AZOTE DEFEATS FANTASY.

The California Gelding Trots All Around Hamlin's Pride.

WINS AS HE PLEASES IN TWO STRAIGHT HEATS.

The Harlem Officers Enjoined From Permitting Betting on Races—Results at Saratoga, St. Louis, San Francisco, Kansas City and Other Tracks.

BUFFALO (N. Y.), Aug. 14.—This was Ladies' Day at the Grand Circuit races, so Mr. Hamlin filled his grand stand, if he did not fill his cash-box. The advertised event which attracted all attention was the match race between Azote and Fantasy. Most horsemen expected that Mr. Hamlin would not let Fantasy race on account of her bad foot, due to the accident at Cleveland. When she did come on the track the odds were all against her. Geers drove Fantasy, and McDowell drove Azote. The track was in superb condition.

The start was bad, Fantasy lagging half a length behind Azote. Geers let the mare out, and at the quarter she was head and head with Azote, but in the next quarters of a mile she dropped back again, content to stick at Azote's flank. McDowell was driving in exhibition style. Geers drove Fantasy out again and put her beside Azote at the three-quarter pole, but when Azote began moving in the stretch the mare could not keep the pace, and finished two lengths behind Azote, whose time was 2:09¼.

The second heat was trotted in much the same way. To please the grand stand McDowell held Azote in, and let Fantasy trot beside him. When he came into the stretch he swung wide out into the track, giving Fantasy the pole, and drove home a length and a half ahead, in 2:12¼.

El Rami took three straight heats in the 2:28 class to-day, with Valley Queen finishing second each time.

Geers did some masterly driving in the 2:20 trot, winning the $5,000 purse for the Village Farm with the black stallion Athance. Athance was the favorite at even money. Miss McGregor had the pole in the first heat, and carried the bunch to the half in 1:07½. Here Geers brought Athance to the front, and at the stretch he was in front, with Lady Wilton and Miss McGregor next. The race to the wire was exciting, Athance taking the heat from Lady Wilton by a head. Miss McGregor finished third. Lady Wilton pushed Athance hard in the second heat, but failed by half a length, and the Hamlin colt got the third heat in an exciting race with Miss McGregor.

Of the twelve entries in the 2:35 trot all were drawn but four, of which Tommy Britton was easily the best.

Azote will be taken to Chicago to race Bouzetta, if arrangements can be mane. Summaries:

Two-twenty-eight class, trotting, purse $2,000. El Rami, ch. g., by Wild Nut—Nellie Benton (Sargent) won, Valley Queen, ch. m., second; Roetta Soap, br. m., by Patchen Wilkes, third. Time for three heats—2:15¾, 2:16, 2:16¼.

Two-twenty class, trotting, purse $5,000.

Athance, blk. s., by Juno-Athalia (Geers)	1	1	1
Lady Wilton, br. m., by Wilton-Lemonade	2	2	5
Miss McGregor, b. m., by R. McGregor	3	3	2
Brunhilde	5	4	3
Bryson	4	5	4
Marston C	6	dr.	
Hilda S	dis.		

Time—2:14, 2:16¾, 2:16½.

Match race, best two-in-three heats.

Azote, b. g., by Whips—Josie by Whipple's Hambletonian (McDowell)	1	1
Fantasy, b. m., by Chimes—Honora by Almonarch (Geers)	2	2

Time—2:09¼, 2:12½.

Two-year-olds, 2:35 class, trot, purse $1,000.

Tommy Britton, b. c., by Liberty Bell (Curran)	2	1	1
Fred G. Moody, ch. g., by Guy Wilkes (Dickerson)	1	2	2
Arguro, br. f., by Mills (Kenney)	3	3	3
Faustelie	4	dr.	

Time—2:20¼, 2:15¾, 2:21¼.

POOL-SELLING AT HARLEM STOPPED.

CHICAGO, Aug. 14.—Immediately after the third race at Harlem to-day an injunction against the officers of the association, enjoining them from permitting betting on races, was served. The writ was issued by Judge Gibbons on information furnished by the Civic Federation, and is returnable in the morning. Secretary Murphy said that racing would continue at Harlem until November 1st. It is said that the purses each day are paid by the bookmakers for the privilege of making "hand-books" at the track.

The injunction did not interfere with the races this afternoon. The surprise of the day was Gateway's easy victory in the third race at 10 to 1. The books got all the money, as but one favorite won. Summaries:

Four and a half furlongs, Adept won, Pert second, Demirep third. Time—0:56.

Six furlongs, Gateway won, Treasure second, Warren Leland third. Time—1:15.

One mile, Burrell's Billet won, Winslow second, Theadore H. third. Time—1:43½.

Six furlongs, Tom Sayre won, Chenoa second, Oregon Eclipse third. Time—1:15.

AT SARATOGA.

SARATOGA (N. Y.), Aug. 14.—Five furlongs, Falling Water won, Heresy second, Marsian third. Time—1:02¾.

Mile and a furlong, Song and Dance won, Saragossa second, Ajax third. Time—1:56¼.

One mile, Victorious won, Dorian second. Time—1:43. Only two starters.

Seven furlongs, Dolabra won, St. Hario second, Lady Diamond third. Time—1:29¼.

One mile, Chant won, Pop Gray second, Lake Shore third. Time—1:44.

AT ST. LOUIS.

ST. LOUIS, Aug. 14.—Three-quarters of a mile, Bill Ellison won, Aunt Susie second, Expense third. Time—1:15¾.

Five and a half furlongs, Fannie Rowena won, Teasman second, May Gallop third. Time—1:09¼.

Mile and a quarter, Marcel won, Crevasse second, Billy McKenzie third. Time—2:09.

Five and a half furlongs, Nicholas won, Sumatra second, Judge Dubose third. Time—1:09.

Six furlongs, Empera won, Miss Galop second, Cave Spring third. Time—1:14½.

AT THE AQUEDUCT TRACK.

AQUEDUCT RACE TRACK (Ill.), Aug. 14.—Five furlongs, Unity won, Ben Maiad second, King Hero third. Time—1:03¼.

Five furlongs, Irvana won, Rebea second, Venetia II. third. Time—1:03½.

Five and a half furlongs, Emotional won, Heretic second, Hermia third. Time—1:09¾.

One and one-sixteenth miles, Hermanita won, Charade second, Roundelay third. Time—1:52¾.

Six and a half furlongs, King Gold won, Campania second, Pay or Play third. Time—1:22¾.

One mile, Sun Up won, Jack the Jew second, True Penny third. Time—1:45.

AT SAN FRANCISCO.

SAN FRANCISCO, Aug. 14.—The weather was fine, the attendance good, and the track fast to-day.

Four and a half furlongs, maiden two-year-olds, Benham won, Belle Oak second, Don Pio Pico third. Time—0:56½.

Five furlongs, handicap, two-year-olds, Bloomsbury won, Heartsease second, Gratify third. Time—1:02.

Five furlongs, selling, Red Bird won, Durango second, Johnny Capron third. Time—1:01½.

Five furlongs, handicap, Tim Murphy won, Gold Bug second, McFarlane third. Time—1:01½.

Seven furlongs, handicap, Wheel of Fortune won, Arnette second, Imp. Ivy third. Time—1:37¾.

AT NAPA.

NAPA, Aug. 14.—The third day's racing was well attended. The track was in good condition.

In the 2:24 trot, Ethel Downs won, Lady A. second, Los Angeles third. Best time—2:18.

Three-year-olds, 2:27 trot, Zambro won, Stam B. second, Stambouletti third. Best time—2:15¾.

Half-mile bicycle, O. F. Alstrom (fifty yards) won, Newton Ackerman (thirty yards) second, Ed Chapman (scratch) third. Time—1:10¼. Chapman lost second place by looking back.

One-mile handicap, Stuart (seventy-five yards) won, Haynes (scratch) second, Chapman (scratch) third. Time—2:36½.

Quarter-mile scratch, Ackerman won, Haynes second, Chapman third. Time—0:34¾.

Five-mile scratch, Chapman won, Stuart second, Brennegh third. Time—14:49¾.

AT KANSAS CITY.

KANSAS CITY, Aug. 14.—The track was a sea of mud to-day. Summaries:

Five and a half furlongs, Wild Briar won, John C. second, Ed. Glenn third. Time—1:14.

Four and a half furlongs, Little Ell won, Mountain Belle second, Davy Crockett third. Time—1:00½.

Five and a half furlongs, Gus Strauss won, Montell second, Corncrib third. Time—1:14.

Six furlongs, Abana Boy won, Joe Courtney second, Victor B. third. Time—1:21¼.

SOCIAL AND PERSONAL.

J. B. Hickok of Colusa is at the Golden Eagle.

Fred Stevens has returned from Southern California.

Mrs. C. N. Post has gone for a month's vacation to Monterey.

Mrs. M. E. Allen of Canton, O., is a guest at the Golden Eagle.

W. M. Crutcher is down from Auburn and is at the Capital Hotel.

Miss Mayne McBride has gone on a visit to Santa Cruz, to be gone about a month.

Miss Ida V. Miller and her nephew and niece, Loring and Ethel Weil, are at St. Helena.

A. W. Upson leaves to-day for his old home in Plantsville, Conn., to be gone a month.

August Svensson leaves this morning for a few weeks' sojourn at Bartlett Springs.

Assessor Dalton and several of the Alameda Supervisors came up from Oakland last night.

J. R. Kennedy and Frank Dunn of Camptonville, Yuba County, are at the Capital Hotel.

Miss Ethel Latson has gone to Pacific Grove with her aunt, Mrs. Rosekrans, to be gone two weeks.

Mrs. F. Moeller has returned from San Francisco and Palo Alto, where she had been visiting friends.

George M. Purnell is home from his trip East as a delegate to the Christian Endeavor Convention in Boston.

Robert D. Muir has gone to Shasta Springs for a few weeks, where he will be the guest of Mr. and Mrs. Edwin F. Smith.

D. O. Mills and his son, Ogden Mills, are expected to-day from New York. They will probably go through to San Francisco.

C. H. Norman, an operator in the Southern Pacific train dispatcher's office in this city, is dangerously ill from typhoid fever.

Miss Annie M. Horsfield of Sacramento and Arthur B. Dodge of San Francisco were married in the latter city yesterday by Rev. Henry Collier of St. John's Episcopal Church. Miss Horsfield is well known in this city and Mr. Dodge is head artist on the San Francisco *Chronicle*.

At the residence of the bride's grandparents, on Sunday, the 11th inst., the wedding of James W. Blanchard and Miss Lizzie Bascom was solemnized, Rev. W. O. Lowe officiating. The groom was attended by his brother, Harry Blanchard, and Miss Cora Blanchard, sister of the groom, acted as bridesmaid. The rooms were handsomely decorated with roses and smilax. The bride wore a handsome gown of white silk, trimmed with lace and ribbons. After the ceremony all proceeded to the dining-room, where an elegant lunch was served. The presents were unusually numerous, elegant and appropriate. Mr. and Mrs. Blanchard departed on the afternoon train for the foothills to spend their honeymoon. On their return they will reside at 415 O street.

HEALTH OF THE STATE.

The Death-Rate Last Month Was Only 1.30 Per Thousand.

In his report for July Dr. J. R. Laine, Secretary of the State Board of Health, says:

Reports from 64 cities, towns, villages and sanitary districts, aggregating a population of 747,359, show a mortality of 978—a death-rate of 1.30 per 1,000 for July, or 15.60 per 1,000 per annum.

There were 198 deaths from consumption, 33 from pneumonia, 20 from bronchitis, 2 from congestion of the lungs, 7 from diarrhea, 34 from cholera infantum, 63 from other diseases of the stomach and bowels, 1 from diphtheria, 4 from croup, 1 from scarlatina, 3 from measles, 3 from whooping-cough, 29 from typhoid fever, 4 from malarial fevers, 2 from cerebro-spinal fever, 38 from cancer, 1 from erysipelas, 82 from diseases of the heart, 4 from alcoholism, and 448 from all other causes, 4 of which were from la grippe, and 1 from leprosy.

HOTEL ARRIVALS.

Arrivals at the Golden Eagle Hotel yesterday: J. W. Farrell, A. J. Kohn, E. J. Cardozo, C. J. Bien, New York; Park W. Pitman, El Paso; W. W. Parmlee, Chicago; W. A. Gray, Visalia; O. K. Brown, Portland; S. W. De Witt, Washington; J. B. Quigley, Los Angeles; J. B. Hickok, Colusa; Mrs. M. E. Allen, Canton, Ohio; H. H. Seovel, St. Louis; H. Deacon, Hilo, Hawaii; P. J. Keller, Alameda; J. A. Barbour, Santa Rosa; Fred Bryant, San Leandro; Phil M. Walsh, C. R. Sims, H. P. Dalton, Harry S. Kirk, Oakland; R. F. Allen, Gerson Goldsmith, M. G. Hoffman, A. Backman, George S. Lewy, C. H. Ginspley, Phil Archibald, Al Murphy, San Francisco.

Arrivals at the Capital Hotel yesterday: W. M. Crutcher, Auburn; H. Burke, J. W. Frost, San Francisco; M. A. Nurse, A. R. Nurse, A. E. Nurse, Capay Valley; J. B. O'Connor, San Jose; J. R. Kennedy, Frank Dunn, Camptonville; C. A. Page, Stockton; Mrs. Dobbs, city; T. Reynolds, Chicago.

HOP-GROWERS.

Nothing Decided at the Perkins Meeting Yesterday.

The meeting of hop-gorwers at Perkins yesterday was not well attended, only eight persons being present.

The object of the meeting was to settle the matter of the rate to be paid for hop-picking, but it wasn't settled. Four voted for 75 cents per 100 pounds and the other four for 70 cents.

Another meeting has been called for a week from next Saturday, in this city, when the subject will be again taken up, and at which a full attendance of the hop-growers of this section is desired.

In the meantime a committee will interview the railroad officials to see if the company will not reduce the freight rate on hops to the East from $1 70 to $1 50 per ton.

Petition for Letters.

Jane Makee has filed a petition for letters of administration on the estate of George Makee, consisting of real estate and personal property near Clay Station valued at $4,500, he having died intestate. Clarken & Ross are her attorneys, and the hearing is set for August 30th.

Bimetallic League.

At the Courthouse this evening there will be a meeting of the Bimetallic League. A full attendance is requested.

Violating the Sidewalk Ordinance.

Daniel Flint was charged yesterday with violating the sidewalk ordinance.

ROYAL BAKING POWDER.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

RAILROAD COMMISSIONERS.

Considering the Subject of Lower Freight Rates for Grain.

LA RUE MOVES TO REDUCE THE TARIFF FROM MANY POINTS.

Captain Roberts of the Sacramento Transportation Company Protests Against Reductions for Points Along the River—The Matter Finally Laid Over Until the Regular Meeting of the Commissioners Two Weeks Hence.

SAN FRANCISCO, Aug. 14.—The Railroad Commissioners met this afternoon to consider the important step of reducing the railroad freight rates on grain.

Commissioner LaRue of Sacramento had pledged himself to reduce the rates 25 per cent. in the event of his election, and that was also the understanding on the part of the public in the case of Commissioner Stanton when he was a candidate for election to the board, though it is said that the doctor did not personally make any promises, whatever his friends might have done. Recently Mr. LaRue announced his intention to keep his promise and to submit to the board a schedule of rates making the promised reductions. It is said that his schedule would reduce the revenues of the Southern Pacific Company about $233,000 annually.

Secretary Newman produced a number of type-written communications from the Southern Pacific Railroad in relation to rates, the reading of which, on motion of Dr. Stanton, was dispensed with.

Commissioner LaRue then proceeded to the pith of the business in hand by presenting the following resolutions:

"WHEREAS, The Southern Pacific Company did, during the year 1894, assure the people that material reductions in rates for the transportation of grain would be made over their Pacific system in California; and, whereas, in accordance therewith it did, on the 29th day of December, 1894, adopt, publish and put into effect a schedule of rates on grain, known and designated as grain tariff No. 2, wherein many reductions were made between the various stations in the grain producing sections and points of delivery, said reduced rates not being general, but applying to certain sections of the State only, the reductions so made varying from four (4) per cent. to twenty (20) per cent., or thereabouts, while in many localities no reduction whatever was made, and in other sections where no grain is produced for shipment and but little transported by the railroads the rates were very materially reduced, varying from thirty (30) cents to three dollars ($3) per ton; and, whereas, the reductions noted are inadequate and do not afford the relief required and necessary to enable the producer to put his grain in the market at a reasonable rate, as the rates now charged are exorbitant, excessive and greater than the producer can afford to pay, the cost of transportation being greater than the traffic will bear; and, whereas, owing to the general depression in all kinds of business and to the very unremunerative prices received by the producer for all kinds of cereal products, the rates for transporting to market or shipping points should be reduced to the very lowest possible figure that will afford the carrier a reasonable and just compensation for such service; now, therefore be it

"*Resolved*, That grain tariff No. 2, adopted, published and put into effect December 29, 1894, by the Southern Pacific Company, with all subsequent amendments thereto, applying on straight or mixed carloads of grain, bran, shorts, middlings, feed, ground, cracked or rolled barley, and cracked corn in sacks between San Francisco, Oakland wharf, Port Costa, Nevada dock, Benicia, South Vallejo, Stockton, Sacramento, Marysville, Los Angeles, Port Los Angeles and San Pedro, and stations on the Southern Pacific Company's Pacific system named therein, and being in the State of California, be and the same is hereby amended as follows:

"'A general reduction from present rates of fifteen (15) per cent. of each and every rate charged between any and all points or stations named in said tariff or schedule is hereby made, except that between the following-named stations and all points named in said tariff schedule, the rate shall be reduced twenty (20) per cent. from present rates, to-wit: Lincoln, Ewing, Sheridan, Wheatland, Reed's, Rupert, Marysville, Raminez, Coombs, Honcut, Palermo, Vanciuse, Cox Lane, Villa Varona, Oroville, Merritt's, Mullen, Woodland, Curtis, Knight's, Chandler, Marcuse, Tudor, Oswald, Bogue's Spur, Yuba City, Vacaville, Violet, Hartley's, Allendale, Wolfskill, Winters, Ely, Citrona, Madison, Esparto, Capay, Cadanassa, Tancred, Surry, Amaranth, Guinda, Sauturne, Cashmere, Rumsey, Homestead, New Ramona, Perkins, Manlove, Mayhew, Routier's Mills, Soudan, Salisbury, Natoma, Alder Creek, Orchard, Folsom, White Rock, Cothrins, Latrobe, Flonellis, Bryant, Brandon, Dugan, Bennett, Shingle Springs, Cummins, El Dorado, Diamond Springs and Placerville, and said rates so amended, established and adopted shall be the maximum rates allowed to be charged on said Southern Pacific Company's Pacific system in California.'"

"Now, therefore, in pursuance of an Act to organize and define the powers of the Board of Railroad Commissioners (Section 11, Chapter 53, Statutes of 1880) and the rules of this commission:

"It is accordingly ordered that a certified copy of the resolution and order adopting the amended schedule be served by the Secretary of this commission upon the Southern Pacific Company; and in case said company shall prefer, for its own convenience, and to simplify the duties of all concerned, to make its own copies of such amended schedule, and shall consent to put the same in operation within twenty (20) days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same. Provided said company, or its general manager shall, within three (3) days from and after the service of said order, acknowledge the service of said amended schedule by printed copy, expressly waiving all other service of notice thereof in writing, addressed to said commission and to be filed and remain of record in the office of said commission.

"And it is further ordered that if such acknowledgment and waiver as aforesaid, shall not be filed in said Commissioners' office within three (3) days from and after the service of such order, as aforesaid, then and in that event, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies on the said Southern Pacific Company, and shall keep a record of his action in the minutes of said commission."

J. C. Martin, attorney for the Southern Pacific, asked that he be given time to consider the schedule. He said that the company had made large reductions already, and he protested that further reductions might prove ruinous. He said he could not keep in his mind all the stations named, and he desired to study the resolution before making an argument on the subject.

Captain J. H. Roberts, President of the Sacramento River Transportation Company, made a strenuous protest. He said that if the Southern Pacific Company were compelled to reduce 20 per cent. for points along the river it would drive him out of business. He had put in a large amount of money, and the proposed reductions would ruin him.

"If we do not make the reductions," put in Mr. LaRue, "we will then ruin the farmers."

"I can't help that," said Captain Roberts. "That is their look out. We have spent our money in a big plant, and we ought to be allowed to live."

"So ought the farmers," said Mr. LaRue. "They are the men who produce the grain and give you business. If we grind them down they will not be able to produce any more grain for you to haul."

"Let them keep their grain and cook it," retorted Roberts. "Let 'em make coffee out of it."

Captain Roberts also told the commission pretty plainly that it should post itself on the subject. He asked the members to go with him on an excursion and educate themselves. Otherwise, he said, they might do gross injustice.

Commissioner LaRue then made a statement, in which he said that he had studied the question. He was convinced that the rates were too high. They were so high that the farmers could not live. He was thoroughly acquainted with the country, its topography, its climatic conditions, and with the rates charged by the Iowa roads and other Eastern companies, and he knew that rates should be as low here as in the East. He was in favor of the reductions and had offered the resolutions in good faith.

Commissioner Clark said that he had not looked into the question as closely as he would like, and that he could not act intelligently without further posting himself.

The commission spent considerable time in discussing the rates between various points.

The matter was finally put over for two weeks.

GRAIN RATES DISCUSSED.

Statement Made by General Freight Agent Smurr.

He Discusses the Freight Charges on Grain From Competitive Points.

In response to a communication from Secretary Newman of the Railroad Commission, General Freight Agent Smurr has sent the board a long communication, which reads in part as follows:

Referring to the company's local rate, grain, carloads, $2 50 per ton from San Luis Obispo, Edna, Grover and Oceano to San Francisco, also amendment No. 4 to grain tariff No. 2, making rate on grain, carloads, from Santa Margarita, Metz and points between in the Salinas Valley, $3 per ton to San Francisco, I beg to outline an explanation of the reasons for the rates from San Luis Obispo section and for those from points north of and including Santa Margarita.

As to the rates from San Luis Obispo and adjacent, the regular transportation lines plying between San Francisco and this section have, during the past year or more, been harassed by tramp steamers, hard times and lack of work, causing water craft to hunt up odd jobs or put on temporary lines of transportation which, in seasons of prosperity, would not be done. These transient craft have operated in this section chiefly at Pismo landing. Consequently the Pacific Coast Steamship Company found it necessary, in self-defense, to name a rate of $2 per ton of 2,000 pounds on grain from Miles, San Luis Obispo, Steeles, Verde and Arroyo Grande to San Francisco via Port Harford, and so announced in their circular dated San Francisco, September 3, 1894. In connection with the Pacific Coast Railway Company the following points are directly competitive, via Port Harford on the one hand and the Southern Pacific Company on the other.

Via Port Harford.	Via Southern Pacific Company.
San Luis Obispo,	San Luis Obispo,
Steeles,	Edna,
Arroyo Grande.	Oceano.

It is manifest that with a $2 rate in force from San Luis Obispo, Steeles and Arroyo Grande, this company can secure no grain tonnage from its stations at San Luis Obispo, Edna and Oceano unless the rate charged by this company is as low as that via the Port Harford route, where character and value of service are taken into consideration.

Via Port Hartford the grain is transferred from car to ship, such transfer may be deemed a disadvantage. Via Port Harford there is also marine risk, which presumably has to be covered by insurance. On the other hand, it is claimed that via Port Harford the grain gains slightly in weight, owing to the moisture absorbed by the sea air.

By the Southern Pacific line grain is loaded directly into cars and reaches San Francisco without further handling. To the extent of our reliability as common carriers, the grain is insured when moved by this company. These considerations in favor of the rail line are not deemed by shippers to be worth more than 50 cents per ton more than transportation by the Port Harford route. Indeed, many shippers claim that, everything considered, the service to them by the rail line is worth no more than the service by the Port Harford route, and that therefore the charge instead of being $2 50 per ton should be $2, same as via Port Harford.

From San Luis Obispo to San Francisco is 253 miles. From Oceano to San Francisco is 267 miles. We believe that a rate of $2 50 per ton approximates the cost of hauling the grain without taking into account fixed charges, such as interest, taxes, etc. Therefore the rate by this company's line has been made $2 50 per ton.

Any net earnings, however small, derived from the handling of this additional tonnage is that much of a contribution toward the general and fixed expenses of the road, and so long as we can render the service without losing money on it no one is injured by this company undertaking the transportation; but on the contrary, the community is benefited, as the rail transportation, at the same time that it opens up new facilities, gives employment to more men, and the money received for the rail transportation is distributed again in the payment of wages for train operation, station agencies, track laborers, and, in short, among wage-earners generally.

The foregoing considerations have accordingly prompted this company to put in force these very low rates from San Luis Obispo and vicinity in the general interest, the alternative to doing so being abandonment of this particular traffic.

As the rate on grain from Santa Margarita and points in Salinas Valley to San Francisco, we beg to set forth that these rates per amendment 4 to grain tariff 2, already referred to, viz., $3 per ton, are reasonable, fair and just in themselves, and yield to the carriers no more than a fair return for the services rendered in the transportation. The measure of the value of the service from these points cannot be judged by the compensation derived from the San Luis Obispo tariff. If such judgment were thought of, it may be mentioned that before the present destructive competition ensued between the ocean carriers themselves, the water rate from San Luis Obispo and vicinity was $3 25 per ton to San Francisco. From San Luis Obispo the rates to-day are merely the best that can be obtained, without any reference to what is reasonable, fair and just for the rail carrier to earn. Not being able to obtain more, we are justified, under the circumstances and conditions attending the traffic, in accepting the low rates, but because so acccepted the carriers for that reason should not be expected to accept less than reasonable, fair and just rates for transportation not attended by these circumstances and conditions.

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Highest Honors—World's Fair,
Gold Medal, Midwinter Fair.

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Most Perfect Made.
40 Years the Standard.

THE NONPAREIL.

"The Nonpareil"

New Separate Skirts.

A new line of Separate Dress Skirts has just been placed in stock in our Cloak Department. They are new, stylish and wonderfully good value at the prices we have marked them.

AT $2 98 EACH.

Ladies' Separate Skirts in navy blue and black serge.

AT $5 EACH.

Ladies' Separate Skirts in blue and white and brown and white mixtures.

AT $6 50, $10 AND $12 50 EACH.

A variety of Elegant Black Dress Skirts in crepon and serge, that are worth fully one-half more than we have marked them.

Vest Fronts.

We have some very pretty novelties in Vest Fronts to be worn with the popular box coats. They are made of silk mull, grass linen and dimity, with the pouch effect, and are trimmed with tucks and Valenciennes laces.

Prices, 35c to $2 Each.

We also have the tucked mull and grass linen, with the Valenciennes lace, from which these fronts are made, by the yard.

Prices, $1 10 to $1 50 a Yard.

WASSERMAN, DAVIS & CO.

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Corner Fifth and J Streets, Sacramento.

B. K. BLOCH & CO.

THE NEW AND BEST EQUIPPED LIQUOR HOUSE ON THE COAST.

Come and See for Yourself.

SPEAK!

Ye Old Settlers and Pioneer Miners.

"Proclaim to New Comers"

That the only Rubber Boots and Shoes which stood thirty years' test and still remain the best, are

WOONSOCKETS.

Our Pure Gum Sampson Boots are superior to crack, anti-crack or patented boots. Our Concentrated Duck Boots, guaranteed to be stouter than stout.

All leading dealers handle and recommend

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AGENCY DOUGLAS AND RENO CREAMERIES, Finest Butter and Cheese made, Santa Paula Seedless Lemons, Havana Seed Oranges, Etc.

WOOD, CURTIS & CO.,

Packers, Shippers, Wholesale Dealers California, Oregon and Nevada Produce. 117 to 125 J St.

HALF-PRICE SALE

In UNDERWEAR and all SUMMER GOODS, to make room for Fall Goods. Also a complete line of BICYCLE GOODS at popular prices, at

MASON'S STEAM LAUNDRY AND SHIRT FACTORY,
528 J STREET.

A Front-Street Episode.

A man named Con Keller applied at the Receiving Hospital last night for treatment for a lacerated wound on the right side of his head. He said it was inflicted with a piece of iron by a man in a hotel on Front street.

Chamber of Commerce Committee.

The Chamber of Commerce Committee on Membership will meet this evening at 301 J street. Yesterday circulars and applications for membership were mailed to all the signers of the call for the organization.