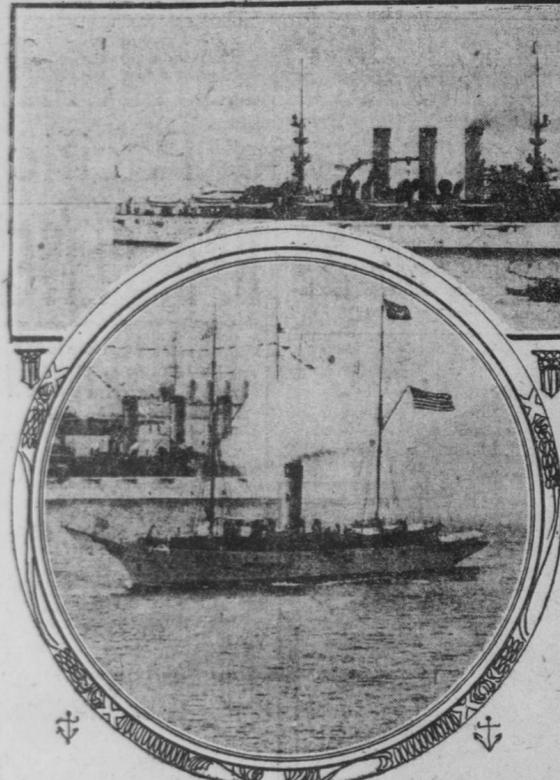


The United States Atlantic fleet which sailed from Hampton roads for San Francisco yesterday under command of Rear Admiral Robley D. Evans. The photograph was taken when the fleet was at the Jamestown exposition, and from left to right the ships are: The Vermont, Connecticut (flagship), Georgia, Alabama, Illinois, Minnesota, Kansas, Rhode Island, New Jersey, Kentucky, Maine, Virginia, Ohio, Louisiana, Kearsarge and Missouri. The four stack cruisers in the rear are English vessels. In the lower left corner is the Mayflower, from which President Roosevelt reviewed the fleet during its departure.



BATTLESHIP FLEET DEPARTS FOR PACIFIC

Continued From Page 1, Column 1

There was not a ship in the line old enough to have smelled the powder or taken the shot of Manila or Santiago—stories written scarcely 10 years ago in the history of nations. All were of new design, samples of the aggressive sea going navy which the president has declared to be so essential to the peace of the country.

Attaches of foreign legations and embassies at Washington and many correspondents who have seen war service on foreign journals freely declared that today's naval display was the most impressive they had ever seen. The facility with which the big vessels were handled, the manner in which they were maneuvered into single column formation and the perfect alignment which was maintained to the southward turn from the cape called for the warmest admiration.

President greets officers. The sailing of the fleet was preceded by a reception on the deck of the Mayflower, which shortly after 8 o'clock this morning started into the center of the anchored fleet. President Roosevelt warmly greeted the four rear admirals and the 14 commanders of the fleet as they climbed from dancing ladders up the starboard gangway of the yacht. He had a word of confidence and well wishing for all, but made no formal address. The president felt that the occasion did not call for any such remarks, as the cruise is just under way and is regarded as but a detail of naval training.

The inspiring sight of the vessels exulted at anchor and waiting the word to go put the president in rare good spirits. While the Mayflower was coming into position and waiting for the reception to begin the president paced rapidly up and down the deck, anxious to obtain a view of the great double squadron from every possible vantage point. To Secretary of the Navy Metcalf and to others of his guests on board he was constantly explaining upon the beauty and grandeur of the surrounding scenes.

Praises enlisted men. "Did you ever see such a fleet? And such a day? Isn't it magnificent? Oughtn't we all to feel proud?" And then the president had something to say of the enlisted men. In the midst of the reception he was seen to be sent for the coxswain of the Louisiana's launch and through him dispatched a special message of greeting to that ship's crew. It was on the Louisiana that the president made his recent trip to the isthmus of Panama and ever since that time he has felt a personal interest in all the ship has done. When the surprised and embarrassed coxswain, Seaman William Chandler, had been presented to Mrs. Roosevelt, as well as to the president, and had again clambered into his launch the president said to those about him:

"I tell you, the enlisted men are everything. They are perfectly bully and they are up to everything required of them. This is, indeed, a great fleet and a great day."

Fighting bob reports. Admiral Evans, commander in chief of the departing fleet, was the first of the flag officers to be piped over the side of the Mayflower. He hurried to where the president stood waiting, and bringing his right hand to saluting position, paid his formal respects and secured his personal assurance that the ships of his command were ready for their trip to the other side of the hemisphere.

President Roosevelt acknowledged the salute with lifted hat and accepted the formal words of greeting as stiffly as they were uttered. Then, with the brief ceremony ended he grasped Admiral Evans' hand and gave it the heartiest of shakes. The two conversed together informally for a moment or two until other arriving flag and commanding officers set the reception in full swing.

When Admiral Evans was able to take his leave and get the fleet underway, the president followed him to the gangway and then called him aside for nearly five minutes of earnest conversation. The president spoke with his usual emphasis and the admiral listened intently with a constant affirmative nod of his head.

During the reception the president was photographed with the officers grouped about him. A marine guard and band were stationed on the Mayflower's decks and the ceremonies of

receiving and sending away the visiting officers gave a martial touch of color to the occasion.

Rear Admiral Berry, commanding the Norfolk navy yard, journeyed to Hampton roads on the torpedo boat Stringham to pay his respects to the president, and his dark hulled, rakish looking craft passing in among the white clad battleships added something of the sinister side to the purpose of a navy's being. Black of hull and funnels, with no touch of color anywhere in the relief, the Stringham glided about like some creepy reptile.

There was another torpedo boat in the picture—the Tingey—which acted as convoy to the Mayflower. But the Tingey was far more pleasing in her sea green coloring and bright yellow band about the funnels. It remained by the side of the Mayflower throughout the ceremonies.

In parting with the officers of the fleet President Roosevelt was wholly informal, and for each had a cordial handshake, a grasp of the uniformed shoulder and a hearty "Good by, old fellow, and good luck."

PREPARES EARLY WELCOME

The waiting fleet prepared early to welcome the president and later bade him adieu. Long before the first gray shadows of the breaking day slanted through the waiting gateway of the capes, the red and white ardois lanterns on mastsheads were flashing signals from divisional flagships. Sailor men by hundreds were busy polishing decks and bright works for the coming sun to bring out in sparkling relief against the buff color of the superstructure. The ever busy little steam running boats were making their last trips from the shore, with impatient whistles screaming a warning to tardy mail orderlies laden with last messages of goodby to the departing fleet, when the sun broke above the eastern horizon.

It was not long after the anchor lights had disappeared that the white hull of the Mayflower could be made out in the distance. Then the final preparations were rushed with a will. Orders had been given to dress ship at 8 o'clock and the last bell of the morning watch had not been struck when the dressing lines, adfluter with varicolored signal flags, were lifted to the truck above the fighting tops. The gay dressings appeared as if by magic on every ship of the fleet and remained aloft until the president had taken his place at the head of the line, and then came tumbling to the deck, and the ships had once more assumed the simple garb of a cruising trip.

THOUSANDS VIEW FLEET

The Point shores and the ramparts of historic old fortress Monroe were lined with thousands of persons as the fleet lifted anchor and set sail. Other thousands were gathered aboard the Mayflower, and the president, in government pier, projecting far out into the roads at Old Point, was a living mass of humanity. In the crowd were gathered wives, sisters and sweethearts of officers and enlisted men, all feeling the common impulse of mingled admiration for the vast marine picture unfolded before them and the heart burnings of long parting with relatives and friends. It was peculiarly fitting, therefore, that when the flag-ship Connecticut swept by the pier the band assembled on the deck played "The Girl I Left Behind Me," and then, more plaintively, came the strains of "Auld Lang Syne," following in turn by "The Star Spangled Banner." It was a pretty indication that amid the regrets of parting the call of patriotic duty was at last the one thing to be considered.

There was not a hitch in any of the details of the well planned program, but there was a number of amusing incidents, not the least of which were the antics of four sailors who had overstayed their leave on shore and were frantically calling from the Old Point pier for a boat to pick them up. At last one of the quartet conceived the idea of wig wagging their plight to the commanding officer. Seizing his own cap and another, he and his companions he mounted to a pilehead and for nearly ten minutes waved arms and caps according to the signal code. But it was too late to stop for stragglers and the disappointed sailors safe aboard the parting ships, were left behind.

"SHOOT FAST," SAYS EVANS

When the president and officers were posing for their pictures, Admiral Evans called forth laughter by exclaiming to the group of photographers: "Shoot fast, you fellows; you need some training at a navy gun."

Tonight the 16 ships of the massive fleet, continuing in single order and steaming at the time of speed of 10 knots an hour, according to orders, are well down the coast toward the treacherous waters of Hatteras. The first lap of their journey will bring them to Trinidad on Christmas eve, and there, amid the heat of the tropics, the Christmas celebrations will be held. Hundreds of goobly telegrams were

COUNCIL SPLITS OVER ELLIOT AND EVERHART

Apology Is Cast Back in Teeth of President of the Body

OAKLAND, Dec. 16.—The city council split tonight over the altercation between Councilman Everhart and President Elliot which grew out of Elliot's spicy remarks on Everhart's resolution to create a position of assistant city gardener without a formal recommendation from the board of public works.

It was thought that Elliot was to offer an apology, and Everhart was expected to make public the correspondence between himself and Elliot. He did not do this, but spoke bitterly on Elliot's attitude. Elliot responded with apologetic remarks. Everhart filed a minority report and said he had advocated the measure in good faith.

"I believed that the salary of such a man," he said, "would be money well and wisely spent. For holding this belief I was subjected to an attack which, for its unreasonable, unjust and uncalled for vituperation, was probably never equalled in this body."

Not until some other discussion had been disposed of did Elliot take up the matter. He protested the highest regard for Everhart, and said: "I was not conscious that I was making an attack on his character. So far as rough language is concerned I may be wrong, but such an occasion requires rough language. I think we ought to assume that we are all acting under good motives. I did at that time."

"You did not!" shouted Everhart. "You assumed exactly the opposite." Elliot then protested that he honored Everhart for the stand he had taken. Everhart sprang to his feet with: "Two weeks ago you branded me as a malefactor. I want you to explain that away."

After reading each other with verbal vehemence, the councilmen adjourned by wishing each other a merry Christmas.

CRUISER CALIFORNIA, ON ITS WAY TO SAN FRANCISCO

Sends Instructions by Wireless Telegraphy That Its Mail Be Forwarded to This City

SANTA BARBARA, Dec. 16.—The cruiser California, which for several days has maneuvered in the Santa Barbara channel, is on its way to San Francisco. Postmaster Hunt of this city received tonight a wireless message from Commander Cotton of the cruiser, through the Point Arguello wireless station, directing him to forward all mail addressed to the California to San Francisco.

It is believed that it was the intention of the cruiser to anchor here for mail and that the commander's plans, for some reason unexplained, were changed.

JAPANESE ARE ANGERED

Stewards Banned From the Fleet Start Wild War Stories

FORT MONROE, Va., Dec. 16.—Angered because the officers of Rear Admiral Evans' fleet are carrying out navy regulations in not permitting them or any other foreigners to re-enlist after their terms of enlistment expires, the Japanese stewards who have been left from the ships or transferred are attempting to blame the United States government, and assert they have been discriminated against because they are Japanese. They have started wild stories to the effect that the fleet is on a mission of war, and that their discharge means the uncovering of a secret.

REGARDED AS GREAT FEAT

PARIS, Dec. 16.—French naval officers are intensely interested in the cruise of the American squadron to the Pacific. As a professional feat they regard it to be surrounded by almost insurmountable difficulties. Captain Faber of the general staff, speaking today, said: "The financial resources of America make the problem of equipping the fleet comparatively easy, but there are other great difficulties. First—To keep so many units together. Second—To provision and repair the ships in the event of an attack. Third—The navigation of the straits of Magellan by such an armada. If the cruise is successfully accomplished, and if at its end, as the program contemplates, the vessels are able to engage in direct hostilities, showing their readiness to meet hostile fleets, the whole naval world will take off its hat in admiration. This will be a demonstration of the efficiency of the crew and the ships which will make the English navy look to its laurels."

WIRELESS MESSAGE FROM FLEET

CHARLESTON, S. C., Dec. 16.—The wireless station at the navy yard picked up the battleship fleet tonight. The Connecticut operator was sending to New York and the message as far as caught read as follows: "On board Connecticut, 8 evening—Forty miles northeast of Cape Hatteras, heading southeast; speed 10 knots; in four columns abreast." The message was longer, but the operator could not get anything further.

HOIST FLAGS FOR FLEET

OAKLAND, Dec. 16.—Flags were displayed today over all public buildings and many homes and business houses in honor of the sailing of the fleet.

EDGAR FARRAR ARGUES AGAINST HARRIMAN

Counsel for Stuyvesant Fish Attacks Railroad Securities Company

CHICAGO, Dec. 16.—Edgar H. Farrar, counsel for Stuyvesant Fish, took up the argument today in favor of the injunction restraining E. H. Harriman and others from voting certain shares of stock at the annual meeting of the Illinois Central.

Judge Farrar asserted that the charter of the Railroad Securities company of New Jersey, which holds the stock which Mr. Harriman wants to vote, contained the power and germ of monopoly in its worst form. It was, he said, unlike the Northern Securities company, not confined to the control of two corporations, but a securities company which spread its wings over every state and territory in the union.

He contended that such a corporation could not come into Illinois and own and vote stocks in the public service corporations of the state, since to do so would be in conflict with the public policy of the state.

SAN JOSE ELKS RAISE \$2,500 FOR CHARITY FUND

SAN JOSE, Dec. 16.—The Victory theater, the city's largest playhouse, was crowded to the last inch of standing room last night by a fashionable audience which witnessed the Elks' annual charity vaudeville show. More than \$2,500 was taken in at the door.

The talent consisted of the best local performers, members of the Elks organization with historic ability, and well known San Francisco entertainers. The affair partook of the nature of a carnival.

Staid businessmen of the city, wearing white caps, hawked refreshments of every description through the audience. The gallery was packed by students of rival schools, who vied in rooting for the performers.

LINK IN THE LINE OF H. E. HUNTINGTON SYSTEM

New Electric Road Begun in San Diego Said to Form Part of Coast Extension

SAN DIEGO, Dec. 16.—Work was begun today on the railroad for which a franchise was granted to W. H. Keller and C. H. Kirckhoff of Los Angeles some time ago for a steam and electric line from Date and Atlantic streets in this city to Delmar, 18 miles up the coast toward Los Angeles. The work was begun at Coats and Atlantic streets, south of Old Town.

It is asserted that the franchise holders are backed by H. E. Huntington in this and that the proposed road will form a part of an extension of the Pacific electric system from Los Angeles along the coast to San Diego. According to one who is closely in touch with the franchise holders, the ties and rails for the road have been purchased and their delivery here will be begun by the time the grading work is finished.

BERT HERRINGTON GOES TO TRIAL ON BRIBERY CHARGE

Alleged to Have Paid Witness in Murder Case \$200 to Testify Falsely

SAN JOSE, Dec. 16.—The trial of Bertram A. Herrington, for years one of the most brilliantly successful and noted criminal lawyers in this city, was commenced in the superior court this morning before Judge Welch on the charge of bribing a witness in a murder trial. James P. Sex and H. S. Bridges of the district attorney's office appeared for the people, and Jackson Hatch, V. A. Schellar and M. C. Chapman represented the defendant. No objections to the first 10 men examined as jurors were interposed by either side, subject, of course, to peremptory challenges later. Herrington is said to have offered Raymond Roseblade \$200 to influence his testimony in the Horgan murder case.

FILES CURED IN 6 TO 14 DAYS

Pain Ointment is guaranteed to cure any case of itching, blind, bleeding or protruding files in 6 to 14 days or money refunded. 5c.

CONRIED MAY PREVENT TETRAZZINI'S SINGING

Says That He Will Take Legal Steps to Stop Her Appearance

NEW YORK, Dec. 16.—A war of opera managers is threatened by Heinrich Corried, chief manager of the Metropolitan opera house, who announces that he will take legal steps to prevent Mme. Tetrazzini, the prima donna who created a furor in London recently, from appearing in America, except under his management. The singer has been engaged to appear at the Manhattan opera house January 15.

Corried says that he signed a contract with Mme. Tetrazzini in 1904, under the terms of which she was not to sing in America for three years, except under his management. This contract, he says, he is prepared to enforce.

OSCAR HAMMERSTEIN ANNOUNCES THAT THE SINGER STURZY WILL APPEAR AT THE MANHATTAN AS ADVERTISED.

WASHINGTON, Dec. 16.—The president sent to the senate today the nomination of Jess B. Fuller, to be pension agent at San Francisco.

CASH REGISTERS AT WHOLESALE PRICES

This cut shows the New Automatic Detail Adder, Brass Cabinet, Nickel plated. Keys, 5c to \$10.00. Suitable for any ordinary business. Dimensions, 19 inches high, 16 inches wide, and 16 inches deep.

Only \$85.00, on monthly payments. PACIFIC COAST CASH REGISTER CO. 1292-94 Market corner Larkin, S. F.

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- ACKER, NICHOLAS A. (Patent), 16 Geary.
BARRY, J. E., West Coast Bldg., 354 Pias.
BEEBE, THOMAS H., 222 Montgomery.
BENJAMIN, P. S., 937 Pacific Bldg.
BISHOP & HOEFLER, Russ Bldg.
BOLTON, A. E., 228 Montadock Bldg.
BOURDETTE & BACON, Claus Spreckels Bldg.
BRANDENSTEIN, H. U., 250 Montgomery.
BREEZE, THOMAS H., 222 Montgomery.
CHICKERING & GREGORY, Merchants' Ex. Bldg.
COCHRANE, JAMES W., Crocker Bldg.
COVINE, FRANK E., 222 Montgomery.
COUNTRYMAN, ROBT. H., Countryman Bldg.
CRITTENDEN & HENCH, Claus Spreckels Bldg.
CROTHERS & CROTHERS, Claus Spreckels Bldg.
DANIELS, REES P., 368 Golden Gate av.
DEAN, W. W., 222 Montgomery.
DEAN, W. W., 222 Montgomery.
DEARL, JOHN L., 214 Kobi.
DENNIS, FRANK P., Union Trust Bldg.
DEWEY, STRONG & CO. (Patent), Merc. Ex. Bldg.
DIXON, HENRY C., OLIVER, Russ Bldg.
DINKELSPIL & SCHLESINGER, Claus Spreckels Bldg.
DORR, W. H., 320 Sansome.
DROWN, LEICESTER & DROWN, 75 Sutter.
FRANK, M. H.—MANSFIELD, W. D., Merc. Ex. Bldg.
GARTLAND, JAMES, 222 Montgomery.
GILL, MILTON G., Claus Spreckels Bldg.
GILGOLLEY, R. W., 337 Pacific Bldg.
GORE, W. H., 222 Montgomery.
GREENE, CARLTON W., Merchants' Ex. Bldg.
GUTSCH, GUSTAV, 31 3d.
HALL, FREDERICK W., Crocker Bldg.
HANSEN, JOHN H., Claus Spreckels Bldg.
HARDING & MONROE, 422 Montgomery.
HAYEN, THOMAS E., Montadock Bldg.
HERRIN, W. J., 704 Market.
HENCH, GEO. M., Claus Spreckels Bldg.
HEWLETT, E. H., 222 Montgomery.
HITCHINSON, JOS. & J. S., Claus Spreckels Bldg.
JORDAN, JOE H., Temp. 4769, Chronicle Bldg.
KELLY, GEORGE B., 222 Montgomery.
JUDKINS, T. C., 222 Montgomery.
JUNG, FRED H., Central Trust Bldg.
KEIGH & OLDS, 702 Market, Cor. Geary.
KNIGHT & WEBSTER, Montadock Bldg.
LAPACHE, BERNARD P., 110 Sutter.
LYNCH & DRURY, 704 Market.
LYNCH & LOESEL, Montadock Bldg.
MANN, SEYM., 222 Montgomery.
MASTICK & PATRIDGE, Flood Bldg.
MEE, JOHN HUBERT, Merchants' Ex. Bldg.
MILLER & WILSON, 222 Montgomery.
MOGAN, R. F., 773 Market.
MOORE, A. A. & STANLEY, 15 2d.
MOWAN, ARTHUR H., Merchants' Ex. Bldg.
MCGRAW & WOLFE, 222 Montgomery.
MCRAE, E. W., West Coast Life Bldg.
MAYOR, CHAS. L., 222 Montgomery.
NEWMARK, MILTON, 222 Montgomery.
OLIVER & HOAL, Montadock Bldg.
OLIVER & QUAY, 1222 Montgomery.
OTIS, FRANK, 222 Montgomery.
PAGNOLA, BRUNST, 216 Russ Bldg.
PATTIN, CHAS. L., Claus Spreckels Bldg.
PARCELS, FRANK M., 941 Montadock Bldg.
PEIXOTTO, EDGAR D., Union Trust Bldg.
PLATT & BAILEY, Crocker Bldg.
PORTER, ROBT. C., 1700 Claus Spreckels Bldg.
PRINGLE & PRINGLE, Russ Bldg.
RIGBY & RIGBY, 722 Montadock Bldg.
ROX, WILLIAM, 222 Montgomery.
ROSENHEIM, SAMUEL, Chronicle Bldg.
SAMUELS, LEON, 773 Market.
SAYLER, W. H., 222 Montgomery.
SCHELINE, S. C., 222 Montgomery.
SHYLOCK, HAROLD, 222 Kearny.
SHURTLEFF, CHAS. L., 222 Montgomery.
SIMS, JAMES C., Claus Spreckels Bldg.
STAFFORD & STAFFORD, 773 Market.
STINGER & STINGER, 222 Montgomery.
STONE, BOULEAU & STONEY, 250 Mont'g.
TATNER, V. L., 424 Pacific Bldg.
THOMAS, GRISTLE, PRICE & BRADY, Mkt. Bldg.
TOBIN & TOBIN, Hibernia Savings Bldg.
TREADWELL, EDWARD F., Merchants' Ex. Bldg.
TREADWELL, W. B., Flood Bldg.
WILEY, J. W., 1208 Humboldt Sav. Bk. Bldg.
WILSON, JOHN RALPH, Montadock Bldg.
WOLFF & HONEY, 222 California.
WRIGHT, F. M. (Patent), Montadock Bldg.
YOUNG, S. B. & DENCKE, Union Trust Bldg.

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