Cleveland combine should be nominated by the Democracy next year Mr. Bryan would take the stump and call upon the heavens to fall. A striking illustration of the extent to which Bryan has become affected by something like a mania with respect to Cleveland is shown in his assertion that his defeat in 1896 was due not to any-

thing in the Chicago platform, nor to anything objectionable in his own canvass, but to the popular disgust with the second Cleveland administration. He even said that the heaviest handicap upon the party to-day is the fact that "the last Democratic administration that we had was more subservient to corporate dictation than any Republican administration that had preceded it, and the record of that administration has been a millstone about the party's neck ever since."

The folly of that kind of talk on the part of a political leader passes the reach of criticism. There are no words in our language that do justice to it. It is clear that Mr. Bryan in renouncing all hope to further retain command of the Democratic ship has resolved to scuttle her and then rouse the crew to such a pitch of mutiny that they would rather drown than work the pumps under new leaders. As the matter stands now, Democratic politicians might as well make arrangements to follow Bryan to Europe, for there will be nothing for them to do in this country for many a year to come.

Uncle Sam's soldiers in Arizona, probably weighted with ennui, fell to fighting among themselves the other day and wasted considerable energy and some blood. This warlike activity should suggest to the War Department the propriety of sending the belligerent fellows to the Philippines without unnecessary delay.

A MERRY HARVEST.

BY reason of the demand in the States of the Mississippi Valley for harvesters there has been started among the young folks of that section and of the Atlantic cities a genuine harvest craze. Many men and not a few women, representatives of all classes of youth, are hurrying to the fields, and farm news and society gossip are getting mixed up in the papers. It promises to be about as merry a harvest as any that ever happened and may result in making the reaper, the header and the harvester more popular than the automobile.

Kansas led the way. Quite a number of young men of the "highest circles" in Topeka left their offices to seek a holiday, not in the woods or the mountains, but the grain fields. Instead of playing golf with athletic girls, they have gone to hustling with the harvest crews and rivaling one another in doing justice to the suppers prepared by neat-handed Phyllis of the farm.

Ohio started a little behind Kansas, but has surpassed her. In the country papers of the Buckeye State harvest items are now written up in a style that resembles a cross between a report of a society function and an account of a university event. A specimen item from the Steubenville Gazette runs this way: "The hay harvest on the McDonald farm, near Richmond, began to-day, and Mr. McDonald was in the city Monday preparing to cut seventy-five acres of the prettiest meadow in the country side. The grass has doubled its growth in the last thirty days and is now a green sea of beauty as it rises and falls to the ripple of the midsummer breeze. Mr. McDonald has secured a fine lot of harvesters fresh from collegiate halls, who he expects to put up the hay in the most scientific methods according to the Greek and Latin lexicons touched off by Blackstone, along with the latest Harvard and W. and J. stroke. These harvesters are James McDonald of Harvard University, Clifford McDonald and Finis Montgomery of W. and J., and Percy Laird, a legal light from Pittsburg. Frank Sinclair has been made general manager of the harvest and has donned a picturesque regalia that is short-sleeved for the occasion. It will be a grand week on the farm and when the hay is down assistance will be lent in raking by Misses Florence Donaldson and Marie and Wilma Sinclair, who will be the house guests of Mrs. McDonald the last of the week in time to play Maud Muller."

From the Eastern cities men of all trades are hastening to the sport. A single company that set out from New York recently contained painters, printers, tailors, plumbers, telegraphers, sailors and one man in search of a cure for malaria. College men, however, are most numerous. As a rule they engage special cars and go where the wheat fields call them in as much style as if they were going to a football match. The "co-ed" is not missing from the rush. To a labor agent in New York there went a young woman described as "a college girl of athletic propensities and pleasant appearance" who made inquiries about the work, the sport or the function of harvesting, and explained: "Where so many young men are wanted I thought there might be places for at least a few women."

The reasons given by college men for seeking the fields are various. Doubtless some go for the sake of earning money, many for the frolic and not a few for a chance to see what harvest life is like. One collegian wrote: "I want to do this work to get in trim for football. I just finished six months' training for rowing, and so you see I am in fine form, but if I lay off I will get too stout. I came down from the country when I heard about the college boys going West and thought I would try doing what the rest of the boys do."

So they run along, one after another, hastening to the fields. The tinker and the tailor, the soldier and the sailor, the college man and maiden who wish a summer gay, are all going to try in the ripened wheat and rye to make work a picnic at three dollars a day. It is asserted that a good many of the more enterprising youths intend to go to the Dakotas after leaving the wheat fields of the Valley States and perhaps a few of them may venture as far as California. It is a good venture as it goes and promises to help the farmers without hurting the universities.

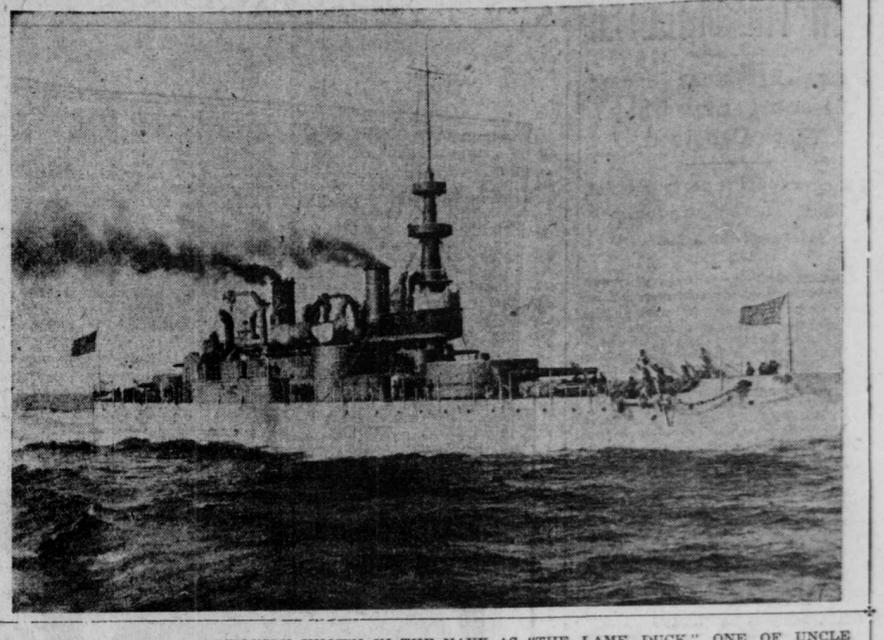
A gang of scoundrels attempted recently at Iron Mountain, Mich., to destroy by dynamite the property and life of a Judge. This appears to be a disagreeable and peculiarly new method of trying to prove that the American people honor themselves by elevating to the bench men whose honesty and ability make dangerous the operations of rascals.

After the most diligent inquiry and careful scrutiny there has been found a deficiency of only one cent in the city treasury. And there was no hefting in the count, either. It is disagreeable if not unfortunate that these incidents of public honesty and care arise constantly to afflict some of our ex-officials.

It is now announced that Russia intends to hold Manchuria against the world and for her own personal profit and diversion for at least six years. If press reports be true the rest of the greedy and militant world wouldn't stand that sort of an arrangement for six days.

The hideous being, Fischer, who paid for his horrifying crime with his life the other day, grinned on the gallows. He simply gave more violent expression than the rest of us to the gratification we all felt that his unhealthy career was at an end.

MARE ISLAND AND BOSTON NAVY YARDS TRYING FOR A SHIPBUILDING RECORD



BATTLESHIP INDIANA, FACETIOUSLY KNOWN IN THE NAVY AS "THE LAME DUCK," ONE OF UNCLE SAM'S WAR VESSELS THAT HAS UNDERGONE MUCH REPAIRING, AT A COST TO DATE OF NEARLY HALF A MILLION DOLLARS.

THE two steel sailing training ships, Cumberland and Intrepid, are to be built at the Boston and Mare Island Navy Yards respectively, at a cost not to exceed \$370,000 each, exclusive of equipment and armament. They are to be exactly alike, of 176 feet 5 inches length on water line, 45 feet 7 1/2 inches extreme breadth and a displacement of 1800 tons on 16 feet 5 1/2 inch mean draught. The building of these two ships will be watched with much interest by the Navy Department and efforts will be made in the two yards to make records. The Boston and Mare Island Navy Yards are equally well equipped for such work and the advantages which the former yard possesses by proximity to material is more than offset by the climatic conditions in California, which will enable our workmen to carry on work in comfort when their Eastern competitors are "sweating from heat or clad in arctic habiliments to escape freezing to death."

A wooden brig for use in the training of landsmen and apprentices to be built at the Portsmouth Navy Yard, at an estimated cost of \$50,000. The Syren vigorously criticizes the action of the Navy Department to allot work of this kind to a navy yard which could be done at a private yard for \$35,000. Senator Hale will not relish the uncomplimentary remarks made by the Syren about his navy yard, which asserts that work in the Kittery (Portsmouth) yard costs from twice to six times that of similar kind in private yards; that the work is never well done and that ships repaired or refitted at the Kittery yard has to be done over again at the Brooklyn Navy Yard, owing to the facts that the yard has been run for many years without regard to business principles and because most of the mechanics are either farmers or lobster catchers.

The battleships and other vessels of the United States Navy built up to 1896 are beginning to become a heavy tax on the naval appropriation for repairs, and some of the ships will require repairs and reconstruction equal to one-third of their first cost in order to make them useful. The armored cruiser New York, which went into commission August 1, 1893, has cost in repairs \$18,000 up to July 1, 1902, of which \$241,800 was expended during 1900-1901, and the vessel is now to receive repairs estimated to cost \$500,000, besides a new battery amounting to another half-a-million. Her first cost was \$4,107,125, exclusive of speed premium. The ship will require \$1,000,000. The Massachusetts, which is but slightly better than the Indiana, is also in need of reconstruction, and the Texas, upon which over \$500,000 has been expended in repairs since 1895, is not likely to be worth any considerable expense to continue her in active cruising service. The triple-screw cruisers Columbia and Minneapolis are being overhauled preparatory for sea service, after nearly five years of inactivity, and their total cost of \$468,880. The Iowa, in commission since June 16, 1897, cost \$5,536,852 and her repairs up to July, 1902, foot up to \$220,150. The contemplated repairs and improvements to this ship will require \$1,000,000. The Massachusetts, which is but slightly better than the Indiana, is also in need of reconstruction, and the Texas, upon which over \$500,000 has been expended in repairs since 1895, is not likely to be worth any considerable expense to continue her in active cruising service.

repairs will not fall short of one million dollars for each ship.

Thornycroft has completed the last of five torpedo-boats ordered about a year ago for the British Navy. They have all exceeded the contract speed of 25 knots, the highest speed being 25.436 knots with 333 revolutions, developing 3693 horsepower. The boats are of 350 tons displacement, 168 feet in length, 17 feet 3 inches beam and 8 feet 3 1/2 inches draught. Their trials were of three hours' duration, carrying a load of 42 tons.

An interchange of army and navy officers between Great Britain and Japan has been agreed upon. A number of British officers have already arrived in Japan, where they are to remain for two years. During the first year the language is studied and during the second year they are assigned for duty with the army or navy. Japanese officers are to go to England under similar conditions.

The first submarine boat for the Swedish Navy is under construction at Stockholm. It is named the Hal (Shark), and is 65.00 feet in length, 11 feet beam and has a surface draught of 6 feet. The motive power is by electricity and the submerged speed is calculated at seven knots.

The Austrian armored Cruiser E, building to replace the Ravetzkij, is of 7400 tons displacement and 21 knots speed. The notable circumstance about this ship is the fact of her excessive cost, which is estimated at \$4,774,000. The Brooklyn in United States Navy of 5215 tons and built in 1895 was completed at a cost of \$4,056,000, exclusive of speed premium and trial expenses which amounted to \$367,240.

It has been found in the Russian Navy that the use of electricity of high power seriously effects steel and particularly boilers, shortening the life of the latter considerably. In order to ascertain the effect of the electric lighting system one of the seven torpedo-boat-destroyers to be sent to the far East is to be fitted with oil lamps and this boat will be made the base of comparison with the other six boats as to the assumed deteriorating effects of the electric lighting system.

Two Russian cruisers were launched June 2—the Almaz at St. Petersburg and Kagul at Nicolaeopol on the Black Sea. The Almaz was laid down September 23, 1901, and is 72 per cent completed. She is of 2385 tons displacement, 17,500 horsepower, but her speed is estimated at only 19 knots, which is evidently an error, as the Boyavin of 2200 tons and 13,000 horsepower is credited with a speed of 25 knots. The Kagul, begun September 5, 1901, is of the Bogaty type of 6675 tons displacement, 13,500 horsepower and 23 knots speed. Both vessels are constructed entirely of Russian material.

The Epoca states the Spanish naval programme to be as follows: Seven battleships of 15,000 tons; eight armored cruisers, including five in hand, and three of a new type to steam 22 knots; three cruisers of 25 knots speed; eight training ships for general service and three training ships for midshipmen. A number of submarine boats and other miscellaneous crafts are also included in the programme, the cost of which will be between \$130,000,000 and \$140,000,000. A general overhauling and improvement of the several dock-yards is also contemplated.

PERSONAL MENTION.

Dr. D. S. Bourn of Wisconsin is at the Lick. Oscar C. Schulze, a hardware merchant of Dixon, is at the California. George W. Reynolds, manager of the Hotel del Monte, is at the Palace. Henry Wollman, a prominent attorney of New York City, is at the Palace. Mr. and Mrs. Jesse Meyerfeld have returned from a four weeks' visit to Portland. C. H. Meeker, principal of the Pacific Grove High School, is a guest at the Grand. N. V. Nelson, who operates several stage lines out of Marysville, is at the Grand. Brigadier General Robert Meade, commanding the United States Marine Corps at Mare Island, is at the Occidental. T. M. Schumacher, acting traffic manager of the Oregon Short Line, arrived from Salt Lake yesterday and is stopping at the Palace. Colonel W. S. Guffey, known throughout the West as the oil king of Texas and after whom the famous Beaumont gusher was named, is at the Palace. George Mitchell, who was formerly interested with W. C. Greene in the Canoeer copper mines and who owns several large properties in the north, is at the Palace. George T. Parkyns, assistant general freight and passenger agent of the Southern Pacific Company at Los Angeles, is in this city on business and registered at the Palace.

Pictures and Frames.

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ANSWERS TO QUERIES.

SCOTCH NAME—M. D. K., Concord, Cal. The Scotch name MacLeod is pronounced Mac-leod. GODESS OF LIBERTY—M. D. K., Concord, Cal. A lady representing the Goddess of Liberty may be either a blonde or a brunette. SIRUS—K., City. Sirus, or the dog star, is not a lunar star, because it is outside of the earth's orbit, and, like the superior planets, never can have the phases of the moon.

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