# CITY HALL SITE SUGGESTED FOR FAIR BUILDING

### Murdock Proposes World's Fair Directors Erect Auditorium on City Property

### Declares Part of Funds Should Be Expended for Permanent Improvements

Supervisor Murdock proposed to his colleagues yesterday that the city hall site at McAllister and Larkin streets be offered to the Panama-Pacific directors as the site of an auditorium, to be an integral part of the exposition during its continuance and then to revert to the city.

"The city will provide a large part of the funds going into the exposition," said Murdock, "and it is right that, as far as is consistent with the general plans for the exposition, the buildings erected should be of permanent use to the city. The example of the Chicago fair shows that the auditorium, which the exposition should have need not be located with the other buildings of the undertaking, but at a more central point. We shall not need the city hall site for years, now that we have the 'temporary city hall' in course of erection in Market street—a building to be adequate and of permanent construction.

"This is just one suggestion, and I ask that it be referred to the building committee."

**OLD SITE FOR NEW HALL**

Kelly reminded the board that if an auditorium were built on the city hall site the city must perforce some day locate its city hall on some civic center elsewhere, and this idea had been decisively rejected by the people at the bond issue election.

The mayor said the union labor supervisors had been elected on a pledge to use the old site for the new hall. He then referred Murdock's resolution to the committee.

The bill giving the county clerk four additional clerks and the sheriff authority to appoint four more bailiffs was passed to print. Murdock's suggestion of last week that the eight appointments be made of a "temporary" character, the men to serve during court term only, was approved by the finance committee and embodied in the measure as an amendment.

The Raisch improvement company was granted a 60 day extension on its fire protection system job. Nolan said the company was not at fault for the delay, although the Levy & Keystone company had been derelict, and that a full report on the state of the work would be placed before the board.

**PRINTING CONTRACT AWARDED**

The penalties for violating the bill prohibiting the leading of more than one rank of animals behind a buggy or other vehicle were cut down from $500 to $50 and from six months to 30 days.

The Bulletin was finally awarded the contract to do the public printing during the year beginning April 3.

Willett & Burr were granted a permit to lay a temporary railway in Beale street, joining the belt line in East street, for the sole purpose of regrading Beale street. The privelege is to run for 340 days.

## SHIPPING NEWS OF COAST

### Items of Interest to Mariners of the Pacific

*[Special Dispatch to The Call]*

EUREKA, April 3.—Compelled to remain outside the bar all night on account of heavy seas and fog, steamer Santa Clara will arrive in port in the morning with freight, mail and passengers from San Francisco. The Santa Clara will depart tomorrow on its return trip south.

Steamer Alliance arrived from Portland via Astoria and Coos bay this morning with freight and passengers. It will depart tomorrow afternoon on its return trip north.

Steamer North Fork arrived from San Francisco this morning with freight and mail. It is now loading redwood lumber at Arcata wharf.

Steamer Acme departed from the Arcata wharf this afternoon for San Francisco with lumber, shingles and mail.

Two steamers have been cleared since Saturday with offshore tie cargoes. The first was American steamer Wasp, Captain Knudsen, 360 tons for Vancouver, B. C., Saturday, with 20,000 ties, measuring 643,200 feet and valued at $7,718.40. The cargo is to be transferred to a vessel bound for Salina Cruz, Mexico. This makes the total of ties sent to Mexico this year 90,935, measuring 3,588,381 feet, valued at $43,825.57. The tonnage carrying it amounted to 2,848. The Wasp goet to sea Saturday.

The second cargo cleared was that of the British steamer Mineric, Captain Thomson, 2,988 tons, for Sydney, Sunday, with 1,306,751 feet of rough clear redwood and 37,615 feet of dry door stock. The total to Australia this year is 4,851,987 feet, valued at $137,086.70, and the tonnage 9,228.

The British tramp steamer Mineric, Captain H. G. Thomsen, was cleared at the custom house yesterday and departed with 1,544,366 feet of redwood lumber, valued at $38,723.40, for Sydney, Australia. The Mineris has aboard 1,306,751 feet of rough clear redwood lumber, valued at $37,416.87 and 37,615 feet of redwood door stock valued at $1,316.53. The Britisher is now en route to Comox and Vancouver, in British Columbia, and will return south to Tacoma and San Francisco before starting for Australia.

PORTLAND, April 3.—The Claremont arrived in port last night with a broken propeller, having struck a log about 30 miles this side of Astoria. It will be drydocked tomorrow. Captain Christensen states that otherwise the trip up from San Francisco was uneventful. The Claremont brought up 800 tons of cement and general merchandise. It is docked now at Couch street.

Steamer Washington came near suffering a disaster Saturday night when its deckload began to tilt and water poured into the galley. The vessel was proceeding slowly and no great damage was done, except that it was necessary to discard the deckload of lumber in order to right the vessel. The Washington took up 500,000 feet of lumber at Rainier for San Francisco and left that point in good shape.

Steamer Northland, Captain Bodge, which has been off its regular run between this port and San Francisco for two months, brought 40 passengers, 150 tons of mixed freight and 495 tons of cement, arriving early this morning.

The Berlin was taken down the river this morning by the Ocklahama. It is loaded with materials and supplies for Alaska for the new fish cannery to be built at Bering sea.

The Alvina, in tow of the Wallula, was taken down to St. Helens this morning.

The Owenee was shifted this morning from the north bank dock to the Oceanic dock.

The North Pacific steamer Roanoke arrived in port at 5 o'clock this morning. It brought a large list of passengers and 1,400 tons of mixed merchandise.

Captain E. W. Hessin of the British ship Dunsyre is in the city on a business visit. The Dunsyre is docked at Puget sound, where it is being loaded with lumber for South America.

PORTLAND, April 3.—Arrived—Steamer Claremont, from San Francisco; steamer Rose City, from San Pedro, via San Francisco; steamer Shoshone, from San Francisco.

Sailed—Steamer Bear, for San Francisco and San Pedro; steamer Nome City, for Tacoma; American ship Berlin, for Nushagak; steamer Rosecrans, for San Francisco; steamer Golden Gate, for Tillamook; steamer Coaster, for San Francisco; schooner Alvena, for San Francisco.

SAN PEDRO, April 3.—The Portland-San Francisco company's steamer Beaver arrived this morning on its regular schedule from Portland, via San Francisco, bringing 850 tons of miscellaneous cargo and a large passenger list. It will clear on the return trip tomorrow.

The steamer Pasadena completed the discharge of 400,000 feet of lumber at this port and cleared today for Albion, via San Francisco, to reload.

The freight steamer Coos Bay was in and out today from and to San Francisco and way ports with cargo for the Pacific Coast steamship company.

The steamer Hoquiam completed the discharge of a part cargo of lumber here and cleared today for San Diego with tre remainder, thence for Willapa harbor, via San Francisco, to reload.

The North Pacific company's steamer George W. Elder arrived today from Portland, via San Francisco, bringing passengers and 350 tons of freight and merchandise. It proceeded tonight for San Diego and will touch here, north bound, on Wednesday.

The Big four masted schooner Crescent has arrived out 14 days from Everett, bringing 1,500,000 feet of lumber for the Consolidated lumber company.

The steamer Excelsior, Captain Buckhard, arriving this morning out three days from Eureka, will discharge 507,000 feet of lumber for the San Pedro lumber company and other consignees.

The minds of navigators running into this port were greatly relieved this morning when the Pacific torpedo flotilla returned from Santa Barbara channel with the news that the destroyed Truxtun had recovered the big naval target lost March 25 during a gale by the supply ship Glacier while being towed from San Francisco to San Diego for use by the United States cruisers stationed there.

The derelict target was picked up Sunday 100 miles north of San Pedro breakwater and 50 miles off shore, after seven or eight vessels had combed the channel for a week.

The collier Prometheus took the target in tow and proceeded with it to San Diego.

While taking coal in Santa Barbara channel yesterday the United States torpedo boat destroyer Lawrence was slightly damaged in a rough sea, the plates on its starboard bow being badly bent. It has been sent to the Craig shipyard at Long Beach for repairs.

Two new charters have been announced by Balfour, Guthrie & Co. at Antwerp, with general cargo for this port. The steamer Candidate is due to sail May 13 and the Commodore June 10.

The fast British steamer Centurion was scheduled to clear yesterday from Antwerp. It has a capacity of 10,000 tons and has a partial cargo for San Francisco and Victoria, B. C. It should arrive here late in May.

The five masted schooner Crescent arrived this morning from Everett, lumber laden, and reports that on last Saturday, off San Luis Obispo, it narrowly escaped collision with the naval target lost by the supply ship Glacier and picked up yesterday by the destroyed Truxtun. The Crescent was almost on the derelict before it was sighted, but Captain Olsen managed to veer his ship enough to miss the floating menace.

The steamer Willapa completed the discharge of a partial cargo of lumber for the E. K. Wood lumber company and cleared today for Redondo Beach with the remainder. It will return tomorrow to load 2,500 barrels of asphalt for Portland.

ASTORIA, April 3.—Steamer Tamalpais arrived today from San Francisco and left up the river for Portland to load lumber for return.

Steamer Breakwater arrived Sunday evening from Coos bay with freight and passengers and left up the river for Portland to discharge.

Steamer Sue H. Elmore arrived Sunday evening from Tillamook with freight and passengers, and left up the river for Portland to discharge.

American-Hawaiian line steamer Falcon arrived Sunday from San Francisco with cargo from Atlantic coast ports.

British bark Windrush was chartered today to load lumber at Astoria for Iquique or Antofagasta. The charter provides that it shall carry no deckload.

Steamer Rose City arrived at noon today from San Francisco and San Pedro with about 280 passengers and a full cargo of freight. Aside from a few dabs of fresh paint on its hull, the vessel shows no trace of its recent collision with a wharf in San Francisco bay.

Steam schooner Westerner sailed today for San Francisco with a cargo of lumber.

Tank steamer Asuncion arrived this afternoon from the sound and will discharge the remainder of its cargo before proceeding to San Francisco.

Steam schooner Washington sailed this morning for San Francisco with a cargo og 584,000 feet of lumber loaded at Prescott, Kalama and Rainier. On account of being too heavy the steamer took a sudden list while coming down the river, and a portion of its deckload went overboard. A considerable part of it was later recovered.

ABERDEEN, April 3.—Steamers Santa Monica and San Jacinto arrived, the former with passengers.

Schooner Lizzie Vance sailed from Cosmopolis for San Francisco.

Schooner Fred J. Wood arrived from Honolulu.

Schooner Polaris began loading today.

Lumber to the extent of 8,997,458 feet and valued at more than $107,000 was shipped from Grays Harbor mills to foreign and Hawaiian island ports during the month of March, according to a report issued by Deputy Collector of Customs Sebastian. This does not include coastwise shipments dispatched to foreign ports during the month. Domestic or coastwise cargoes to the amount of 3,078,061 feet, valued at $63,438, were also dispatched. This latter item includes only those cargoes sent to the Hawaiian islands on the British steamer M. S. Dollar, which cleared for Seattle on March 20, and does not include the numerous cargoes shipped coastwise.

SEATTLE, April 3.—Arrived—Steamer Charles Nelson, from San Francisco; steamer Queen, from Bellingham; steamer President, from San Francisco; United States steamship Snohomish, from Neah bay.

Sailed—Steamer Jefferson, for Skagway; steamer Watson, for San Francisco; steamer Charles Nelson, for Tacoma; steamer Maverick, for San Francisco.

VICTORIA—Arrived April 3—Nor stmr Transit, from Guaymas.

# Canadian Reciprocity Necessary, Says Folk

### Former Missouri Chief Sees Great Future For the Coast

*Joseph W. Folk, former governor of Missouri and prosecuting attorney of St. Louis, is in California on a lecture tour and will speak at the Y. M. C. A. auditorium in this city on Friday night. Yesterday he gave the following special interview on national and progressive topics to The Call.*

By JOSEPH W. FOLK

*Joseph W. Folk, former governor of Missouri.*

The completion of the Panama canal will be the beginning of a new era in the development of San Francisco by making the markets of the world more accessible to this port. Hundreds of millions of dollars will be spent in the construction of the canal, the main result of which will be to increase the commerce of this country.

When we have to the north of us a vast domain that can become trade territory of this nation for the asking it would seem to be the part of wisdom to ratify the Canadian reciprocity treaty which is now before congress. While the treaty under consideration is not as broad as it ought to be, in that it includes for the most part only farm products, still it is a step in the right direction. Having gained this much we can later go farther.

The sentiment of the middle west is overwhelmingly in favor of the ratification of the treaty. The sentiment, also, in the northwestern states also is on the side of the treaty, although there is much opposition there on the mistaken theory that it might affect the value of farm products in this country. The argument is made that because wheat is lower in price in Winnipeg than in St. Paul free trade might reduce the price of wheat to the Winnipeg price. Those who take this position overlook the fact that there is usually considerable difference in prices of wheat in different parts of this country. There may be one price charged for wheat in Chicago, another price in San Francisco and still another in Seattle, this difference being caused by the local demand and the facilities of transportation. As a matter of fact, the price of wheat and of all farm products we export is fixed in the markets of the world, with such variations as local laws of supply and demand may bring about.

I do not think, therefore, that the farming interests will be injured by the reciprocity treaty, but, on the other hand, vastly benefited, with all other interests, by reason of the wider markets being accessible.

**THE INSURGENT MOVEMENT**

The insurgent movement in the republican party saved that party from annihilation last fall. The insurgents, by advocating democratic doctrines, took advantage of the growing sentiment in the country against privilege in every form.

The great question before the people of this country today is, Shall there be government by the people for all, or government by privilege for a class? This is an issue within parties as well as between parties.

Privilege says to a man, "Come with us and we will give you a tariff or subsidy or bounty enabling you to make money at the expense of your fellowmen."

True democracy says, "Come with us. We can not offer you any advantage over others, but we can provide so that no one else shall have advantage over you."

Privilege appeals to selfishness and greed. Real democracy is conscience and the common good.

**THE DEMOCRATIC CONGRESS**

I hope that the democratic congress will prove itself worthy of the confidence imposed upon it and convince the people not of what the party can do for itself, but what it can do for the people.

In view of the issues in the last campaign the majority in congress can not sidestep the tariff question without being false to the principles of democracy and the pledges made to the people. The democratic majority should provide a tariff on a simple revenue basis.

**TARIFF MAY BE GRAFT**

A tariff for revenue only is for the benefit of the public; a tariff for the protection of a class is for the benefit of that class at the expense of the public. The chief purpose of a high tariff is to stifle competition and to that extent give monopoly. The republican idea is to protect monopoly from the people; the democratic idea is to protect the people from monopoly. When a government by means of a monopoly tariff attempts to take from one class and give to another, a moral question is presented. Wealth created by legislation must in the nature of things be drawn from the public. It it unjust for all the people to be taxed in order that a few may profit.

A tariff other than for revenue is merely a legalized graft. Let the democratic party take an unmistakable stand on this question and invite every one of all parties opposed to the system of protection to unite with it in the fight, then there can be a square issue between privilege and equal rights. A battle over tariff schedules claiming that some are too high, and others should remain as they are, does not involve any principle, and can only result in a sham fight.

**INITIATIVE, REFERENDUM, RECALL**

The initiative, referendum and recall that have been brought out by the commission form of government have all been tried and have worked very satisfactorily. The nearer the government can be brought to the people, the better and purer that government will be. If government by the people is right, as I think it is, then the people can not be given too much power to run their own government. The commission plan with the initiative, referendum and recall does much to insure government that is representative of the people and not of special interests. There is no law, however, that can give good government automatically. The most that any law can do is to afford decent people an opportunity through that law to obtain good government by their own progress, no matter what the laws may be, the question of good government will always come back in its last analysis to the aggressiveness of the average decent citizen.

**DIRECT ELECTION OF U. S. SENATOR**

The interests have not hesitated to resort to corruption in order to secure the election of their agents to this great law making body. The shameless corruption employed in the election of Mr. Lorimer is an example of how far interests will go to get one of their men in the seats of the mighty. We are now learning that officials should represent the public and that there should be no property interests inconsistent with the public interests.

No just reason can be given now why the people should not be entitled to elect senators and the only reason that it is difficult to secure this power is the tremendous influence of special interests exerted in our national government, and especially in the senate of the United States. It was entirely fitting that the senate should one day repudiate the resolution for the election of senators by the people and on the next day seat the senator from Illinois, whose election was brought about by brazen bribery.

## "Gives Any Woman A New Skin."

Lillian Langley in The London Fashion. (Eng.)

"Within the last three months, I have answered over 1,000 letters, from women asking one and the same question:—'What shall I do for my complexion?' and, although I dislike to write for publication, my knowledge of toilet articles will put any woman's mind at rest as to what she should use.

"After 25 years of study in the treatment of the face, neck and arms, I find that few women know how to really improve their appearance. The usual treatment of the beauty specialist is a dangerous thing, as it is too harsh. It seems to have done good, but Oh my! shortly hair starts to grow, and such a lot of wrinkles, and the skin soon becomes rough and red and is all dried up.

"The following simple home recipe will practically give any woman a new skin: Dissolve an original package of Mayatone in 8 ounces of witchhazel. Massage the face, arms and neck with this solution twice daily. This will remove all shine from the skin, giving it a natural, dainty color. It prevents the growth of hair, and is absolutely harmless even to a baby's skin. All sorts of facial blemishes will soon disappear, and also the stray hairs."

# WOMAN AFRAID TO SPEND OWN MONEY

### Attorney for S. R. Crooks Says Mrs. Hodgdon Feared Her Husband

That Mrs. Ida Olive Hodgdon, whose will is being contested by her brother, Samuel R. Crooks, was actually afraid to spend her own money for fear of displeasing her husband, Herbert F. Hodgdon, the real estate man, was declared in Judge Graham's court yesterday by W. M. Cannon, attorney for the contestant, in his opening statement to the jury. Mrs. Hodgdon, who inherited more than $200,000 from her parents, left her estate, appraised at $193,000, to her husband, failing to remember any of her brothers or sisters. Although Samuel Crooks is the only contestant, the other collateral heirs will share in the estate if the will is broken. Other brothers and sisters of the testatrix are Mrs. California Newton, the clubwoman; Mrs. Margaret J. Morffew, Mrs. Susan Smith, Jonathan J. Crooks and Robert L. Crooks.

It is charged by the contestant that Hodgdon exerted undue influence over his wife and persuaded her to make the will in his favor. In a previous will, Cannon told the jury, Mrs. Hodgdon had given her husband only a life interest in her property, but the final one gave everything to him without condition. Immediately after they were married, said the lawyer, Hodgdon acquired complete control over all his wife's business affairs, and was permitted to have free access to her safe deposit box. Practically the entire expense of supporting herself and husband was born by Mrs. Hodgdon, Cannon said, and the house in which they lived here was purchased by her before the marriage.

Cannon asserted that Hodgdon neglected his wife, staying away from her at night time and indulging in intoxicating liquors. She died from tuberculosis two days after returning to this city from Santa Barbara. Hodgdon did not summon a physician for her while she was suffering her last throes, Cannon said, and her relatives did not know that she had returned from Santa Barbara until they were told of her death.

**Tonnage Engagements**

The British ship Arctic Stream is under charter for lumber from British Columbia to Delagoa Bay at 57s 6d.

The following vessels are engaged for barley from here to Europe, all new crop loading: The French bark Jacobsen and the French ship Ernest Reyer, at 23s 9d; French barks Champigny and Edouard Detaille, at 24s 6d; French bark Ernest Legouve, at 25s 6d. The Jacobsen and the Ernest Reyer are on the way to this port from Antwerp. The Edouard Detaille and the Ernest Legouve left here in ballast for Newcastle, Australia, some weeks back.

**Notice to Mariners**

Branch Hydrographic Office,
San Francisco, Cal, April 3, 1911.

The target raft which was lost by the Glacier March 24 off Point Arguello has been picked up and is now being towed into San Diego.

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

# GILLETT RENEWS BLUE LAKES PLEAS

### Says Estimated Capacity of the Reservoirs Can Be Increased 100 Per Cent

Former Governor Gillett renewed the petition of the Sierra Blue Lakes water and power company yesterday that the board of supervisors go slow in purchasing the "Ham Hall" properties as an adjunct of the Lake Eleanor-Hetch Hetchy source of supply for the city.

He was informed that the municipal authorities had obtained an extension of the option to buy the properties for $600,000 from April 17 to May 1 of this year, and that the city could extend it a further twelvemonth.

Gillett said the Blue Lakes engineers were now making surveys whose results would be placed before the board, and that these surveys indicated that the capacity of the reservoirs would be double that set forth in the company's original offer to sell out to the city for $6,000,000.

He corrected a statement he had made that the company held an option on certain properties until May, 1912, saying it would expire in May, 1911, instead. The board referred the matter to the public utilities committee.

Three proposals to build a city ambulance were referred to the hospital committee—that of the Studebaker Brothers for $1,000, of H. E. Holmes & Co. for $868 and of W. H. Murasky for $167.50.

The bill requiring automobiles to make a full stop on approaching a stalled streetcar from the rear was sent back to committee for amendment. It was contended that the bill as it stood would pile up traffic indefinitely in the street.

The bill to license nickel in the slot machines selling raisins was rereferred. The object is to encourage the sale of this home product by cutting the license on the machines from $2 to $1 per quarter, at the same time not letting down the bars for other sorts of produce.

**The Nevadan's Cargo**

The steamer Nevadan sailed for Salina Cruz on Saturday with cargo laden here and at other coast ports consigned to New York and to European cities, via the Tehuantepec railway. The cargo laden here was valued at $269,275, to be distributed as follows: For New York, $204,299; Germany, $36,336; France, $4,872; England, $16,897; Sweden, $1,830; Holland, $1,000; Belgium, $2,650; Mexico, $1,391. The principal exports and their destinations were as follows:

To New York—96,885 gals wine, 340 gals whisky, 76,918 lbs tea, 286,840 lbs malt, 31,736 lbs nuts, 229,615 lbs raisins, 394,040 lbs dried fruit, 188,598 lbs beans, 23,507 ctls barley, 286,840 lbs malt, 2,817 cs canned goods, 600 lbs cheese, 95,766 lbs hides, 4,531 lbs mohair, 150 cs olives, 22 cs sporting goods.

To Germany—6,000 gals wine, 23,282 lbs vanilla beans, 162,425 lbs dried fruit.

To France—13,750 lbs dried apricots, 1 automobile.

To England—47,132 lbs hops, 1,220 lbs vanilla beans, 120,281 lbs scrap iron.

To Sweden—16,500 lbs dried fruit, 2,200 lbs raisins.

To Belgium—11,000 lbs dried peaches, 5,000 gals wine.

The cargo from other coast ports consisted of merchandise for New York and for Europe, valued at $53,657 and $8,560 respectively.

# TREE METHUSELAHS IN STATE FORESTS

### Chief Forester Says California Specimens Are Oldest in the World

Chief Forester Henry S. Graves gave an interesting talk yesterday afternoon on the floor of the Merchants' exchange on the subject of forest conservation. An audience of 100 or more listened to his discussion, and afterward he gave some time to answering questions relating to local conditions in California and regarding the policy of his department toward protecting the forests against fire.

In answer to one of the questions put to him Graves said that undoubtedly some of the California trees were the oldest in the world, that some probably had lived many thousands of years and that there were many species on the coast containing trees more than 1,000 years old. He was preceded by William E. Colby, secretary of the Sierra club, who sketched some plans for a great forestry building to be erected for the Panama-Pacific international exposition. President James Rolph Jr. of the Merchants' exchange introduced both speakers.

Graves outlined the policy of the forestry department as being to permit the development of the national forest resources as rapidly as there is a real demand for the timber, but in no event to permit the removal of timber beyond a certain limit to be determined by the possibility of reproduction. The task of the department, he said, was not only to protect the standing timber, but to provide for a permanent supply in the future.

The speaker declared that in none of the California forests had the limit of development been reached, although in some of the Rocky mountain states this is the case. He said it would take $8,000,000 to build the trails, telephone lines and other improvements necessary to provide the primary system of fire protection in the national forests, but that with this work accomplished and a sufficient force of men provided for, it would be possible practically to guarantee the forests against disastrous fires.

**Barley Carrier Clears**

The French ship Andre Theodore was cleared for Queenstown, for orders, yesterday with 62,302 centals of barley, valued at $103,952.

**Coast Shipping News**

LOS ANGELES, April 3.—Arrived: Steamers Beaver, from Portland; George W. Elder, from Portland; Excelsior, from Eureka; torpedo boat destroyers Truxton, Paul Jones, Perry, Preble, Stewart, Lawrence, Rowan and Hopkins, from Santa Barbara channel; steamers Coos Bay, from San Francisco; schooner Crescent, from Everett.

Sailed: Steamers George W. Elder, for San Diego; Pasadena, for Albion; Hoquiam, for Willapa harbor; Coos Bay, for San Francisco; Willapa, for Redondo Beach.

TACOMA, April 3.—Arrived: Norwegian steamer Hornelen, steamer Charles Nelson, from San Francisco.

Departed: British steamer Kumeric, for Seattle.


# UNITED CIGAR STORES

We are here to serve.
Our stores are for *all*.
We sell *everything* in the tobacco line.
We offer advantages to *everyone*.
If we haven't got the brand you want we will gladly *get* it.

That is our *policy*—we are determined to serve the people best.

The man who smokes tobacco—5c tobacco or 50c tobacco—will find his favorite brand in our stores. *He will always find it fresh*—and our Profit Sharing Certificates save him money.

To the man who smokes cigars—5c cigars or 25c cigars—or any price between—our plan of retailing cigars at wholesale prices guarantees *better cigars under our brands* than the same money can buy elsewhere.

The *La Tunita* cigar *Princesas* size at 5c each proves our claim—we'll be glad to have you test us on this cigar. We pay a big price for *Tunitas* even though we buy them by the million. We don't think you can duplicate this smoke under 3 for 25c. We would like you to try *La Tunita*.

We want people to *try our* cigars—we depend on our cigars to increase our business.

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CIGARS UNITED

Largest Retailers of Cigars and Tobacco in the World
Because We Serve the People Best



## Newspaper Advertisement Points Way to Health

I can truthfully say that Dr. Kilmer's Swamp-Root is a very good medicine, not alone for kidney trouble, but also for weak and sore back, as well as for rheumatism.

About a year ago I became ill and unable to work, my trouble being a lame back. I read of your Swamp-Root in the newspaper and in an almanac. Believing it would do me good, I went to my druggist, Mr. Skinner, and purchased a bottle. Finding relief in one fifty-cent bottle, I purchased several more, and in a short time was able to continue with my work and am today feeling well and strong. I always recommend Dr. Kilmer's Swamp-Root to my friends, as I believe it is as good a medicine as can be found.

AUGUST STRONG,
3412 Second Street,
No. Minneapolis, Minn.

Mr. Skinner makes affidavit that he sold the Swamp-Root to Mr. Strong.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

**Prove What Swamp-Root Will Do For You**

Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince any one. You will also receive a booklet of valuable information, telling all about the kidneys and bladder. When writing be sure and mention The San Francisco Daily Call. Regular fifty-cent and one-dollar size bottles for sale at all drug stores.



*Protect Yourself!*

Get the Original and Genuine

**HORLICK'S MALTED MILK**

The Food-drink for All Ages.

For Infants, Invalids, and Growing children. Pure Nutrition, up building the whole body. Invigorates the nursing mother and the aged. Rich milk, malted grain, in powder form.

A quick lunch prepared in a minute. Take no substitute. Ask for HORLICK'S.

*In No Combine or Trust*



## YOU CAN HAVE BOTH HOME AND INCOME

If you buy a few acres of our walnut groves at Concord, the coming suburban section of the bay cities. Excursion April 9. Special train, Santa Fe, leaves San Francisco Santa Fe ferry at 9:30 a. m.; leaves Oakland Santa Fe depot 9:30 a. m. Round trip $1. It's worth double to see this country and get information on walnut groves. R. N. Burgess company, 907 First National Bank building, San Francisco, or 1172 Broadway, Oakland.



## NO MORE STOMACH TROUBLE

If you try our life giving Chinese Herbs. They will relieve from the first dose, and clean all the Gas and Sour from your Stomach and stop the distress entirely, and you can eat all the food you want without the slightest fear of indigestion. Our Herb Remedies have cured more men and women than any other medicine in the world. It is harmless and never fails. But you must make the first step and come to see us and be convinced of our sincerity. We have cured many cases where others have failed, and all sickness or chronic diseases of any kind successfully cured by the wonderful Herbs.

Out of town patients treated and cured in their own home. Send for symptom blank. Office hours, 10 to 12, 1 to 8 p. m. Sunday, 10 a. m. to 3 p. m. CONSULTATION FREE. AMERICAN LADY ATTENDANT.

DR. CHUCK SAI CHINESE HERB CO.
1514 O'Farrell Street
Between Buchanan and Webster.



United States Branch
STATEMENT
OF THE CONDITIONS AND AFFAIRS OF THE
**Standard Marine Insurance Company Ltd.**

OF LIVERPOOL, ENGLAND, on the 31st day of December, A. D. 1910, and for the year ending on that day. Published pursuant to the Provisions of Section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the state of California.

ASSETS

| | |
|---|---|
| Cash market value of all stocks and bonds owned by company | $623,397.00 |
| Cash in company's office | 75.00 |
| Cash in banks | 159,695.89 |
| Interest due and accrued | 6,619.00 |
| Agents' balances representing business written subsequent to October 1, 1910 | 178,344.41 |
| Total assets | $968,131.30 |

LIABILITIES

| | |
|---|---|
| Losses in process of adjustment or in suspense | $125,394.52 |
| Gross premiums on marine risks, 124,374.31; reinsurance 100 per cent | 124,374.31 |
| Taxes due or accrued | 24,700.00 |
| Total liabilities | $274,468.83 |

INCOME

| | |
|---|---|
| Net cash actually received for marine premiums | $950,543.38 |
| Received from interest and dividends on bonds, stocks, loans and from all other sources | 19,086.19 |
| Remittance from home office | 391,071.04 |
| Securities at cost to company | 247,505.21 |
| Income from all other sources | 1,822.93 |
| Total income | $1,610,028.75 |

EXPENDITURES

| | |
|---|---|
| Net amount paid for marine losses (including $330,047.46 losses of previous years) | $397,146.51 |
| Expenses of adjustment and settlement of losses | 12,137.50 |
| Paid or allowed for commission or brokerage | 96,402.48 |
| Paid for salaries, fees and other charges for officers, clerks, etc. | 24,736.72 |
| Paid for state, national and local taxes | 17,136.47 |
| Gross decrease in book value of ledger assets | 11,137.00 |
| Gross loss on sale or maturity of ledger assets | 558.00 |
| Remittance to home office | 677,150.22 |
| All other expenditures | 12,384.76 |
| Total expenditures | $1,248,789.66 |
| Losses incurred during the year | Marine $378,834.03 |

RISKS AND PREMIUMS

| | Marine Risks | Premiums |
|---|---|---|
| Net amount of risks written during the year | $329,621,015 | $2,107,768.32 |
| Net amount of risks expired during the year | 315,382,486 | 2,005,211.46 |
| Net amount in force December 31, 1910 | 17,366,571 | 124,374.31 |

W. J. ROBERTS, U. S. Manager.

Subscribed and sworn to before me this 9th day of February, 1911.
WM. W. PLACE, Notary Public.

J. D. Spreckels & Bros. Co.,
GENERAL AGENTS
J. B. F. DAVIS & SON, Managers,
507 Montgomery St., San Francisco, Cal.


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