SPECIAL MENTION.

EXHIBITS AT THE FAIR WORTH EXAMINATION.

Displays at Pavilion and at Park—Remarks on Especially Worthy Entries—Etc.

Display of George A. Davis & Co., of San Francisco, Dealers in Agricultural Implements and Machinery.

The exhibit of George A. Davis & Co., San Francisco, is one of the largest and most meritorious to be seen on the grounds at the Park, both as to variety and quality. Too much praise cannot be given this firm or the energy evinced by them in making leading display of goods, worthy the attention and consideration of every farmer who takes an interest in the most improved and economical agricultural machinery of the present day. The class of labor-saving goods handled by this firm indicates that the leading Eastern manufacturers are realizing more and more every year the importance of our Pacific coast trade, and that only the very best class of goods will meet with success here.

We are unable to give a detailed account of all the goods displayed by this enterprising firm, but will enumerate a few of them. The Wheeler & Melick Company Acme Economical Railway Power Thresher is a machine very popular throughout the Eastern and Middle States, Germany and the Colonies. Its capacity with three horse-power and four hands, when run at full speed, is one bushel per minute. One of the principal features of this machine is its grain-saving qualities, which, together with the fact that it does good work, and only requires a small force to run it, makes it a very desirable thresher, and one which will be much sought for by the careful farmer. We next notice the horse wheel rakes of Furst & Radley manufacture, which are of two patterns, both hand and self dump. They are well known throughout the Pacific coast, and have gradually worked their way into favor with the farmer; they are free from the complications of horse-rakes of former days, and are made with a view to durability and good work. From the same manufactory is an extensive line of the justly celebrated Garden City Plows, consisting of sod, stubble, one-horse, gangs and sulky plows, both steel and chilled iron, with interchangeable bottoms, so that the steel bottoms can be changed for the chilled iron, and vice versa, thus enabling the plowman to adapt his plow to the soil, an advantage that cannot fail to force itself upon the notice of every farmer in this State. From the same factory are two-horse riding and walking cultivators for corn and summer-fallow. They are of the latest pattern and built expressly for this coast. Also, a full line of one-horse small cultivators—five and seven tooth, reversible—for use on small farms, for vines, etc. The most noted among these is the well-known Garden City Cultivator, a two-horse machine, which has met with a deserved large sale on this coast.

The celebrated Fish Bros. & Co. wagons next claim attention. This firm manufactures first-class vehicles of all descriptions. We notice on exhibition farm wagons with California rack bed and also with Eastern beds; header gears and freight wagons, all sizes that are in general use, with wide and narrow tires, thimble and steel skeins and iron axle; also light side and end spring farm and market wagons with two seats. This display is all finished in oil and varnish, showing the quality of material used in the manufacture of their goods, and cannot but convince the most skeptical that they are strong, durable and well made. Messrs. Davis & Co. have handled these wagons for a number of years, and their sales have equaled, if not exceeded, that of any other wagon on the coast, which speaks volumes for it.

Next in view is the Wm. Deering mower, which is a light, strong, compact machine, almost entirely of steel and malleable and cast iron. One of the principal features is its small sections, close guards and rapid motion, which enables it to cut alfalfa, fox tail, burr clover and wire grass, where many other machines fail. It is an inclosed gear, thus preventing wear from dust and dirt. This gearing is so arranged that the operator can without any difficulty replace any part of it in the field, and the parts are so inexpensive that a new complete set of gearing throughout can be had at the cost of only $10. It has a safety folding arrangement by which the cutter bar, when folded for traveling, is thrown backward by the side of the machine, thus preventing any liability of accident to the animals or driver. Its draft is exceedingly light; its weight being only 575 pounds; and those who have used it claim for it a foremost place in the front rank of mowers.

The Leader reaper manufactured by the same firm, is a light, compact, single reaper. This machine weighs only 750 pounds, has all modern appliances, and is the most simple and easily handled reaper in the market. The self-rake is so constructed that it is a positive or controllable rake, at the will of the operator, each arm operating either as a reel or rake, as may be desired. This machine is extremely popular throughout the Eastern States. It has been thoroughly tested on this coast during the past season, and found satisfactory in every particular, and cannot but meet with the indorsement of every farmer that requires this class of machine.

We now come to the most noted machine made by this factory—the Deering Twine-binding Harvester. This machine was originally the Marsh Harvester, and was the first machine of that kind ever made. The continual improvements made have resulted in making the present machine the acknowledged superior of all self-binding machines. The harvester part of this class of machines is familiar to all farmers, but the binding attachment is what interests them most at the present time. Until recently the farmer has been dubious about binding attachments. There have been so many failures in this respect that self-binders have been looked upon with disfavor. The remarkable simplicity of this machine, together with the merited success it has met with in the field, on this coast and elsewhere, has entirely dispelled that feeling of want of confidence.

There is a total absence of all that small and intricate machinery which has heretofore given so much trouble. Three medium-sized cogwheels and the simplest kind of a knot-tier constitute the entire binding apparatus. These are run by an endless chain extending from a crank shaft around a sprocket wheel, which is attached to a shaft which runs a simple compressor or baler. With this compressing attachment the grain can be bound tight or loose, as may be desired, which perfects the machine for handling green and ripe grain, also making a saving of forty per cent. in twine over any other process. The twine used is a small Manila twine, and the average amount used per acre is about one and a half pounds. The machines are made to cut six, seven and eight feet in width, and the number of horses used is two, three and four. Number of acres per day, twelve to twenty. The binding attachment requires no care from the driver. It is set for the size of the bundle wanted, after which each bundle will be of the same size in light or heavy grain. The machine on exhibition was in operation during the past two days. Yesterday over 2,200 bundles were bound without missing a knot, and only once breaking the twine. The bundles were bound tight, and in good shape. This test was made by having power attached and operating the machine the same as in the field, the grain being placed on the harvester draper and run through the binder, every bundle coming out perfectly bound. This operation was witnessed by many farmers, who were convinced that in the Deering machine the cutting and binding of grain was an assured success.

The same firm display the superior grain drills and broadcast seed-sowers, one of each, manufactured by Thomas Ludlow & Rodgers, of Springfield, O. These machines are well known throughout the grain-growing world. They are built on the rotary motion force feed principle, which is now recognized as the standard method among the principal manufacturers of the country.

The celebrated La Dow pulverizing harrow, manufactured by the Wheeler & Melick Company, is a disc rotary harrow, which may be used as a harrow or seeder, or both. It is extensively used in place of gang plows in many parts of this coast, as it pulverizes and completely turns the soil, and can be used with one-half the power necessary to operate gangs. The discs are arranged in gangs, independent of each other. It cuts uniformly deep the entire length of each gang; it thoroughly pulverizes the ground in once going over it; it is the only harrow of this class which has the right to use a lever to change the angle, or that has flexible joint bearings on the axles. In points of superiority this harrow has no equal.

Two new articles from the same factory are the new Eagle rake and disc corn cultivator. The rake is the most simple and easy operated rake ever constructed. It has no gears, ratchets, pawls, latches, pedals, springs or other intricate appliances of any kind. It is a lock or not lock-lever, at the command of the driver. It is a hand or self-dump, in place of gears, springs and chains, etc. For self-dumping it has a simple double-grip twist around the center ends of axle, which by a slight pressure of the foot causes the dump. It is strong, light, simple and durable, and cannot fail to be a favorite. The disc cultivator may be used as riding or walking cultivator. It has two gangs of discs, same as LaDow harrow, the angle of which can be changed at will of the operator. The width of cut can also be changed at will of operator to accommodate the machine to the work in hand. The frame has a high arch in the rear, rendering it specially valuable in cultivating plants or vines which have attained considerable growth. This machine, owing to its peculiar construction, will no doubt be a valuable acquisition to those in need of a light, easy-handled cultivator for corn-fields and vineyards.

Mr. B. F. Smith, a well-known member of this firm, assisted by Colonel Ayers, are in attendance at the fair, and are confident they can convince any farmer that any and all the machines handled by them are second to none on this coast.

A Pioneer and Successful Manufacturer.

One of the most extensive, valuable and interesting exhibits, both at the Park and Pavilion, in the shape of wagons, carriages, vehicles and wagon material, is that of J. F. Hill, of this city. Mr. Hill is one of the pioneer manufacturers of California, and at the same time one of the most popular and successful. He opened a shop where his present large manufactory stands, between Thirteenth and Fourteenth streets, on J, in 1852. The original pioneer shop of Sacramento was a mere board shanty, 10 by 12 and 6 feet in hight, and stood not

"Under the spreading chestnut tree,"

but in the center of an extensive pasture of green feed, and the immigrants from "the plains across" sought the location to lay aside their wagons and turn out their stock. The work in the pioneer times was to build over and repair the broken down and worn out wagons preparatory to freighting to the mines of California, and the little shop was kept busily and profitably employed. In 1854 Mr. Hill began the manufacture of new wagons, suitable to the climate of California, and adapted to the freighting purposes for which they were intended—that of freighting to the mines in the Sierras. It was early ascertained, and long since proved, that no Eastern-made wagon is as durable in this climate as one constructed in California; the timber must be put together in the climate in which it is intended to be used. Mr. Hill has found his business increasing from the day he first placed an anvil on a block of wood, in 1852, to the present time, and the demands upon his large manufactory to day are perhaps more than on any other similar institution on the coast. When his first forge was found to be inadequate, he added another, and so on the third; his work benches the same, always keeping his business within his means and the demands of the trade, until to-day his large manufactory, occupying almost a half a block in the heart of the city of Sacramento, stands without a rival in its line on the Pacific coast. There is not a State or Territory on the Pacific slope that the wagons built in his manufactory are not doing good service; not a city in this State that his carriages and buggies are not used; not a race track in Nevada, Oregon or California where his light work is not found. In Arizona, New Mexico and Nevada, quartz wagons, built at the manufactory of J. F. Hill, are everywhere in use. The railroad companies throughout the Pacific coast buy all their wagons from him for carrying rails in the construction of new roads. The question naturally arises, Why does he receive this immense patronage? If thirty years' experience and doing good work, at fair prices, is worth anything, the question is answered. Men who traded with Mr. Hill thirty years ago are doing so to-day, and his motto always has been, "When you get a customer, keep him," and this he does by square dealing and good work.

Mr. Hill's exhibit at the Park grounds consists of two family carriages, two business wagons, one market wagon and several spring wagons. They are all finished in good style, made of the best material, and will outwear anything of the same kind made in the East. Not saying anything against Eastern manufacturers, it is a well known fact that iron and wood put together in the Eastern climate, when brought to the dry climate of this coast the wood shrinks, and the strength and durability of the vehicle is thereby greatly diminished. At the Pavilion, in the lower hall, Mr. Hill has without doubt the finest, most valuable and interesting display of vehicles ever put on exhibition west of the Rocky mountains. It consists of two family carriages, two ladies' phaetons, one top buggy, two side-bar buggies, one end-spring buggy, one road wagon, one trotting wagon, sulkies, etc. It would be impossible to describe the exquisite beauty of the finish, or the style, or the material, or the durability of one of those enumerated, in the short space allowed in a newspaper article. They must be seen to be appreciated, and that they are appreciated is evidenced by the fact that during the past week this exhibit has attracted more attention than any other in the lower hall. Mr. Hill not only shows good judgment in selecting the timber and metal used in the construction of his vehicles, but also the men who have charge of the different departments of his extensive manufactory and the mechanics who wield the plane and hammer. He knows when he gets a good man and keeps him, which is evidenced by the fact that the foreman of the woodwork department, J. E. Roberts, and the head man in the trimming department, L. M. Butts, have been in his employ for years. Mr. Hill during the past year has found it necessary to enlarge his works, and has added a new department, which he has styled the Pacific Wheel and Carriage Works. Those who have not seen the exhibits of Mr. Hill at the Park and Pavilion should do so to-day, and then call at his repository at the manufactory, at Thirteenth and J streets, and see more of the same work. He has no specialty, but builds sulkies, trotting wagons, gigs, buggies, express wagons, thoroughbrace and quartz wagons, and imports and has for sale all kinds of carriage and wagon material. Office, 1307 J street. Factories, 1301 to 1323 J street.

More Extended Notice.

The exhibit made by Palm Bros. of carriage work, in the lower hall of the Pavilion, is entitled to more extensive notice than our space has heretofore permitted. This firm, whose factory is on J street, between Eleventh and Twelfth, in this city, although it has already acquired an enviable reputation for quality of work and materials used, desire the public to judge for themselves, and hence have placed on exhibition in this display an unpainted open side bar buggy, which discloses almost unequalled materials and a rare quality of work employed in its construction. This is the severest test possible, but with such materials and work as here shown the test may well and safely be invited. They also have a fine line of buggies of most elegant design and finish which merit the full attention which they have unsparingly received. They also display pleasure gigs which contain this firm's very successful improvement for overcoming the motion from the steps of the horse. On these gigs they apply ornamental folding canopy tops, making them a most complete turnout. At the Park they also have a fine display of spring wagons, which are equally meritorious, among which a market wagon, with body painted white and gear carmine, ornamented with striping of black and gold. The favor with which these vehicles have been met by the public at the fair is fully sustained by the Committee of Awards in this department, who yesterday placed the first premium upon this last mentioned wagon as the best in its class, and also awarded the first premium upon their improved pleasure gigs, above mentioned.

In this connection it is proper to mention that this firm, with the reputation it enjoys for excellent quality of its work, is fortunate in being connected with John B. Harrington, the carriage painter, whose reputation as a first-class workman, or artist in his line, we have already had occasion frequently to mention. It might also be remarked that the vehicles above referred to as receiving the first premiums are specimens of his artistic skill. In fact his standing in this line is perhaps without a peer upon this coast. The painting of the displays of carriages made at the fair by the firms of Nielsen Bros., A. Meister, A. Ingram & Co., and others, was done by him, and wherever his work has appeared in public it has met merited encomiums and public commendation. The elegant carriage recently built for Governor Perkins was also intrusted to Mr. Harrington for its painting and attractive finish, which was accomplished in the most skillful and satisfactory manner. His painting establishment is located adjoining Palm Bros., on J street, between Eleventh and Twelfth.

Too Large for the Pavilion.

Harry Bernard is unquestionably the oldest pioneer carriage maker on the Pacific coast, having been engaged thirty-two years in the business in this State. He made the first carriage ever manufactured in the State, at the location of his present establishment, corner of Sixth and L streets. Mr. Bernard is already the possessor of eight gold and eight silver medals, besides having been awarded 113 other first-class premiums at the different State fairs, and others held upon this coast. He therefore did not care to compete and exhibit this year for premiums; besides, his display stock is so large that he could not acquire space sufficient in the Pavilion to properly exhibit it. Hence he opened his warerooms on Sixth street, next adjoining the Pavilion, and there makes a most extensive and elegant display, consisting of fine open buggies, fine top buggies, elegant light phaetons with folding top, and also leather top; beautiful finished rockaways for family or livery use, and farmers' carriages, with side and end springs. He also displays unfinished work, consisting of fine buggy bodies of different styles, and a number of sets of white hickory wheels manufactured by himself, and the materials of which were imported from North Carolina. It has been in stock here three years before put together, and will be painted and laid away one year more before used. This is the thorough and practical manner in which all of the work of this establishment is done, and with the skillful work employed, the result is seen in the unmistable durability and popularity of Mr. Bernard's work, which has a ready and extensive market throughout the entire coast. It is well-known to all that one of his buggies is worth six of the Eastern make sold here, not only for durability, but also for style and finish. Orders received by Mr. Bernard from a distance receive the same careful attention as if the buyer were present to select for himself.

Another Choice Display.

In the display of A. Ingram & Co. at the Pavilion, and whose factory is on J street, between Tenth and Eleventh, Sacramento, are several fine open buggies worthy of special note. One of these—a light Brewster side-bar—is especially fine. In the line of workmanship, both in wood and metal, it is one of the very best upon exhibition, and these qualities are brightened by skilled work of the painter's brush, which makes it one of far more than usual attraction. It is understood that this buggy has been sold while upon exhibition, and that the price is but $100, which will probably be a surprise to many who have admired the fine rig. There is also in this display a Timkin side-bar buggy, for which especial claim is made in the direction of comfort and of durability. It is finished in excellent taste, and bespeaks the same skilled workmanship. Something new is also presented by Ingram & Co. in the way of a buckboard, intended for general business purposes as well as for commercial travelers. It may, perhaps, with propriety be termed a skeleton, since it is devoid of the usual bottom in this class of vehicles. The seat is set upon side springs, as also a seat for the feet. Taken as a whole, it is a gem, and is destined to become very popular.

A Magnificent Exhibition.

It can probably be said with the utmost truthfulness that in all the Pavilion displays none exceeds, if any equal, the furniture exhibit of John Breuner, which occupies the largest space covered by any exhibitor in the main hall, and which has been a chief center of attraction during the fair. Most of the furniture here seen was made at the establishment of Mr. Breuner, located on K street, between Sixth and Seventh, in this city, with some importations from the East. Among the pieces displayed are three bedroom sets of walnut, ash, mahogany and laurel. The style is modern Queen Ann. Each set is a gem in itself, difficult to surpass in elegance and beauty. A massive hall stand in walnut, richly carved, with French plate glass and exquisitely ornamented top, is very rich and much admired. Next to this is a very fine armoir, with large plate mirror. Adjoining stands a dwarfed wing bookcase of native and French walnut. Perhaps the most noticeable and elegant piece in the entire display is the massive walnut sideboard, with French veneer, very elaborate carving and beveled French-plate mirror, with trimming in dead gold. Here is also seen a fine ebony inlaid top center table and a choice light-walnut extension table, of California make, trimmed with Pacific walnut. In parlor work, there is exhibited three sets, in walnut, mahogany and ebony woods respectively. Each is of elegant design, and rich in the extreme; but the choicest of them is perhaps the one of walnut frame, flower hand-carved, and upholstered with brocaded satin damask, with plain satin tufted trimmings. Some ornamental chairs are in the display, among which is a pair of finest gold-framed reception chairs, with French satin damask upholstery. The damask used in these cost $25 per yard, and the pair of chairs is valued at $100. A barrel chair, with upholstery of figured silk plush, blue and crimson; a corner chair, upholstered in bronze-figured plush, with blue borders and deep fringe, and a divan with walnut and gilt frame, upholstered with gold tapestry, are other pieces included in the exhibit. The whole display taken together is said to be the finest ever exhibited at any fair in the State. In this connection the fact may be remarked that Mr. Breuner has been engaged in the line of dealer and manufacturer of fine furniture in this city for the past thirty years, and prior to that time was foreman of an extensive furniture manufactory in Paris, and is one of the most skilled and practical workmen in the finest class of furniture making.

Successful Butter Cooler.

The patent refrigerator for keeping butter cool, fresh and sweet without ice, of which B. N. Bugbey, of this city, is sole proprietor for the United States, has attracted much attention during the fair as an exhibit in the lower hall of the Pavilion. The various sizes are displayed, and hard butter under actual test of the cooler is continually exhibited as an undeniable proof of what is claimed for its merits. In addition to this the proprietor holds numerous indorsements and certificates of the most positive writing, of its entire success in keeping butter even better than from use of ice, and without any expense after first purchase.

Ely-Meeker Sun Dryer.

If all fruit-growers were using the Ely-Meeker Sun Dryer, the coming up of a severe rain-storm would be an unnoticeable incident by the way. It is so easily covered and protected that the fruit can be kept safe and uninjured, no matter how suddenly the rain-storm may arise. This dryer has been in operation during the week, and has called forth universal commendation from those who have examined it. All concede the correctness of the principle involved. In the matter of fruit-drying it commences a new era of right development. The following fruit-growers have them in use, and reference can be made as to their working: Hon. J. Bidwell, Chico; J. M. Bassford, Jr., Vacaville; C. C. Perkins, Isleton; C. Curwin, Haywards; J. A. Bunting, Centerville.

In Health There Is Wealth.

In the main hall of the Pavilion is to be seen a fine display of Dr. Mott's celebrated Wild Cherry Tonic, attractively arranged in bottles, as part of the exhibit from Wilcox, Powers & Co., wholesale liquor dealers, 505 K street, Sacramento, who are sole agents for it. The claims and testimony for this tonic are well known to the public as being a wonderful appetizer and remedy for indigestion and biliousness, as well as a purifier of the blood and general aid to the tone and energy of the whole body. This is not a medicine but a tonic, say those who have used it; not a drink, but a most sovereign remedy, the value of which, if understood and more generally used, would remove impurities and causes of many diseases and much sickness, which the system, for want of timely aid, is unable to overcome and dispose of the way nature has intended. This firm also exhibits California brandies, in which it is a large dealer. Among these is that of the well-known make of C. M. Treat, of Elk Grove, made in 1875, and of which this firm has the entire product. They also carry the entire make of E. C. Day, of El Dorado county. Also the celebrated African Stomach Bitters, for which they are agents for Sacramento.

Scientifically Indorsed.

The I X L elastic truss, on exhibition and mentioned heretofore, was yesterday examined by all the leading physicians in this city, and by them was pronounced the most scientific and best truss in existence. It will be adopted, and used throughout by them.

Staff of Life.

A highly interesting exhibit is made in the main hall of the Pavilion, by the California Cracker Company, of which Henry Fisher, of this city, is agent. Over fifty different kinds of makes are displayed in a very attractive manner and special attention claimed to the cocoanut taffy cakes, cracknell, ginger nuts, milk, monitors, oatmeal, spice jumbles, pretzels and vanilla bars. The sales of Mr. Fisher in the crackers manufactured by this company are phenomenal and increasing.

The Conclusion.

In concluding the series of reviews of the confectionery display made at the fair by W. F. Peterson, of Sacramento, we desire to invite attention to the general effect of the whole exhibit. It is not only beautiful, but it is brilliant. It is harmonious in outline and detail. Every article contributes to the general fine effect. Visitors should take a position about ten feet from the Peterson bazar, first on one end and then on the other, in order to get the proper view. But the merchant of the interior will be more interested in the goods, for he can see at a glance that they are unsurpassed for finish. He can satisfy himself in a few moments as to the purity of all the articles, and examination will lead him inevitably to the conclusion that he can buy in this market with greater economy than in any other, and of Peterson to better advantage than of any other manufacturer. Peterson can fill orders the same day of receipt; he ships without drayage charge; there is no dockage to be paid, and the purchaser north and east of Sacramento saves, clear, the freight charge usual between San Francisco and Sacramento—that is, the freight haul is as much shorter as Sacramento is nearer to the buyer than San Francisco. In addition there is a saving of time to the purchaser of from two to four days, and that is an important factor in the matter to the men who do not wish to carry heavy stocks, and prefer to replenish often and in small lots.

PASSENGER LISTS.

CARLIN, September 15th.—Passed here to-day, to arrive in Sacramento to-morrow: O. H. Chapin and wife, M. N. Haviland, J. N. Hayes, F. O. Savage, H. H. Upham, Charles L. Rover, W. W. Law, Miss G. H. Law, New York; Emma J. Barnard, Washington, Ill.; W. H. Guild, Boston, Mass.; Lizze Farnham, China; Fannie M. Strong, Lima, N. Y.; C. V. Daly, Europe; Wm. Weaver, Wisconsin; Miss Ella Frost, Rev. A. J. Kerr, Mrs. J. R. Parsons, Miss Richards, D. Richards, Chicago; Mrs. G. H. Fuller, Ivan Petroff, Adolph Starzer and wife, John I. Sabin, M. F. Truett, J. F. Houghton, Charles Fitch, San Francisco; Joseph Tucker, Newton, Mass.; I. Newman, New Haven, Conn.; Bishop Lyman, Miss C. R. Lyman, North Carolina; F. P. Berry and wife, Salem, Or; Mrs. Halfinger, L. M. Carpenter, St. Louis; James Dwyer, Salt Lake; Mrs. Spofford, Miss Spofford, T. M. Spofford, New Orleans; Daniel Holmes and wife, Cincinnati; J. C. Hill, San Luis Obispo; Sarah Jarrett, Iowa; Robert Sutton and wife, Deadwood; Charles Munter, Tuscarora; C. F. Brant, Dayton, Nev.; Wm. Douglas, Vermont; J. W. Swezzia, Washington Territory; Estelle Romer, France; Frank Mayo, John A. Morey, F. O. Sawyer, M. N. Hausland, Edwin F. Mayo, T. H. Conly, A. J. Jackson, L. Carpenter, Master Thropp, Miss Laura Clancey, Miss Bertha Leib, Frank D. Hall, Frank Mayo's Davy Crockett Company, New York city; 84 emigrant passengers, including 59 males, to arrive in Sacramento September 17th.

OMAHA, September 15th.—Left here to-day to arrive in Sacramento September 19th: John Recles, Sydney, Australia; M. Connal, I. L. Connal, Glasgow, Scotland; Thomas Furmol, Jr., England; Mrs. Heilbron and daughter, Henry Quas, Sacramento; Victor Leroy, E. J. Le Breton, Mrs. S. C. Cooke, San Francisco; Miss Gouldirg, Oakland; John Irish, wife and two children, Miss Bettie Irish, Iowa City, Ia.; Thomas Worden, Glasgow, Scotland; J. H. Upton, Auckland, New Zealand; Mrs. Vickery and child, Oakland; J. C. McCormick, Montreal; James Winchester and family, Redwing, Minn.

NEWHALL, September 15th.—Passed here to-day, to arrive in San Francisco to-morrow: Miss Lulu, Miss A. R. Fisbish, Prescott, A. T.; H. B. Abarist, Riverside; G. Seller, England; S. Mally, J. R. Wilson, Portland; L. M. Starr, H. C. Randell, G. Smith, E. G. Olsen, San Francisco; Miss A. V. Slosson, San Gabriel; Miss Wise, Washington, D. C.; E. Brown, Alameda; E. O. Gibson, Denver, Col.; C. J. Egdar, Deputy Sheriff Huber and one prisoner, Los Angeles; Mrs. Sturt, San Bernardino; G. W. Cooper, St. Paul; F. E. Crabbel, Coma.

SAN FRANCISCO NEWS.

The American ship Carrie Clark, Captain Storer, 151 days from Liverpool, came into port Thursday without the aid of a pilot.

Three ships were on Thursday taken to load wheat. It is claimed that rates are better, and that 47s 6d is a fair quotation for iron vessels to Cork.

Registration at the Registrar's office is not proceeding so fast as could be wished for, the registrations to date being 13,545, against 15,054 in 1880, making a difference of 1,509 in favor of the latter year.

The British flag and bunting of various nations were displayed Thursday from various points about the city and harbor in honor of the vice-regal visitors, the Marquis of Lorne and party. The British and American colors were flying together from the Merchants' Exchange and the Union Jack waved from the staff of the British Consulate.

The bark Dublin, wrecked on the beach outside the heads sometime ago, is slowly going to pieces. About 70,000 feet of lumber has been taken from her, and also the anchors, chains and different articles on deck. The copper on the hull, said to be worth about $1,000, is to be removed, and all the iron possible. The bow of the wreck lies in about twelve feet of water at high tide.

The State Viticultural Convention, which meets in this city on Monday and the two following days, will be a very important industrial gathering, judging from the circular letter of Mr. Wetmore, Chief Executive Viticultural Officer, convening it. The subjects for discussion at the morning session on the 18th instant will be the grape products of other countries, and the varieties of wines, climatic conditions and soils necessary to produce them. In the afternoon session the subject will be resumed, with consideration of similar adaptations for California. Tuuesday's session will be devoted to a discussion on the varieties of vines grown in California; their adaptation to soils, climates, and certain products, illustrated by samples of raisins, wines, brandies, fruit, cane and leaves; also grafting and pruning illustrated. The morning session on Wednesday, the 20th, will be devoted to a consideration of vine diseases, including the dreaded phylloxera and its remedies. The business of the Convention will close with the reading of reports of committees, consideration of quarantine rules and proposed changes therein.

THE PHYSIOGNOMIST.

"Yes, sir," continued a man who had taken beer, "I kin tell a man's business by the shape of his face, and I knowd you for a painter when you came in the door!"

"Wonderful!" said the man who had taken whisky. "That's a great gift o' yourn. If I had that gift, I'd make a great deal o' money. Was he on to you, sir?"

"He was," replied the man who had taken gin. "He stepped right up and he says, says he, 'you're a hatter!' and I laid right down. Not that I'm a hatter, but my twin brother was, which makes it stranger."

"And I'm not a painter," returned the man who had taken whisky, "but my wife made me whitewash the back fence yesterday, and I suppose that affected my looks. How do you do it, sir?"

"Can't explain it," replied the man who had taken beer, triumphantly. "Can't explain it, but I never fail. Now, you see that man passing there. He's a prize-fighter. That's his business, bruising. Go ask him, one of you."

The man who had taken whisky started off, accosted the stranger and returned radiant with delight.

"Most curious thing I ever heard of," said he, ordering another round. "I'm blessed if I see how you do it."

"Struck it again, eh?" said the man who had taken beer. "Can't fail."

"Seems so," replied the other. "You get closer than anything I ever heard of. You said he was a prize-fighter, and he's the editor of a religious weekly. I'd give anything for your gift."—[Brooklyn Eagle.

THE cigar trade is not free from the annoyance of fraudulent brands and labels and cheap imitations of goods of high reputation. The original Key West cigar manufacturers have suffered as severely in this way as any others. A lot of factories have sprung up around those which made the Key West reputation, and are counterfeiting the real Key West, which is a Havana cigar made by Cubans in the United States, by substituting Connecticut and Pennsylvania leaf, and cigar-makers of Chinese and other nationalities. Through unscrupulous jobbers, these inferior goods get into the market, and interfere with the demand for and destroy the good name of the real article. H. R. Kelly & Co. are the largest, and we believe the oldest, Key West manufacturers, and are certainly foremost in maintaining the popularity of these favorite goods. H. R. Kelly & Co.'s Bouquet de Caja Hueso are clear Havana, Spanish made, and fully sustain the high reputation which they have made for Key West. The full brand is Horace R. Kelly & Co., Factory No. 16, Key West, Florida. Any other factory number is not the genuine article.

MODERN INVENTIONS.

The clover is blooming high this year and looks too lovely to cut down, but such is life and the end of all things. Old Father Time used to go about in summer clothes with nothing on but his bones and a scythe blade in his hand, but now we can cut down ten acres to his one with a Buckeye reaper. They ought to get up a new picture with the old fellow sitting up on a machine and driving a pair of Kentucky mules in a wheat field at harvest time. There are a heap of the good old primer and spelling book pictures going out of date. Nobody ever uses an hour-glass now. Nobody ever sees an old-fashioned bee-hive with a round top and made of straw. The old farming pictures look curious to this generation—the humpbacked man cutting his wheat with a crooked sickle, holding a bunch in one hand and cutting it with the other. And there were two men a plowing—one was driving the steers and the other holding the plow, and that's where Ben Franklin got his maxim—

He that by the plow would thrive
Himself must either hold or drive.

But now one man will sit upon a cultivator or a pulverizer and do ten times the work in a day. I don't see how them old-time fellers did make a living, for with all our improvements it is nip and tuck to get along and keep even. But some of those old spellin'-book pictures stick fast, and don't degenerate a bit. That rude boy still climbs the apple tree, old dog Tray still gets into bad company, the bull gores the ox, and the milk-maid has vain expectations and turns over the bucket just like they did in the olden time. We can mend up our machinery and invent new ones, but our old habits and traits of character remain about the same. I don't know that our people are any happier than they were 4,000 years ago, and the same old truth prevails.—[Bill Arp.

COMMERCIAL.

San Francisco Produce Market.

SAN FRANCISCO, September 15th—1 P. M.

FLOUR—Trade during the week has been fairly active. Best City Extra, $5 37½@5 50; Superfine, $4 50@4 75; Interior Extra, $4 75@5 25; Interior Superfine, $3 75@4 ₩ bbl.

WHEAT—The market may be considered a reasonably good one. Nearly all the leading shippers are anxious to buy floating grain, but they are critical as to quality. For No. 1 shipping $1 67½ would be paid to a moderate extent, but sellers should understand that purchases have to pass close inspection. Choice white parcels, adapted for milling, will bring advanced rates. At the Produce Exchange this morning the sales on call included: 100 tons No. 1 October, $1 70½; 100 do buyer October, $1 72½; 100 do buyer November, $1 72½; 100 do buyer 1882, $1 74½ ₩ ctl. For other months the bidding was as follows:

No. 1 White—	Bid.	Asked.
September	$1 67½	$1 68½
October	1 69½	1 70½
November	1 71	1 72½
December	1 71½	....
Buyer 1882	1 74½	1 75

Quotations of No. 2 grades at leading centers to-day are telegraphed as follows:

	Chicago.	St. Louis.	New York.
Spot, ₩ cental	$1 64½	$1 53½	$1 80½
September	1 65	1 54½	1 80½
October	1 56½	1 54½	1 81½
November	1 55½	1 55½	1 83½
December	....	1 56½	1 86

BARLEY—The market was somewhat inactive to-day, though there seemed to be a good undertone to the situation. A good speculative feeling prevails in Feed, but it is rather one-sided at the moment. Buyers are more prominent than sellers. Many of the heavy transactions on future account that were made earlier in the season are closely maturing, and operators are not just now disposed to sell short. Spot lots of No. 1 are held at $1 32½ against $1 29 bid, though it is admitted that $1 30 could readily be obtained. Receipts are fairly large, but most arrivals come to order, having been bought in the interior. The only transactions on call at the Produce Exchange were 100 tons No. 1 Feed, October, $1 30½; 100 do November, $1 31½; 100 do, No. 2, seller 1882, $1 26 ₩ ctl. Spot lots of No. 1 Brewing are held at $1 40 with $1 36 bid. Standard Chevalier is quotable at $1 50 ₩ ctl. The following table gives an outline of the situation:

No. 1 Brewing—	Bid.	Asked.
Spot	$1 30½	$1 40
Seller 1882	1 36	1 37
No. 1 Feed—		
September	1 31	1 32½
October	1 30½	1 31
November	1 31½	1 32½
December	1 31½	....
Seller 1882	1 29	1 30
No. 2 Feed—		
September	1 27½	1 29
October	1 26	....
November	1 27	1 30
December	1 27	1 28
Seller 1882	1 26	1 26½

OATS—There is little of interest in the situation. Offerings are rather free, but trade is limited. Buyers take about enough for immediate wants, and calculate very closely as to quantity. The range in prices is still wide, and until there is less difference in the quality of offerings, no standard quotations can be expected. We obtain sales ranging in price from $1 50 to $1 70 ₩ ctl. All through the season there has been a disposition to buy freely on future account, and the same feeling prevails to-day, but sellers are wanted.

RYE—The asking price for September deliveries of No. 1 is $2 30 ₩ ctl. A sale of 50 tons No. 2 September was effected this morning at $1 92½ ₩ ctl.

CORN—Spot lots of large Yellow are held at $1 80 ₩ ctl.

BUCKWHEAT—$1 40@1 50 ₩ ctl.

HAY—Alfalfa, $11@13 50; Wheat, $13@15 50; Wild Oat, $12@15 ₩ ton.

HOPS—We quote medium quality at 35@40c, with good to choice at 45@50c ₩ lb.

SEEDS—Quiet. Mustard, $3 for Brown, and $1 75 @1 90 for Yellow; Canary, 4½@6c; Hemp, 4½@5c; Rape, 2½@3c Timothy, 7@8c for native, and 10@11c for imported; Alfalfa, 10@12½c; Flax, 2½@2½c ₩ lb.

POTATOES—Market fairly supplied. Early Rose, 75c @$1; Garnet Chile, 95c@$1 05 ₩ ctl; Sweet, $1 50@ 1 75 ₩ ctl.

ONIONS—Are weak at 50@65c ₩ ctl for Silverskins. Red are about out of market.

BEANS—Bayos, $2 40@2 50; Butter, $3 25@3 50 for small, and $3 60@3 80 for large; Lima, $5 50@5 75; Pea, $2 50; Pink, $2@2 25; Red, $2@2 25; small White, $2 50; large White, $2 30@ 2 40 ₩ ctl.

VEGETABLES—The market continues to favor the buying interest. Supplies of Tomatoes and Cucumbers are largely in excess of the demand. Marrowfat Squash, $7@10 ₩ ton; Carrots, 30@40c; Turnips, 75c@$1 ₩ ctl; Cauliflower, 60@65c ₩ box; Cabbage, 50@75c ₩ ctl; Garlic, 1@1½c ₩ lb; Cucumbers, 25c@30c ₩ box; Green Peas, 4c ₩ lb; Green Peppers, 50@75c ₩ box; Tomatoes, 15@30c ₩ box; Spinach, 25c ₩ sack; Celery, 50c ₩ dozen; Summer Squash, 50c ₩ box; String Beans, 3@4c ₩ lb; Lima Beans, 2½c ₩ lb; Green Corn, 7@15c ₩ dozen; Okra, 50@75c; Egg Plant, 50@75c ₩ box.

FRUIT—Prices keep fairly steady. Grapes are quite plentiful and large quantities are taken for wine purposes. Common Pears are almost unsalable, but choice Bartletts find quick custom, and bring good prices. Apples fit for table use are in general demand. Apples, 30@40c for common and 75c@$1 ₩ box for good; Pears, 40@60c ₩ box; Bartlett do, $1 50@2 ₩ box; Strawberries, $8@10 ₩ chest; Raspberries, $10@12 ₩ chest; Peaches, 35c@$1 ₩ box and 30@60c ₩ basket; Figs, 40@75c ₩ box; Grapes, 35@50c for common, 50@75c for Black Hamburg, 50@75c for Rose of Peru, 50@75c ₩ box for Muscat, and 75c@$1 ₩ box for Tokay; Quinces, 75c@$1 ₩ box; Plums, 25 @75c ₩ box; Blackberries, $6@8 ₩ chest; Watermelons, $3@7 ₩ 100; Cantaloupes, 75c@$1 ₩ crate; Lemons, $8@9 ₩ box for Sicily and $1@1 50 ₩ box for California; Limes, $14@15 ₩ box for Mexican; Tamarinds, 12@15c ₩ lb; Bananas, $2@3 50 ₩ bunch; Pineapples, $6@8 ₩ dozen; Tahiti Oranges, $35@45 ₩ 1,000. Casaba Melon, 12@15c apiece.

HONEY—Comb, 14@17c; extracted, 7@9c ₩ lb.

BUTTER—D