

COBBERT TELLS OF ADVANTAGES THAT EXHIBIT WILL GIVE SAN FRANCISCO



ILLUSTRATIVE SCENES IN SANTA ROSA, AND ALSO IN SHASTA COUNTY, IN WHICH SUGGESTIONS OF UTILITY AND OF SCENIC BEAUTY ARE UNITED.

County Progress Is Strongly Marked.

The newspapers of the interior cities of California are doing their best to have the facts known concerning the localities wherein they are published.

City Is Rich in Show Materials That Will Advertise.

By Frederick H. Colburn, Secretary San Francisco's Exposition Committee.

All California is engaged in making its resources and its climatic and other advantages known to the world as much as possible.

Its way to foreign ports; trim and splendid steamships that constitute lines connecting San Francisco with China, Japan, Central America, Hawaii, Tahiti, Australia, New Zealand—all countries that face any ocean or sea.

San Francisco is the hilliest city in America. Its scenery is on a large scale. With great hills that are legion in number, it also has correspondingly deep valleys.

When the first railroad reached Santa Rosa in 1871 the place had fewer than 1000 inhabitants, which increased in the next few years to 2000.

When we show what we can manufacture, what facilities we have for commerce and what the vast advantages are that stimulate that commerce, and when, additionally, we exhibit our native city by the Golden Gate for its city, which are alluded to as follows:

Santa Rosa, "the city of roses," has long been noted for its gardens of rare ornamental trees and flowers. It is the natural home of the geranium, the fuchsia, the geranium, the fuchsia and kindred flowers.

Oranges, lemons and bananas grow and thrive in Shasta, and palms, magnolias and the water power in the county is unsurpassed. Here is generated the power that generates all the electricity that is used in Redding and surrounding towns.

Shasta County has good schools and many churches. Redding now has a population of more than 3500. The place is a city of hotels. The third rank in freight shipments in the State has been won. The assessed value of the county is \$10,838,000, while Redding is assessed for \$1,835,000.

Among the new buildings are the Shasta County High School, costing \$40,000; Lorenz Hotel, \$100,000; the new \$200,000, five-story building, \$17,000; Eaton block, \$17,000 and business houses and residences aggregating \$2,000,000.

Keewick is a town of about 1000 souls, the seat of the Keewick smelters. It is a pretty place of nearly 1000 people, with beautiful country and fertile orchards, even within its limits.

Cottonwood, at the extreme southern end of the Keewick, is a town of about 1000 souls. It is a pretty place of nearly 1000 people, with beautiful country and fertile orchards, even within its limits.

The Los Gatos Board of Trade has elected the following officers: H. D. Curtis, president; A. B. Smith, vice president; E. L. Ford, Lee Darneal and J. A. Tudor, directors; M. A. Lathrop, secretary; K. H. Erickson, treasurer.

The Truckee Republican says that while lumbering has been going on in Nevada County for forty years, the output of the county last year in lumber, wood and paper exceeded \$1,000,000.

EAGLES DEPARTED OF VEXATION IN THE SERVICE

Its Provisions for Pay of Officers Are Indefinite and Lead to So Many Cases of Appeals That Moody Urges Congress to Revise the Law

The navy personnel act of March 3, 1899, has caused more vexations to the service than any other naval legislation since the navy was established in 1798, and the end is not yet in sight.

The law regarding the pay is in many cases so indefinite that it has led to hundreds of cases of appeal to the Comptroller of the Currency, and with such results as to prove that the naval officers are better lawyers than the members of Congress who framed and passed the law.

The act of 1870, superceded by that of 1899, was clear and explicit and every officer knew what he was entitled to; now all is confusion and the Comptroller himself has been stumped several times, the latest instance being that of determining what officers of the navy are entitled to horses and consequent forage pay.

The Comptroller ruled that the surgeon general and the paymaster general are entitled to such allowances, by which reasoning, Secretary Moody contends, the nine rear admirals would be entitled to like allowance, but the nine senior rear admirals would be denied it.

By another decision, certain members of the medical and pay corps were granted the rank of lieutenant of the army, giving them yearly increase varying from one hundred to several hundred dollars, upon the theory that they are entitled to the use of a horse.

The Secretary of the Navy, Mr. Moody, has taken the wind out of the sails of the Taylor-Evans general staff scheme by having the present general board amended by the act of the general staff in a greatly modified form.

This general board consists of the admiral, three rear admirals, three captains, three commanders, one lieutenant and one colonel of marines.

California has come to the front again after a lapse of thirty-two years in being represented at the Naval Academy by a star member of the graduating class in David McDougal Le Breton, a native of San Francisco.

In 1872 Nathan Le Breton, who was a California graduate with a star and since then none of the midshipmen from this State have appeared among the exceptionally bright graduates who must obtain 85 per cent of the possible maximum marks to be classified as first class.

This record has been exceeded only by David W. Taylor, now a naval constructor, whose percentage for four years was 95.67. Other notable graduates were Lewis Nixon, with 91.31 per cent; John G. Tawresy, superintendent of naval construction at the Union Iron Works, with 87.28 per cent for his four years' course at the Naval Academy.

Sixteen torpedo-boat destroyers were contracted for in 1898. The first was completed in February and May, 1900, and all of these boats have, after much delay, been delivered, the last two, named Hopkins and Maedonough, in May and July of last year, which was thirty-two months behind the contract time.

Some of the vessels exceeded their guaranteed speeds, and the others failed to come up to the guaranteed speeds, but were accepted and proved to be excellent seaboats and valuable acquisitions to the navy.

The average contract price paid for the destroyers was \$281,000, and the average cost to the contractor was \$375,000, showing an apparent loss to the government of \$94,000, whereas his net profit was \$28,000.

The average contract price was \$152,000 for the torpedo-boats, but the builders claim that the actual cost was \$225,000, a difference of \$73,000. The total amount asked for by the suffering contractors was \$2,250,000.

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Races start at 2 p. m. Sharp. Reached by streetcar from any part of the city. Turn right at Third and Townsend streets at 1:15 p. m. and leave at track immediately after the last race. No smoking in last two cars. Seats reserved for ladies and their escorts.

THOMAS H. WILLIAMS, President. PERCY W. TRIST, Secretary.