

GAME AT THE BAY.

The San Francisco Defeat the Senators in a Brilliant Contest.

SAN FRANCISCO, July 9.—The game between San Francisco and Sacramento today was a brilliant one, but few errors being made. Young started in to pitch, but retired after the first inning on account of a sore arm, and Cobb pitched the game out. He put the ball over the plate and was given fine support.

The Senators did not score until the eighth, when France got a base on balls, took second on Peoples' single and scored on Sunday's two-base hit. Peoples was thrown out at the plate by a magnificent throw by Clark.

Table with columns for player names and statistics (R, H, E, etc.) for the game between San Francisco and Sacramento.

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CALIFORNIA FRUITS.

Sales Continue to Be Large in the Eastern Markets.

BOSTON, July 9.—The Earl Fruit Company sold a carload of California fruit at auction to-day, as follows: Alexander peaches, \$1 55@1 70; Royal apricots, \$1 12; Hale's Early peaches, \$1 60; Royal Hativa plums, \$1 60; St. Catherine plums, \$1 65; cherry plums, \$1 50; Moorpark apricots, \$1 20@2. Excellent demand for all classes.

CHICAGO, July 9.—Porter Bros. Company sold four carloads of fruit to-day, apricots bringing 90c@1 40; Royal Hativa plums, \$1 30@1 50; peach plums, \$1 80@2 20; peaches, \$1 40@2 50; Bartlett pears, very small, \$1 50@2 20.

The Earl Fruit Company sold a carload of California fruit at auction to-day, as follows: Bartlett pears, \$2 25@2 35; P. D. plums, \$1 75@2 15; German prunes, \$1 85; Bartlett pears, \$2 40; Royal Hativa plums, \$2 75; Mikado Japan plums, \$2 75; Hale's Early peaches, \$1 60; San Jose Royal Ann cherries, mostly in injured condition, \$1 60@2 25.

NEW YORK, July 9.—The Earl Fruit Company sold to-day, through E. L. Goodsell, at auction, fruit at the following rates: Royal apricots, \$1 35@1 45; Peach apricots, \$1 60@1 80; Triumph apricots, \$2 65; netcherries, \$2 50; St. Catherine plums, \$1 60@1 65; Tragedy prunes, \$2 45; Bartlett pears, \$2 80@3 40; Peach plums, \$1 60@1 65; Alexander peaches, \$1 35@2 20; Cherry plums, 65c @1; Hale's Early peaches, \$1 70@2 55; apples, \$1 40.

NO VIOLATION OF THE LAW.

Judge Thayer Instructs the Jury to Dismiss the Charge of Conspiracy.

ST. PAUL, (Minn.), July 9.—In the case of the United States vs. M. Egan and C. H. Holdridge, of the Chicago, St. Paul and Kansas City Road, on trial for an alleged violation of the Interstate Commerce law, Judge Thayer this morning instructed the jury to find for defendants.

The evidence in the case shows that at the time of the alleged unlawful sale of the 5,000 tickets the company had on sale and publicly advertised for sale two kind of first-class tickets from St. Paul to Chicago—one termed the unlimited ticket, which was sold at \$11 50, and one termed the limited, which was sold for \$7 each—both in reality unlimited, and hence the sixth section of the Interstate Act was violated.

The court, however, was satisfied from the evidence in the case that on all counts of indictment there was a difference between the tickets, the unlimited class, under the company's regulations, being entitled to stop-over privileges, while the company in case of limited tickets reserved the right to make a continuous journey, although the tickets sold were not printed as such.

A RECEIVER PUZZLED.

He Finds Himself in a Queer Position Regarding a Contract.

CHICAGO, July 9.—B. Booth, receiver in the case of Peter B. Wight against the Wight Fire-proofing Company, finds himself between two fires. Among the contracts coming into the hands of the receiver is one made by the company with D. O. Mills of New York City to do fire-proofing work on the building to be erected in San Francisco for \$105,000. According to the contract the work was to be completed by October 1, 1891, and the receiver complains that he has not the necessary funds to carry out the agreement.

He wrote to several firms and they refused to take the contract for less than \$25,000. Now the receiver must do two things: he must either get to borrow the money to do the job at a loss of \$20,000 to the estate, or to violate the contract and allow the owner to sue for the difference between the contract price and the amount it will cost to have the work done by other parties. In the latter event Mills can only file a claim against the receiver's funds for the amount of the contract.

PHIBBE COUSINS.

The Court Holds That She is Out of Office for Good.

CHICAGO, July 9.—Judge Blodgett decided the Phibbe Cousins case this morning by rendering a sweeping decision against the ex-Secretary of the Board of Lady Managers of the World's Fair.

The court held, in short, that Miss Cousins is out of office and out for good, and cannot get back into office. The decision was based on the fact that she had been guilty of gross negligence in the management of the board.

Wants to be Separated.

NEW YORK, July 9.—Preliminary steps have been taken by counsel for Mrs. Estelle Livingston de Peyster for a suit against her husband, General John Watts de Peyster, the well-known financier.

Pension Awards.

WASHINGTON, July 9.—California pensions: Peter J. Floren, George Gustave, William T. McGee, Camille Ocampo, Calvin Lambert, James Caraher, Lerot J. Hedfield, John Kelly, Thomas Goona, George H. Kimball, Stephen H. Libbey, Richard P. Foster, James E. Woods, John A. Brown, George W. Arnold, Patrick E. King, Elias Stinebaugh, James H. Andrews, Nicholas Froman, Peter Christian, Charles F. Smith, William Porzio, Ambrose S. Warren, Ed Wilson, Lewis Smith, Solomon D. Varum, David Murphy, Conrad Sheelo, Charles Sweeney, Roder H. Hyde.

Shipment of Dried Apricots.

WINTERS, July 9.—Winters again leads all competitors by shipping the first car of dried apricots for the season of 1891, on July 2d. This car was loaded by Messrs. T. H. Reid, J. H. Reid, and was consigned to the Porter Brothers Company, Chicago, and will be followed by one on Monday to the same firm in New York, the entire crop of apricots of this wide-awake town believing there is more net coin in consigning than selling here.

ANNAPOLIS NAVAL ACADEMY.

The Board of Visitors Make a Number of Recommendations.

WASHINGTON, July 9.—The Board of Visitors to the Annapolis Naval Academy has made a report to the Secretary of the Navy upon its visit there last June. A number of recommendations are made, among them being the following:

That the age of admission to the academy be fixed from 15 to 18 years, instead of 15 to 20, as now.

That the law providing for the donation of one year's sea pay, amounting to \$500, to cadets not entering the service at the end of a six-year course, be repealed.

That every cadet shall be appointed one year in advance of entrance, except when, for reason of death or other cause, a vacancy occurs which cannot be provided for by such appointment in advance.

That no cadet reported deficient in either course of studies, be recommended for discharge by the Academy Board, shall, unless upon recommendation of that Board, be retained or reappointed in the academy, or be stationed anywhere in the navy, unless his class shall have left the academy and received their commissions.

The board generally and fully discussed the question of the adoption of a plan under consideration by the department whereby the six-year course prescribed for cadets is to be wholly under the supervision of the Superintendent and the Academy Board of the academy. The board in its report appears to be of the opinion that it is feasible and practicable, from such consideration as it has been possible to give it, and recommends it to the careful consideration of the Secretary of the Navy.

The board also recommended the rearrangement of the six-year course will do much to correct the improper grading of the standards of admission and graduation, but says that in order to make the course in engineering more nearly equivalent to that provided by the best technical schools in this country, there should be considerable time devoted to both the theoretical and practical branches included in the course.

The board is glad to report that the disappearance of the academy of the old role of hazing, a custom that in times past was so disgraceful.

ON THE TURF.

Results of Yesterday's Racing Events on Eastern Tracks.

CHICAGO, July 9.—The weather was cool and clear.

Five furlongs, Lake Breeze won, Farino second, Hispania third. Time, 1:04.

One mile, Revel won, Banier second, Eli Kindig third. Time, 1:44.

One mile and a half, Vergo D'Or won, Banier second, Balguzer third. Time, 2:37.

One mile and a furlong, Marion C. won, Santiago second, Whittier third. Time, 1:53.

One mile heats, first heat Trust won, Atticus second, Bob Forsythe third. Time, 1:44. Second heat Trust won, Forsythe second, Atticus third. Time, 1:43.

JEROME PARK, July 9.—There were six races to-day. The weather was cool and the track slow.

Seven furlongs, Chesapeake won, Pagan second, Reindeer third. Time, 1:23.

Three-quarters of a mile, Fremont won, Dr. Wilcox second, Rolie third. Time, 1:22.

One mile and a quarter, Nellie Ely won, Kildeer second, Reckon third. Time, 2:14.

One mile and a furlong, Dance won, Vardeo second, Edgar third. Time, 1:47.

Handicap, five furlongs, Lex won, Lima second, Morwood third. Time, 1:05.

Sweepstakes, five furlongs, Clara won, Exotic second, Herald third. Time, 1:05.

BRIGHTON BEACH, July 9.—There were seven races to-day. The track was cool and the track slow.

Six furlongs, Beck won, Lancelot second, Morse third. Time, 1:18.

Five furlongs, Bick won, Belle second, Flatterer third. Time, 1:05.

Seven furlongs, Stryke won, Hazen second, Letton third. Time, 1:31.

Five furlongs, B. B. Lang won, Vintage second, Goldstep third. Time, 1:03.

Six furlongs, Airshaft won, Zorling second, Count third. Time, 1:13.

Five furlongs, B. B. Lang won, Rosa H. second, Annie G. third. Time, 1:04.

One mile and a sixteenth, Rambler won, Outbond second, Lepanto third. Time, 1:54.

Postal Changes.

WASHINGTON, July 9.—Service is established from Scio, via Pepperwood, Englewood, Dryville and Phillipsville, to Garberville, by the following route: French Gulch to Trinity Center and back, three times a week.

The postoffice at Glenburn, Kern County, Cal., has been discontinued.

The Star service from Garberville to Camp Grant is discontinued.

Known Before America.

It is unlikely that sugar itself was known in this country until the early part of the present century. It is believed that the sweet cane, or sugar cane, was introduced into America by Columbus in 1492.

The sugar made from the cane, which he says, grows in India and Arabia. He describes it as having a sweet and pleasant taste, and as being used for food and for medicinal purposes.

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Sicily Snow.

The preservation and sale of snow in Sicily has from early days formed an industry of not very considerable proportions, but, nevertheless, of great importance to individuals and to the community.

The trade in snow is now confined to points in the immediate vicinity of Etna, as the invention of refrigerators and establishment of steam service have enabled all the leading points of the Mediterranean to dispense with Etna snow, while the artificial manufacture of ice has further simplified the refrigerating problem for tropical countries.

The snow and ice trade of the Middle Ages the occupation of Malta by the knights of that order was the cause of the continuance of the business, a vessel loaded with snow leaving Sicily every night for the tropical island, then the luxurious home of the wealthy brotherhood. The trade in snow is now confined to points in the immediate vicinity of Etna, as the invention of refrigerators and establishment of steam service have enabled all the leading points of the Mediterranean to dispense with Etna snow, while the artificial manufacture of ice has further simplified the refrigerating problem for tropical countries.

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Royal Baking Powder.

Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

Advertisement for Royal Baking Powder, featuring the text 'Royal Baking Powder' and 'ABSOLUTELY PURE'.

TWO MILES A MINUTE. Great Things Claimed by its Inventor for a One-Wheel Machine.

A one-wheel cycle, eight feet high, that a greenhorn could ride in half an hour and then write his name in the dust with it in fifteen feet of space, not to mention a speed capacity of two miles in sixty seconds, will be the next great astonishing invention which Victor Beranger of Worcester claims to have produced after two years of hard work.

Last week, he says, his brother in Montreal rode the phenomenon seventy-three miles in one hour on an ordinary highway, and that was at the rate of more than a mile a minute. Beranger himself on a wagon of \$100, will leave Worcester some day next week in the presence of a number of witnesses, to arrive at the Hub at least fifteen minutes before the express train reaches there, notwithstanding that he will have to travel sixty-six miles by highway as against forty-four by rail. If he does it, in the face of the fact that the highway between Worcester and Boston is in no way prepared for such a lightning trip, "Beranger" will have furnished the world the biggest sensation possible short of an ordinary flying machine. Mr. Beranger may be an enthusiast, but he has made applications for patents in six countries, and his patent in this country is already assured. The new cycle will certainly make the fur fly in "bike" riding.

At least it is to be expected that the world's biggest sensation possible short of an ordinary flying machine. Mr. Beranger may be an enthusiast, but he has made applications for patents in six countries, and his patent in this country is already assured.

The inventor claims that to propel his machine requires but a moderate amount of ordinary less power than is required on the ordinary bicycle. Indeed the difficulty he seems to fear most is a vast excess of power which will make the machine unmanageable to the ordinary person through its terrible speed. If the one-wheel cycle, according to the inventor's design, is practicable, it is a very desirable people who nowadays ride bicycles merely for pleasure may be questioned, whether it can be easily controlled and kept at a low rate of speed. According to Mr. Beranger, thirty pushes a minute on the pedals equal about forty miles an hour. Machines of this sort are to go everywhere, and will be of great utility in new problems in highway regulations are to be solved. On the other hand, if these machines can be propelled on prepared roads at a much greater speed than is attained by locomotives, the commercial opportunities for them may be immense. But meanwhile Mr. Beranger has to contend with the world the success of his invention.—Springfield Republican.

Bananas as Food and Medicine.