

No Derby Race This Year

AN English friend informs us that there was no derby run on Epsom Downs this year, that the only races have been at Newcastle; that all the buildings on the Epsom Downs have been converted into hospitals for soldiers wounded and ill that have been sent over from the fighting line in France.

It was the first year that the derby on the old grounds missed in some one hundred and thirty-seven years; the first year that the royalty and nobility had no desire to see it. The hospitals and recruiting stations have fully absorbed attention.

The thought seems to be:
 "Once more into the breach, dear friends, once more,
 Or close the wall up with our English dead!"

The Pacific Mail Steamship Co.

BRADSTREET'S confirms the sale of the Pacific Mail Steamship Company's ships.

That announcement awakens many reflections and many old memories.

That company was organized before the discovery of gold in California was confirmed.

Its first fleet consisted of three little side-wheel steamers, the Panama, the California and Oregon. They were of about 1,200 tons burden each, with the old-fashioned low pressure boilers and side lever engines and when crowded could make from 8 to 10 knots per hour. They often carried 1,500 passengers each in the rush to California, \$400 fare for first-class, \$300 for second-class and \$200 for steerage passengers.

They had other uses. A man suffered so much in one voyage that ever after he was ready to meet any fate that befell him with calmness. By 1852 a new steamer, the Golden Gate, was added. It was called a 3,000-ton ship in the advertisements and the astounding fact was further advertised that it cost \$400,000. Its register, hung in the companion way, said it was 2,067 tons burden. It was a fine ship at that time. It sailed into San Diego harbor to exchange mails. A terrible storm struck the coast and played smash even in the harbor. The captain thought it imperative to reach a safer refuge in the harbor,

and to do this undertook to turn the ship around, and tried the doubtful experiment of running the ship's prow into the mud, believing the wind would swing the ship around. The result was that the ship went aground, its whole length and was pounded by the seas until the storm subsided.

She was raised, repaired and a great upper deck, like that of a river steamer was put on, and she ran on the route until—we believe—1858, when she was burned on the Mexican coast. Then other ships were put on, the Golden Age, the Sonora, the Golden City, the John L. Stephens, and in 1857 the San Francisco was built for that trade, but in a storm off Hatteras, an air pump broke, the machinery was disabled, in the night the ship was boarded by a wave that swept overboard eighty passengers; a Norwegian bark took the remaining passengers and crew off at daylight next morning and the abandoned ship was left to its fate. All old timers will recall the commanders of those ships: Patterson, Pearson, Watkins, Babey, Randall and the rest. In the eighteen years after 1849 the ships made all the principal stockholders rich. Then the placers of California began to fall off and so did the profits of the steamship company.

With the close of our civil war the company built a fleet for the China trade. But the new ships were like the old, only much larger, and were obsolete from the first, for the day of steel ships, the compound marine engine and screw propeller had been ushered in. By the time the overland railroad was completed in 1869 the steamship company was on its last legs, for it had ceased to pay. Then Mr. C. P. Huntington was induced to take hold of its affairs. He called a young naval officer to help him, new modern ships were ordered for the trans-Pacific trade and prosperity was restored.

But when silver was finally demonetized, had the company been wise it would have heeded what Tom Reed said, to-wit, "That the white man with yellow money cannot compete with the yellow man with white money," and would have sold its ships then or transferred them to some other route. The company gives out that "the shipping bill" has made it impossible to run their ships any longer. The truth is the company has not paid a dividend in sixteen years.

Franz Joseph

OLD Franz Joseph, emperor of Austria-Hungary is a tough old chap. He was eighty-five years old on the 18th of last month and has been on the throne sixty-seven years. He began his reign by a war with Hungary; he has had plenty of wars since; he has had domestic sorrows—tragic and terrible enough to break the heart and courage of ninety out of every hundred men, but he bears up against everything and seems as full of fight as he was half a century ago. He is certainly "One of the real Auld stock."

Good Roads

THE counties of southern California have expended millions on the public roads during the past year and now a proposition is on for the cities and large towns to expend as much more. It has become a habit for people from adjacent states to go to California this year and then to make an automobile tour all over southern California. It would be interesting to get the real figures of such expenditures during the past year. It has been so great that the whole population there favor good roads at any cost.

The real cost is estimated at \$8,000 per mile and the reports agree that the roads are superb. The next most interesting item would be to know how much tourists have paid for automobiles down there during the present season. A great many have gone all the way from home in their own machines, but many have gone there by rail and purchased the machines in California for touring the state. If horses read the papers there would be many a forecast among them that their mission was about over. But certainly the experience of the past year in southern California presents a strong argument to prove that good roads are not only a great blessing, but are in themselves a strong factor in the progress of a state.

There is to be an election here a few weeks hence, and several gentlemen of naturally retiring dispositions have been seen a good deal lately where, if a certain office is looking for them, it will have no trouble in finding them.

Opening of the Fall and Winter Season

The Newhouse Hotel will give Particular Attention to Special Parties, Luncheons, Dinners, Banquets, etc. Menus and Prices will be Submitted upon Request. Our Policy is Courtesy and Perfect Service. Special Rates will be made for Winter Apartments.

Sunday Table d'Hote Dinner \$1.50
 Daily Wagon Dinner 75c
 Merchant's Lunch 50c

The NEWHOUSE HOTEL
 F. W. PAGET, Manager

It's "AMERICAN BEAUTY BEER"

Once you taste American Beauty Beer you will never be satisfied with any other.

Try this experiment: Take a glass of this beer and a glass of another brand. Taste each, and note the difference. You'll find that the sparkling delicate flavor of American Beauty is unequalled.

Costs no more than ordinary beer. Order from your dealer or phone Hy. 17 for a case today.

Salt Lake Brewing Co.