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THE CALL cannot return rejected manuscripts, nor will the editor enter into correspondence regarding them.

WEATHER PREDICTIONS.

Official Forecast for Twenty-four Hours Ending Midnight Sunday.

DEPARTMENT OF AGRICULTURE, WEATHER BUREAU, SAN FRANCISCO, APRIL 8, 1893.

San Francisco and vicinity—Fair weather, warmer, variable winds.

P. T. JENKINS, Local Forecast Official.

THE CALL CALENDAR.

APRIL, 1893.

Su.	M.	Tu.	W.	Th.	Fr.	Sa.	Moon's Phases.
						1	
2	3	4	5	6	7	8	April 9th. Last Quarter.
9	10	11	12	13	14	15	April 16th. New Moon.
16	17	18	19	20	21	22	April 22d. First Quarter.
23	24	25	26	27	28	29	April 30th. Full Moon.
30							

The Morning Call.

SUNDAY.....APRIL 9, 1893

Sixteen-Page Edition.

NOTICE!

Any of our patrons who fail to find THE MORNING CALL for sale by train-boys will confer a favor by notifying this office of the fact, naming the date and train.

VETOED.

The Rogers water ordinance has been returned to the board without the Mayor's signature. The nature of his objections may be surmised without reading the message. The order did not meet the requirements of the platform on which the Mayor was elected. There was a good deal of doubt as to the effect it would have upon the water company's revenues. The best opinion is that it would have made some reduction, but not enough to meet the platform pledge. Some people thought the Mayor would sign it as the best that could be done under the present circumstances. These people argued that the company would not fight an ordinance that did not make much of a reduction, but would take a more radical ordinance into court. It was said also that the Superior Courts of this city had weak spots which the water company would work upon, rather than lose a large percentage of its income. In vetoing the ordinance the Mayor has acted up to his pledge and it is now for the Supervisors to act up to theirs. They should perform their duty without taking into consideration the possible action of the water company. It will not do to admit as a principle of legislation that a just law can be defeated in the courts. Let just laws be enacted and if the courts defeat them the people will know where to place the blame.

THE COURSE CLEAR.

The working agreement between the North American Navigation Company and the Panama Railroad Company has now been sealed. All the conditions to bind the contract have been complied with. The $200,000 capital has been subscribed, paid up and deposited in bank as a guarantee of earnestness and good faith; the directors of the Navigation Company have been chosen, four of them being also representatives of the Traffic Association; a contract is in operation which gives special terms for through traffic across the Isthmus of Panama, and to all intents and purposes the movement for the liberation of the port of San Francisco from the grasp of an oppressive transportation monopoly has been crowned with success. It depends upon the cohesion and co-operation of merchants whether trade ever lapses again into its former helpless and depressed condition. By holding together our merchants may now reach out into new fields for business. The outlook is inviting, both in Central America and Mexico. Heretofore trade with the southern ports was on a footing that encouraged relations with San Francisco as little as possible. The exactions for freight were outrageous, and it seemed to be a matter of no moment to the Pacific Mail Company whether it carried freight or not. San Francisco was deprived of the natural advantages which its commanding position gave it as an emporium. It is now possible to stimulate the interchange of commodities with the tropical ports of America, as the rates of transportation give fair play to both producer and merchant. The southern part of California is to be included in the benefits to be derived from traffic by the isthmus. On her way south the Keweenaw will stop at Redondo to land and receive Los Angeles freight. The moment it was known the steamer would call 200 tons of freight were sent to Lombard-street wharf for delivery at Los Angeles. Shipments by sea will do much more than is apparent on the surface. The Southern Pacific will be compelled to come down in its terms precisely to the extent its traffic is menaced by sea competition, and every ton of freight thus moved is a gain to the interior. In a similar way every effort should be strained by the Traffic Association to make the fullest use possible of all river communication in the State. Every steamer that reaches points in the interior tends to break the hold which the Southern Pacific has on transportation facilities. Much undoubtedly may be done on the San Joaquin, the Sacramento and their tributaries, and at comparatively little cost. The experiment of river navigation successfully carried out at Modesto can be repeated at numbers of places. On the whole the results of a year's fighting the monopoly are very encouraging to the future of California. There will be more immigration, more embarkation of capital in industries when it is realized that the State is ceasing to be the preserve of one railroad company, bent upon taxing it to make good the drain of losses on routes in other States.

SENSATIONAL AND ANTI-RAILROAD.

The following extract is from the Sacramento *Record-Union:*

The sensational and anti-railroad press has not tired of charging that the greater part of the capitalization of the Southern Pacific Company is fictitious, and hence to meet charges of interest and pay dividends on that basis the people are subjected to excessive charges for railroad service.

The reader would naturally expect from this opening paragraph an article showing that the capitalization of the Southern Pacific is not fictitious. The organ declares that the charges of excessive rates are untrue, but carefully avoids the charge that the Southern Pacific's capital is largely fictitious. We are pleased to see that the especial organ of the Southern Pacific Company has some respect for a report from a committee of the United States Senate authorized to examine into the affairs of the Central and Union Pacific railroads.

The *Record-Union* proves that the charges are not unreasonable by asserting that Southern Pacific charges are not higher than on local roads not owned by the Southern Pacific. This argument, if such it may be termed, would imply that one passenger or one ton of freight should be hauled at the same charge as a large number of passengers or tons of freight. The local roads run between this city and inland towns, or between inland points. Without exception they run through sparsely settled districts. They have been constructed rather for the convenience of having them than for any expectation of profit from running them. The comparatively few passengers they carry would rather pay four times the ordinary railroad charge than travel by the old methods. The Southern Pacific has the cream of the transportation business. It connects all the large towns in the State. It runs through the most productive valleys. Having the cream of the business it puts all the profits in its treasury and conducts newspapers to delude people with the idea that so long as it keeps within the rates of roads that do but little business its charges are moderate.

PRECAUTIONS AGAINST CHOLERA.

The conference of delegates from State boards of health is now in session at New York and a few of its recommendations have transpired. It proposes, if cholera makes its appearance in this country, to place an inspector on every passenger train which leaves the seaboard with power to isolate cases of cholera which occur on the journey. It further contemplates a searching inspection of immigrants and their baggage at the port of arrival. It does not seem that goods or mails carry disease germs, and no obstruction to their transmission is proposed. The boards of health in the States of the Mississippi Valley want a separate service of their own, and they likewise demand a suspension of intercourse with Russia.

These recommendations will be received with the respect that is due to the opinions of men whose intelligence is above the common level. The plan of placing an inspector on every railroad train would involve the employment of an army of inspectors, without making it absolutely certain that they would detect every case of incipient disease. An embargo on intercourse with Russia might keep out some infected persons; but as Russian immigrants embark from German, English or French ports, it would hardly close the door against the pestilence. Public opinion would not justify attempts to sectionalize quarantine measures. If cholera gets into New York as an epidemic it will be likely to spread to the Mississippi Valley and vice versa. The more concentrated the authority the more effective it is likely to prove.

Champions of strict quarantine are encouraged by a review of the operations of the quarantine at New York last year. Quite a number of steamers arrived at that port with cholera patients on board. Of the latter, many died of cholera and of nothing else. For nearly a month every steamer which came in from German or French ports either had or was reasonably supposed to have disease germs on board. Five cases of undoubted Asiatic cholera were detected in the city of New York, and in two of them a fatal result followed. Yet the disease never gained a foothold and never became epidemic. This is a triumph for which modern sanitary science is entitled to credit. Whether the result would have been as satisfactory if cholera ships had arrived at Boston, Philadelphia, Baltimore and Charleston as well as New York may be a matter for dispute; by good luck no such vessels turned up.

It is quite impossible at the present time to decide whether or no the cholera is going to cross the Atlantic this year. Hamburg, which was its chief distributing point last year, is moving heaven and earth to exclude it this season and has gone so far as to establish a new system of water works. In the old kingdom of Prussia substantial sanitary blockades have been set up in its probable path. If the disease germs float in the air and are carried great distances by winds without alighting these precautions may not avail. If the germs cannot travel far from their cradle the plague may be pent up in Russia. Which theory is sound doctors do not agree and laymen cannot form opinions.

A danger which may prove as formidable as the cholera may turn up at the Chicago World's Fair. Every one knows that the water with which Chicago is supplied is pumped from the bottom of Lake Michigan, into which the city sewers empty, so that Chicagoans have been said to drink diluted sewage. In the World's Fair city physicians of the highest eminence certify that the water is wholesome, and very likely it is. We have all, at some time or other, to eat our peck of dirt. But the commissioner of the London *Lancet*, who was sent to Chicago expressly to examine the water, does not seem to have been pleased with it; and statistics show that diseases of the typhoid type, which are caused by impure water, are more prevalent in Chicago than elsewhere. The fair directors are undoubtedly aware of the danger, and, being men of intelligence, they will guard the public health with all the precautions of modern sanitary science. An outbreak of typhoid occurring at a time when 200,000 strangers were in attendance at the fair would be a serious matter, perhaps more serious than an importation of cholera from Europe.

AT CHICAGO.

A cyclone struck Chicago on Friday and made the usual wreck. It spent its force on the south side of the city, whether through caprice or with the intention of finishing the job after the World's Fair has opened no one may say. A few specimen hailstones were scattered about promiscuously, as if to let people know what they might expect when their day of reckoning should come. It is not certain, however, that a cyclone is the worst enemy the fair managers have to contend against. Cholera may come and it may not; typhus fever may result from the use of impure water; railroad companies may refuse to reduce rates. These, however, are minor evils. The great enemy to the fair is Chicago greed. Since Chicago was a village its rule of action has been to "get there." No matter who might be pushed back; no matter whose toes might be trodden upon; no matter what ties were disregarded—it has been their motto to "get there." The "get-there" idea has built up a great and rich city, but not a community in which a man would willingly trust himself when a dollar is in sight; the tender mercies of the specimen Chicagoan are not tender.

It is said now that the influx of workmen and visitors incident to the preparations have caused a general increase in the price of the necessaries of life. The increase ranges from 26 to 50 per cent. What it will be when the Chicago hawk gets the tenderfoot under his beak no one can more than conjecture. The regular hotels will make a show of maintaining ordinary rates, but the hundred or more mushroom concerns that have been erected as a speculation will do as our principal railroad does—charge all the traffic will bear. If there should be a rush a room without board may cost $10 a day, but if visitors are slow in coming room and board may be furnished at $5 a day. Many contracts have already been made at the rate of $14 per day for two persons, with a higher proportionate charge for one.

THE KHEDIVE LEARNS THE TRUTH

Lately the Khedive of Egypt was told a bit of news which must rankle in his mind and embitter his life. Occurring after the tiff with England, which has resulted in the English garrison being doubled, the incident has a certain political significance. His Highness, though young, is by no means a simpleton. He understands French and English well, and keeps himself posted on European opinion bearing upon Egypt. A correspondent of the *Westminster Gazette* was accorded an interview with Abbas, and the conversation took the free turn of discussing diplomacy from the point of view that every question has two sides. Therefore, when Lord Cromer and Lord Rosebery have had their say about Egypt and have everything done which they want there still remains an Egyptian view of affairs not fully appreciated or considered. From being questioned, it suddenly occurred to the Khedive to question, and he asked the interviewer: "You believe also that the English will give back Egypt?" "No, your Highness," the correspondent replied. "Myself, personally, I do not believe it!"

The face of the Khedive became ruddy all over and his eyes flashed. In his excitement he ejaculated: "But that is not possible! It is not possible. A promise is a promise. It is the honor of England—pledged again and again. A promise is a promise. It is not possible!" Then he asked whether the correspondent had not read about it in the Queen's speech, in the proceedings of Parliament, and so forth. He remained incredulous as to the outrageous possibility, but his whole manner had changed. He was "sicklied o'er with the pale cast of thought."

It is undeniable that England is pledged to the hilt to evacuate Egypt, but this pledge has the qualification that it can only be carried out when the objects which took her there are attained. These are terms capable of being twisted round the globe by diplomatists. The Egyptian believes the day of evacuation will arrive. The Englishman says to himself he will go when the day comes. He will still have duties to perform, and will conscientiously believe they have been providentially devolved upon him. He assuredly will not budge out in order to let France or some other power in.

TRUCK-FARMING.

The development of truck-farming bids fair to revolutionize agriculture. According to the last census 240,000 people, men, women and children, raised stuff which sold for $76,517,155 on 534,440 acres of land. The great bulk of this land lay adjacent to cities, but some of it produced crops for consumption at considerable distance and formed part of the regular agricultural area. Sixty or seventy years ago, before the beginning of the railroad era, the cities of New York, Philadelphia and Boston relied upon their own suburbs for their green truck. A quarter of a century later railroads brought truck to market from New Jersey, Long Island and Delaware and laid it down as cheaply and earlier than the suburban product. More recently truck raised in Florida, Louisiana and California has made its appearance in the Eastern markets and has enjoyed a monopoly of them for days or weeks. Taking Chicago as a type of the consuming center and Santa Clara Valley as a type of the producing area the former can be supplied with spring vegetables from the latter more than a month sooner than it would be if it had to rely on the gardens in the Mississippi Valley.

Where the California truck-farmer understands his business, knows what fertilizers to use for each particular vegetable and looks out for insects and frosts, he can raise the finer kinds of truck, such as green peas, string beans, asparagus, tomatoes, new potatoes and egg plant, early in March, whereas in Illinois it is May before the native product appears on the stalls. Here are six weeks at least during which the Pacific Coast producer has nothing to fear in the way of competition except the rivalry of the Gulf States, whose systems of transportation are imperfectly developed and where industry partakes of the lethargy induced by a Southern climate. His monopoly is very nearly assured. It is a fortune lying at his feet waiting to be picked up.

Considerable money is made at the present time by the shipment of cabbages to the East. But the cabbage is a cheap vegetable, which barely pays the cost of transportation. It is to high-priced truck—the primeurs—that our gardeners ought to direct their attention. Early in March men of wealth in New York will pay any price that is asked for green peas and asparagus grown in the open air and not under glass. With a little care we can supply both. If we did, ranchers who find it difficult to make both ends meet by growing wheat and barley would realize fortunes. In this, as in all other pursuits, success would depend on knowledge and thoroughness. The traveler through Europe is struck with the rewards which intelligent truck-farming yields. The famous novelist, George Meredith, finding that he was not growing rich by writing books, devoted a portion of his genius to raising early vegetables, and made himself independent in a short while. Nice, on the Mediterranean, was till lately a poor little town dependent for its existence on what it could make out of visiting strangers. It was discovered that it could raise the finest roses and lilies of the valley almost throughout the winter. The Paris florists turned the discovery to account, and now they get the bulk of their flowers from Nice. When a Parisian orders an opera bouquet his order is transmitted to Nice by telegraph, and his flowers are at his home in twenty-four hours. Thus the Nice gardeners have become opulent.

What is being done in Europe can be done here. There is no reason why California should not supply the East with early vegetables, as it supplies the Eastern cities with early fruit. But the business must be systematized and conducted on business principles. We must learn by experience what dangers to avoid, what risks to guard against. In the first shipments of green fruit to the Atlantic cities, as much money was lost as was made. Now, there is no reason why any grower who ships good fruit carefully packed should fail to make money. The shipment of green fruit to London last year is understood to have netted a loss. That was not because London will not consume California green fruit at a price which will remunerate the grower; it was because some element in the business had been neglected. So, now, shipments of early vegetables to Chicago may result in a reclamation, where some precaution has been overlooked; but after experience has educated shippers, they ought never to lose money.

THE PROPOSED HARBOR.

Within a short time a Senate committee will visit this coast for the purpose of receiving expert testimony as to the relative advantages of Santa Monica and San Pedro as a site for a harbor. It should be understood that in either case the harbor has to be constructed. Nature made a suggestion as to what might be done at San Pedro, but Santa Monica is entirely a human discovery. Among the men who perceived in the formation of the coast at this point a special adaptiveness to harbor purposes are: Collis P. Huntington, W. H. Mills and Senator Frye. At the banquet of the Los Angeles Chamber of Commerce in February Mr. Mills said:

The president of our company, Mr. C. P. Huntington, who has written a very admirable and characteristic letter to this meeting tonight, owns the largest shipyard in the world, having more than twice the capacity of any other shipyard now in existence. I put these two things together. Under the administration of President Huntington a harbor is being constructed at Santa Monica which will be a deep-water harbor, thereby answering all the purposes for which harbors are used. I see, also, that he has established the largest shipyard in the world and put out of that shipyard three of the largest ocean-going steamers that have ever been constructed.

Of course there could be no objection to the construction of a deep-water harbor at Santa Monica by Mr. Huntington. There is no statute to prevent Mr. Mills from setting the lively imaginations of Los Angeles people to speculating upon the results to flow from the magnificent enterprises of Mr. Huntington. But if Mr. Huntington is constructing a harbor at Santa Monica what need of a Senate committee to report upon the disadvantages of that location? What has the Senate to do with Mr. Huntington's harbor construction operations? Mr. Mills did not touch upon this part of the harbor proposition. He did, however, repeat the questions put to him by Colonel Craighill, who does not seem to have been so deep in Mr. Huntington's confidence as Mr. Mills himself. Colonel Craighill asked: "What is the necessity of a harbor here at all? What commerce is to come to this place? Why should the Government be called upon to construct a harbor here?" These questions Mr. Mills admits would have been a poser to the average well-informed man, but they did not phase Mr. Mills in the least. That gentleman simply replied: "There is a necessity for a deep-water harbor at Santa Monica, and it will be built." The careful reader will observe that Mr. Mills left two of Colonel Craighill's questions unanswered. According to his own report he neither informed Colonel Craighill what commerce would come to Santa Monica when the harbor is built, nor why the Government should be called upon to build it. Senator Frye is, in his way of thinking, somewhat like Mr. Mills. He wants a harbor at Santa Monica because Mr. Huntington wants a harbor at Santa Monica. Is not that reason enough? Enough possibly for Senator Frye and Mr. Mills, but possibly not conclusive as to the obligations of the Government to construct a harbor for Mr. Huntington.

THE APPOINTMENT OF TEACHERS.

The investigation by the Grand Jury of the influences used in obtaining appointments for schoolteachers has not yet developed any cases of bribery, but it has shown that something besides fitness has governed choice in many instances. According to the testimony of teachers and School Directors personal friendship and the willingness to do a favor was a factor in some cases; in others political influence had its effect, and in a number of instances appointees were in ignorance of how their positions were secured. Relatives acted for them and the beneficiaries are interested only as to the results.

Next to bribery and corruption, this is or may be about the worst way of filling teachers' positions. It may be that every one of the teachers so appointed is competent, but the manner of appointment is utterly bad. If this investigation shows nothing worse than this it will point the way to needed reform.

It is good news for the Pacific Coast that the Tehuantepec Railroad will be open to traffic in August this year. The calculation at least is that the last spike will then have been driven. Probably rolling stock and stations will not be complete, and on the Pacific side the contractor, Mr. Corthell, has to push jetties out into deep water. On the Gulf side the harbor facilities are excellent, but on the Pacific side the depth of water is only about thirteen feet, and it is estimated that two million dollars will be expended in reaching water sufficient for shipping. As the work is in the hands of the Mexican Government there is good security that its facilities will be fairly thrown open to commerce on equal terms. It would be a misfortune to permit such a route to fall into the hands of any monopoly. The opening of the road is certain to stimulate trade on the Pacific Coast.

No news has yet been received of the abandoned steel ship King James, but the cruise of the tugs in search is not over. The hatches were left open, and it is possible that in rough weather the hold might get so full of water as to sink the vessel. A burning ship gives off smoke enough for a signal in daylight, and the reflections in the sky at night are a good guide at a great distance. If not sighted within a certain area it would be reasonable to conclude that the fire had been effectually drowned out by foundering.

The Cologne *Gazette* urges the German Government to annex Samoa, as a consequence of Baron Cederecranitz's resignation. It is not obvious why this change from the present control by the United States, Germany and England should succeed in reconciling the Samoans to the amiable rule of the foreigner. Germany has probably no intention of following the journalistic advice tendered, but if it has some explanation would be courteous to this country as well as to England.

The papers that went missing mysteriously in a Police Court case have been found in an unusual place, where they had no business to be; but the chief person whom they concern is enjoying the sunshine somewhere remote from the shadow of the County Jail. It is to be hoped the scandal attending the filching of these documents out of their proper pigeonhole and deposit in a drawer where only records disposed of are kept will be fully elucidated. Some one caused all this confusion purposely, and should be held to account. Meanwhile, the practice of handling these documents requires better regulation. It should not be possible by careless custody of records to defeat the ends of justice. Enough crime goes unpunished without adding to it within the courts themselves.

Electric railroads for freight as well as passenger purposes are now looming up as serious business projects in the interior of the State. Bakersfield has the Kern River available in a fine dashing run of water, about fifteen miles distant, and with a modest expenditure of capital and labor it could utilize this for railways and manufacturing purposes. Thousands of horsepower may thus be obtained. A similar railroad project is mooted at Chico to connect with river navigation. This enterprise is proposed by Captain Roberts in order to build up trade for his steamer, which runs from Sacramento northward. Sacramento City will use some of the electric power obtained from the Folsom dam for railroad tracks. It is also said that from Oakland a freight and passenger line will be continued to Martinez. Oakland has shown confidence in the electric system by constructing roads in all directions.

The application to Judge Garber to designate the House of Correction for immediate use as a relief prison to accommodate the overflow in the County Jail has failed. A legal technicality blocks the road. Alameda is one of the happy counties possessed of a large jail with many vacant cells, and it will be neighborly enough to let lodgings to San Francisco criminals. This borrowing of prison space should only last three weeks, as by the 23d inst. the House of Correction will be free. It is curious that one of the reasons why permission is refused for immediate occupation is the fear that prisoners would avail themselves of the writ of habeas corpus. A prisoner has to be graciously consulted as to whether the place of his confinement suits him.

MR. FRYE AND THE HARBOR.

Los Angeles Times.

A few days ago Senator Frye of Maine expressed himself in a short discussion in the Senate as hostile to the project of a deep-sea harbor at San Pedro. He thought that Santa Monica would be the proper place for the Government improvement. This attitude of Senator Frye is no mere incident, although it discloses something of the character of the fight that is to be made against an appropriation for San Pedro. Senator Frye is a close friend of President Huntington of the Southern Pacific Railroad Company of Kentucky, and it is occasionally intimated that the Maine statesman is the real Congressional guardian of that corporation. The fact that Senator Frye has taken occasion thus early to throw down the gauntlet is tantamount to a declaration of war on the part of Mr. Huntington. We now know what to expect.

It will be remembered that when Senator Frye visited this section about three and a half years ago he took occasion while at San Pedro to refer to the chances of making a harbor there in slighting terms. He called the inner harbor a slough, said that nothing else could ever be made of it and wanted to know why Southern California did not build its big city at San Diego, where there is already a good harbor. This expression the San Diego people rolled like a sweet morsel under their tongues for some time. There was a good deal of talk about it. From that day to this Senator Frye has been consistently hostile to all efforts at harbor-building at San Pedro. Before the reorganization of the Senate committee on Commerce, and his influence was such in no amount almost to a bar to our hopes. Fortunately he does not now hold that position, but it is in the hands of a Southern senator, who will probably look on San Pedro with a more friendly eye.

When the report of Colonel Craighill's board of engineers was presented to Congress, recommending San Pedro as the location for the deep-sea harbor, Senator Frye did all he could to discourage it and proposed that a special committee of two (of which he would himself have constituted one of the members) be appointed to visit San Pedro and Santa Monica and report direct to the Senate on the relative merits of the two points. If it had been adopted it would have proved to be a stumbling-block in the way of the adoption of any definite plan.

It would be well for the people of Southern California to analyze Senator Frye's position carefully and read between the lines of his utterances. When he expresses himself as favorable to locating the harbor at Santa Monica he says so not because he likes Santa Monica more but San Pedro less. He knows well enough that, in the face of five successive reports of Government engineers who have examined both places critically and have uniformly reported in favor of San Pedro, it is the height of absurdity to talk of making a change in the location. The engineers cannot be made to reverse themselves, and Congress would never consent to overlook the unanimous and reconfirmed opinions of its engineering experts. What would the superficial opinion of a junketing committee of Senators amount to in the premises? Simply nothing but to cause delay, and to still further embarrass the situation.

When Senator Frye talks glibly about locating the harbor at Santa Monica, therefore, he does so because he has adopted this subterfuge by way of obstructing an appropriation for San Pedro. He is not the sincere friend of Santa Monica any more than he is the friend of Southern California generally. We should not be humbugged by his plausible declarations. He is simply bent on mischief, and in this he is carrying out the wishes of his friend Huntington.

Now, a word as to Santa Monica. That place is on the high road to prosperity, and we are glad of it. The Southern Pacific Company has erected there the finest wharf on the coast. Only the other day permission was granted by the Treasury Department for foreign vessels to enter and clear at that port. Before long we hope to see a considerable tide of oriental commerce flowing through Santa Monica. It is possible that the Santa Fe's system may in time decide to establish shipping facilities there, and thus augment the business of the place still further. Such a thing stands in direct line of promotion for all these benefits, and nothing can prevent a realization of golden hopes. But Santa Monica does not stand in line for the deep-sea harbor built at Government expense. In view of the reports of various boards of engineers, that is a moral impossibility. Now, if Santa Monica lends herself to the mischief-makers and carries on a factional fight, she cannot get the harbor herself, but she may prevent San Pedro from getting it. This will simply be a dog-in-the-manger policy. There is neither glory nor gain in it.

We hold that, if the Government spends a large amount of money to establish the outer harbor at San Pedro, it will in no way lessen the commercial importance of Santa Monica, but will augment it. The business of the two ports must grow together by sympathetic action. San Pedro, no matter how important it becomes, cannot draw away the developments already sure for Santa Monica. But it is morally certain that, if we get the deep-sea harbor at San Pedro, we shall have another transcontinental railroad, and the ocean and interior commerce of Southern California will be multiplied many fold. Which shall it be, this grand increase of prosperity all along the line, of which Santa Monica is bound to secure an important part, or no Government harbor at all and an insignificant share of Pacific commerce?

We say it is the manifest duty of every well-wisher of Southern California to do all in his power to secure the Government appropriation as recommended by the board of engineers. It is the duty and the best policy of Santa Monica people no less than of the rest. We must strike for San Pedro or we shall get nothing from the Government.

PEOPLE TALKED ABOUT.

The Rev. M. J. Savage has been selected to deliver the poem at the Phillips Brooks memorial service in Boston on April 11.

Mrs. Pierpont Morgan's correspondence, social and benevolent, is so large that she is obliged to employ a private secretary.

Prince Roland Bonaparte, who is devoted to science, is going to make a study of the Indians of New Mexico and Colorado when he comes to the World's Fair.

The late Captain Henry H. Lewis of Baltimore bore a strong facial and physical resemblance to George Washington, whose great-grandnephew he was.

Professor Virchow, the eminent pathologist, keeps alive for experiments several generations of cats, from which he is trying to evolve a race of bob-tailed felines.

Russell Harrison's five-year-old daughter has not recovered her health since she had the scarlet fever in the White House, and she is now in New York for treatment.

There died in Jamaica, Long Island, a few days ago Thomas A. Wayne, grandnephew of "Mad Anthony," who bore a striking resemblance to that revolutionary general.

Judge D. Newlin Fell, of the Philadelphia Court of Common Pleas, is talked of as a candidate for the Supreme bench of Pennsylvania, to fill the vacancy caused by the resignation of Justice Paxton, to take the Reading receivership.

The youngest man who can write his name as governor is John E. Osborne, the chief executive at Wyoming. He is only 34, a doctor by profession, very good looking, of pleasing address, and went from Vermont to the West some fourteen years ago, though a native of New York.

Of James Bryce, author of the "American Commonwealth," a recent biographer records that he is "a good fellow, full of information, who can make himself a very genial companion"; that he is a confirmed botanist and wears "a white felt hat that has seen very many years of service."

E. H. BLACK, painter, 114 Eddy street.

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GET your house painted, tinted and papered at Cooney's, 141 Fourth. Satisfaction guaranteed.*

EASTERN tourists—Discount on large quantities California glace fruits. Townsend's. *

PALACE baths, 713 Filbert st.; warm sea water. Cures rheumatism, neuralgia and many ailments*

WANTS A DIVORCE.—Carrie Batsford prays for a divorce from her husband, George Batsford.

J.F.CUTTER'S OLD BOURBON.—This celebrated whisky is for sale by all first-class druggists and grocers. Trademark—star within a shield. *

AN INCORPORATION.—The Sierra Leon Gold Mining Company has incorporated with a capital stock of $750,000.

ALL persons are hereby cautioned to buy only the Richmond Range if they want to bake good puddings and cakes. Schuster Bros., 306 Sutter street. *

BREACH OF CONTRACT.—John Miron has brought suit against Julius Franklin for $4614 25 for breach of a building contract.

GENUINE French crystal table tumblers, etched Greek border, reduced to $1 70 during the crystal clearance sale at Nathan, Dohrmann & Co.'s, 122 to 132 Sutter street, below Kearny.*

PILES.—"Mae's Infallible Pile Cure" cures all cases of blind, bleeding, itching and protruding piles. Cases of many years' standing cured by a single box. Price 50 cents. A. McboyleR & Co., druggists, 504 Washington street. *

SUIT FOR DAMAGES.—Patrick McGurty has sued James B. Chase & Co., stevedores, for $5000, claimed as damages for an injury to plaintiff's leg, claimed to have been caused by the negligence of the defendants in allowing a quantity of coal to fall upon his said left leg.

World's Fair Visitors.

A few visitors can be accommodated with rooms at my residence on Yale street, in Englewood, the best residence portion of Chicago. Car line to fair, which can be reached by fifteen minutes' ride, one block from house. Reference J. L. Meyers, manager Ætna Life Insurance Company, San Francisco. Address Wm. H. Muir, care Chicago National Bank, Chicago. *

A New Savings Bank.

The Union Trust Company of San Francisco, 228 Montgomery street (next door to Mills building), in addition to transacting all business of a fiduciary character, such as the care of estates, etc., the business of a Savings Bank will be an important feature. Ordinary and term deposits in this department are invited from all classes of our citizens. The names of the officers and directors of this company and its large capital of $1,250,000 are ample guaranty of its responsibility. *

Johns Hopkins University will next June, for the first time, confer the title of Ph.D. upon a woman. Miss Florence Bascom, a Massachusetts girl, will at that time be so honored by that institution.

EVERYBODY knows that the spring is the best season to take a good medicine. Hood's Sarsaparilla is the most popular and successful spring medicine and blood purifier. 100 doses one dollar.

A SORE THROAT, COUGH, OR COLD, if suffered to progress, results in serious pulmonary affections oftentimes incurable. "*Brown's Bronchial Troches*" reach directly the seat of the disease, and give instant relief.

THE most efficacious stimulant to excite the appetite is Angostura Bitters, the genuine of Dr. J. G. B. Siegert & Sons. At your druggists.

Delighted with sore eyes use Dr. Isaac Thompson's Eye Water. Druggists sell it at 25 cents.

EXTRA Mince Pies. SWAIN'S, 213 Sutter street.

CHURCH NOTICES.

St. Luke's Church, Van Ness Ave. and Clay st.—Rev. W. W. Davis, rector: Rev. F. H. Church, rector emeritus. April 9—Services: 8 and 11 A. M.; 2:30 and 7:45 P. M. Special musical service in the evening. 1

Church of the Advent (Episcopal), Eleventh st., near Market. Rev. John Gray, rector. First Sunday after Easter. Holy communion 8 A. M. Morning prayer and sermon, 11 A. M. Subject, "The Intermediate State." Music: To Deum, Calkins, in B; Kyrie and Credo, Lambert; anthem, "Send Out the Light," Gounod. Evening prayer and sermon, 7:45 o'clock; subject, "The Risen Body of The Christ." This church open every day of the year. The public welcome. 1

First United Presbyterian Church, Golden Gate ave and Polk st.—Rev. M. M. Gibson, D.D., pastor. Services at 11 A. M. and 7:30 P. M. Subject for the morning service: "The Coming Kingdom." Morning Sabbath-school 9:45; afternoon Sabbath-school 2:30. Young people's meeting at 6:30 P. M. All invited. Strangers welcome. 1

Calvary Presbyterian Church, Powell st., cor. Geary—Rev. Thomas Chalmers Easton, D.D., pastor. Rev. J. Dixon, D.D., will preach at 11 A. M. and 7:30 P. M. Sabbath-school at 12:30 P. M. Friends of the congregation and strangers visiting the city are cordially invited. 1

First Baptist Church, Eddy st., Bet. Jones and Leavenworth—Rev. J. Q. A. Henry, pastor. Preaching 11 A. M., by Rev. Robert Cameron of Denver, and at 7:30 P. M., by the pastor, topic, "The Gospel Message and Its Mysteries." Sunday-school at 12:30 P. M. Young People's Society of Christian Endeavor at 6:30 P. M. Young men's meeting Monday at 8 P. M. Prayer meeting Thursday evening. All these services are open to the public. Strangers are welcome. 1

First Congregational Church, Cor. of Post and Mason sts.—Rev. Charles O. Brown, D.D., pastor, will preach in the morning at 11 o'clock. Theme: "Morning Voices." In the evening at 7:30 o'clock—theme: "Paul at Athens." Sunday-school in lecture-room immediately after morning service. Mrs. Cooper's Bible-class in auditorium. Mr. Kimball's Bible-class in study. Young People's Endeavor meeting at 6:30 P. M. Weekly prayer meeting Wednesday at 7:30 P. M. The evening service will be the ninth and the last in the course illustrating what religion is doing at our doors. The pastor will speak on "Paul at Rome," and the noted Italian evangelist will give the prelude on the work among the Italians of this city. All are cordially invited, especially those from hotels and boarding-houses in the vicinity. 1

Third Congregational Church, Fifteenth st., bet. Mission and Howard—Rev. E. B. Fullin pastor—Holy Communion at 11 A. M.; Sunday-school at 12:30 P. M. Young People's Society of Christian Endeavor meets at 6:30 P. M. The evening service will be addressed by Staff Captain Blanche B. Cox of the Salvation Army on "Rescue Work." Come early to all these services. The public is invited. 1

Plymouth Congregational Church, Post st., bet. Buchanan and Webster—Rev. W. D. Williams, D.D., pastor: residence 1719 Post street: telephone 4585. Preaching at 11 A. M. and 7:30 P. M. Sunday-school at 9:30 A. M. and 12:30 P. M. Christian Endeavor at 6:30 P. M. Morning sermon, "The Risen Body." Evening sermon, "Whittier, the Poet of Conscience." Communion and reception of new members in connection with the morning service. Strangers welcome. 1

Howard-Street "Union Church," bet. Twenty-first and Twenty-second—Rev. Mr. Rogers of England is the pastor. The committee invites all Christians and non-church-goers to Dr. Rogers' earnest and persuasive preaching. Come and hear this Sunday morning at 11 o'clock and Sunday evening at 7:30 o'clock. Those who have not attended church for years are enjoying the doctor's services much. Seats free. Everybody welcome. *

First English Lutheran Church, Geary st., near Octavia—Preaching by the pastor, Rev. M. W. Hamma, D.D., morning and evening. The pastor in the evening will revive and deliver another address on Palestine, entitled "The Dead Sea and the Cities of the Plain." Sunday-school at 9:45 A. M. Christian Endeavor meeting, 6:45 P. M. 1

Young Men's Christian Association Hall, 232 Sutter st., bet. Kearny st. and Grant ave. Grand union mass-meeting of young men only this (Sunday) afternoon at 3 o'clock. Address by Rev. M. J. Ferguson, subject, "Christianity Applied to Business." Special singing by a chorus of male voices under the direction of Mr. F. M. Coffin. 1

Reformed Episcopal Church—Evangelical, Liturgical, Protestant. Albion Hall, Alcazar Building, 114 O'Farrell st. Services at 11 A. M. Seats free. *

Universalist Church Services at 11 A. M. Rev. G. B. Allen's subject, "Reappearings of Jesus"; text, "The Doors Being Shut." Sunday-school at 12:30. Scottish Hall (lower), 111 Larkin st., near Pavilion. *

SUNDAY MEETINGS.

Professor Fred Bell, Founder of the Humanitarian Spiritualists (incorporated), will speak and sing at Metropolitan Temple to-day as follows:

Morning, 11 o'clock, on the pathetic subject of "True Friendship."

Afternoon, 2:15 o'clock, another of those meetings in which positive proof of spirit return will be given from the platform by Ben Barney and Mrs. Wermouth, and other interesting phenomena never before seen at the temple.