

THE STUDENTS' ART LEAGUE

ATTRACTION OF MOST ARTISTIC PRODUCTIONS.

Third Annual Event of the Kind Since the League Was Formed.

Yesterday afternoon saw the opening of the exhibition by the Art Students' League at 525 J street, where its rooms are situated, and there was a large concourse of interested visitors throughout the afternoon and evening, which will doubtless be repeated this afternoon.

This is the third annual exhibit, the League having been in existence for the past three years. During that time it has worked hard for the improvement of its members and the raising of the standard of art in the city.

The front room was devoted to the exhibit of pictures, which demonstrated a decided advance in ability and execution during the past year. A second room was devoted to a most attractive exhibit of wood and leather etching and in the rear was a room fitted up in Oriental style.

As the visitor mounted the stairs he was confronted by an apparition of the "ogle man" that convinced him that "the gobins will catch you if you don't watch out." It was a jack lantern made of a huge pumpkin, carved in pre-renaissance style and reminded the older ones of their youth.

The membership of the league is limited and there are always a number of art students waiting for a vacancy, that they may be admitted. The present members are: Miss Mary C. Crouch, Miss Bessie C. Crouch, Miss Josephine Blanche, Mrs. G. Clow, Mrs. L. W. Govan, and Misses Amanda Austin, Kleinsorge, Addie Hughes and Hanson.

Some of the sketches have been on exhibition in San Francisco at the Hopkins Institute, and there were a marine and a marsh scene and a Chinese scene, all very fine and were loaned to the club by Mr. Hubert. All the work is by the members, except those two and a beautiful sketch of the Cliff House and some studies from life of Chinese boys and girls by Mrs. F. M. Richardson.

Miss Blanche's carnations and violets are exquisite flower pieces and she also has a large number of still life studies. Miss Addie Hughes has some fine Catalina Island studies, the ones that attract most attention are the Sugar Loaf, Avalon, Love and a yacht on Avalon Bay. Mrs. Clow has some fine work in her East Park road and the vegetable gardens.

Mrs. Govan's best are Mount Shasta and a fine study of wallflowers in water colors. Mary Crete Crouch has a beautiful soft effect in her water colors and the same softness is noticeable in a corner in East Park and her Chinese pictures. Miss Hanson has a small study in water colors, "A Summer Girl."

The beautiful soft grays in Miss Austin's picture, "Before the Rain," attract one at once and her larger painting, "Grapes," receives great praise.

In the department of wood and leather etching, in which the designs are burned into the material used, the Misses Crouch are the only exhibitors, and their articles in this exhibit were most attractive and unique, showing great care and delicacy in their treatment. Here are handsome sofa pillows of leather, decorated with beautiful patterns burnt into the material, photo frames, handkerchiefs and glove cases, opera glasses and other articles in profusion, and all wonderfully artistic. The beauty of the etching on wood must be seen to be appreciated. The league will keep open house from now till Christmas that their friends may examine their work.

AMUSEMENTS.

There was a good Monday night house at the Clunie Opera-house last evening, when the W. R. Dalley Stock Company presented the society play, "Queenie." It is simple justice to say the troupe presented the drama so much better than critical forecast probably anticipated, that the work was a surprise. Miss Nannary has unquestionably broadened and intensified her method. It has more of vigor,

Oh, what a warm welcome the first baby will receive from Heaven guided to the door of a woman's heart receives from the happy mother. Every thought and care is given to the comfort and well being of the new comer after it has entered the portals of life and taken its place at the family fireside.

Let during the time when baby is expected few women do all they should to insure the child's constitutional strength and vigor. No mother wants to have a puny, weakly, sickly baby, yet unless she herself is entirely healthy in the special delicate structure which makes motherhood possible, the baby is certain to suffer in some way for her weakness or neglect.

The surest way to avoid this is for the mother to reinforce her own strength by the use of Dr. Pierce's Favorite Prescription during the time of anticipation. It will make her feel strong, healthy and vigorous. It will make the ordeal of motherhood absolutely safe and comparatively free from pain and will insure a strong, healthy constitution for the baby.

Mrs. Nannie J. Taylor, of Loveland, Hill Co., Texas, says: "I am the mother of eight children, I suffered from female weakness. I tried physicians with no avail. When I last became with child I saw the advertisement of Dr. Pierce's Favorite Prescription. I bought two bottles and took according to directions. My baby was born in a very easy time and had not suffered one hour since from female weakness. Baby is as fat and healthy as can be."

Prospective mothers should send to the World's Dispensary Medical Association, Buffalo, N. Y., for a copy of Dr. Pierce's Common Sense Medical Adviser, which will be sent free on receipt of 21 cent stamps to pay the cost of mailing only, or 31 stamps for cloth-bound copy.

LAKE TAHOE WAGON ROAD.

WHAT COMMISSIONER VAROZA SAYS OF IT.

About \$70,000 is Required for Necessary Work to be Done the Next Two Years.

Marco Varoza, Commissioner of the Lake Tahoe Wagon Road, has filed his report with the Governor, showing what has been done in the way of improving that important mountain highway, and what will be required during the ensuing two years. The report reads: "To His Excellency James H. Eudd, Governor State of California—Sir: I hereby transmit to you the report of the Commissioner of the Lake Tahoe Wagon Road, under Act of April 1, 1897, entitled: 'An Act to create the office of Lake Tahoe Wagon Road Commissioner, providing the term of office and compensation of such Commissioner, defining his duties, and making an appropriation for the salary and expenditures provided for and authorized by this Act.'"

The said road, extending from Smith's Flat to California-Nevada State line, is 58 miles in length, including 64 bridges of a total length of 1,470 feet, and 140 culverts, all of which are necessary to maintain, for the purpose of properly protecting said road from injury by washouts, and many of them are entirely too small. They were expended out of the appropriation under said Act for the maintenance of said road, prior to the beginning of the forty-ninth fiscal year \$2,150.45, leaving for the forty-ninth and fiftieth fiscal years but \$7,819.55, of which there remaining but \$103.83 (this date), the road is in very narrow gauges and kept in good condition for light traffic. One bridge at the third crossing of the American River has been entirely rebuilt of wood and stone, and temporary repairs have had to be made to a number of other bridges and culverts. I beg to submit for your consideration my estimate for the next two years, which is:

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The culverts are fast decaying, and on account of the dangerous condition of the different structures (of which are from fifteen to thirty-five years old), I have been compelled to serve notice on teamsters not to attempt to cross the bridges with a load of heavy material, 10,000 pounds, and upon examination, several vehicles loaded to that capacity had crossed the mountains, I became convinced that even that load was in excess of what would insure safety to life and property. I desire to impress upon those who will have the matter of this requested appropriation in hand, that the condition of said structures are notoriously known to be bad, and indeed it is questionable whether or not some of them will stand this winter out and the high water of the spring of 1899. Unless something of an extensive nature in the reconstruction of the bridges and culverts can be considered, the State will have to close this great interstate highway to traffic, for even now it is a matter of little doubt but that the State is grossly guilty of contributory negligence in the maintenance of the heavier vehicles with their loads to cross the bridges. This road, if properly maintained for heavy traffic, is a source of immense benefit to the two States, as well as one affording unlimited satisfaction to the thousands of pleasure seekers from the valleys, who annually visit the beautiful streams and lakes of the Sierras. In closing this report I desire to extend to your office my thanks for the kind interest manifested in relation to the road, and I also wish to say as much as possible for the benefit of the highways for the assistance rendered me, and who, in the line of their own duties, have made careful examinations of the entire road. Respectfully submitted, MARCO VEROZZA, Lake Tahoe Wagon Road Commissioner. Placerville, Cal., November 29, 1898.

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Marco Varoza, Commissioner of the Lake Tahoe Wagon Road, has filed his report with the Governor, showing what has been done in the way of improving that important mountain highway, and what will be required during the ensuing two years. The report reads: "To His Excellency James H. Eudd, Governor State of California—Sir: I hereby transmit to you the report of the Commissioner of the Lake Tahoe Wagon Road, under Act of April 1, 1897, entitled: 'An Act to create the office of Lake Tahoe Wagon Road Commissioner, providing the term of office and compensation of such Commissioner, defining his duties, and making an appropriation for the salary and expenditures provided for and authorized by this Act.'"

The said road, extending from Smith's Flat to California-Nevada State line, is 58 miles in length, including 64 bridges of a total length of 1,470 feet, and 140 culverts, all of which are necessary to maintain, for the purpose of properly protecting said road from injury by washouts, and many of them are entirely too small. They were expended out of the appropriation under said Act for the maintenance of said road, prior to the beginning of the forty-ninth fiscal year \$2,150.45, leaving for the forty-ninth and fiftieth fiscal years but \$7,819.55, of which there remaining but \$103.83 (this date), the road is in very narrow gauges and kept in good condition for light traffic. One bridge at the third crossing of the American River has been entirely rebuilt of wood and stone, and temporary repairs have had to be made to a number of other bridges and culverts. I beg to submit for your consideration my estimate for the next two years, which is:

For maintenance \$20,000. Salary Commissioner 1,200. Salaries 4,000. New bridges and culverts 45,000. Fills and cuts, removing 3,000 cubic yards earth 3,000. Total \$73,500. The embankment on the highway has in places slipped away, narrowing the road until precipices extremely dangerous are many. The loose, rocky condition of the country through which the road passes has been a source of annoyance, and in many places the grade is almost impassable. The vast quantity of loose material, little of which has been removed for years. There are four bridges crossing the American River—one crossing Truckee River and one crossing Front Creek, which will have to be rebuilt within the next two or three years. It can be arrived at regarding their importance, when the maximum flow in any of said streams can be easily estimated at not less than 100,000 miners' inches of water, and it will be difficult and costly, at some of the locations, to find proper foundation upon which said bridges are to be built.

The culverts are fast decaying, and on account of the dangerous condition of the different structures (of which are from fifteen to thirty-five years old), I have been compelled to serve notice on teamsters not to attempt to cross the bridges with a load of heavy material, 10,000 pounds, and upon examination, several vehicles loaded to that capacity had crossed the mountains, I became convinced that even that load was in excess of what would insure safety to life and property. I desire to impress upon those who will have the matter of this requested appropriation in hand, that the condition of said structures are notoriously known to be bad, and indeed it is questionable whether or not some of them will stand this winter out and the high water of the spring of 1899. Unless something of an extensive nature in the reconstruction of the bridges and culverts can be considered, the State will have to close this great interstate highway to traffic, for even now it is a matter of little doubt but that the State is grossly guilty of contributory negligence in the maintenance of the heavier vehicles with their loads to cross the bridges. This road, if properly maintained for heavy traffic, is a source of immense benefit to the two States, as well as one affording unlimited satisfaction to the thousands of pleasure seekers from the valleys, who annually visit the beautiful streams and lakes of the Sierras. In closing this report I desire to extend to your office my thanks for the kind interest manifested in relation to the road, and I also wish to say as much as possible for the benefit of the highways for the assistance rendered me, and who, in the line of their own duties, have made careful examinations of the entire road. Respectfully submitted, MARCO VEROZZA, Lake Tahoe Wagon Road Commissioner. Placerville, Cal., November 29, 1898.

MATTERS AT FAIR OAKS.

Interesting Notes From a Resident Correspondent. The "Record-Union's" correspondent at Fair Oaks sends the following letter concerning the progress of things in that thriving community. Mr. Derby, the Superintendent of tree planting in the colony, has finished the counting of dead trees and reports very favorably. Out of ten acres of oranges planted, twenty-two dead trees; out of five acres, seventeen dead; out of three acres, four dead, which makes a remarkably good showing for this season. There are now over 80,000 orange trees planted in the colony, and some very fine samples of orange and lemon trees can be seen which are of two years' growth. Many of the residents say the future of the colony looks bright, owing to the productiveness of the soil, the rapid growth of all trees planted, and the lack of severe frosts. They hope that with the new year new life will be given the management, and that a permanent water-main of greater capacity will be laid out of the center of the avenues, so that these may become public highways and reduced to a minimum grade. Also that a new bridge be built, which was a year ago petitioned for to the Board of Supervisors, in order that the colonists may have the benefit of shipping on the Sacramento Valley Railroad, which runs about two miles south of Fair Oaks. J. F. Smith of Michigan arrived the past week and is about to build a house on his tract previously purchased.

AMENDED ANSWERS.

Statute of Limitations Invoked in the Union B. and L. Cases. Louis Elkus, E. S. Elkus and Albert Elkus have filed in the Superior Court amended answers in the suit of T. W. O'Neill, receiver of the Union Building and Loan Association, for the recovery of money which he alleges was illegally paid them by the directors of the association on matured stock which they held, he claiming that the association was not in a solvent condition when the shares were paid off. The defendants claim that the statute of limitations is a bar to the recovery of the money, and that, if the shares were paid off when there was no money on hand to do it with legally that was the directors' fault and not theirs, and they should be held responsible.

Hotel Arrivals.

Arrivals at the Golden Eagle Hotel yesterday: E. R. Hamilton and wife, Sacramento; H. Schaw, C. E. Langham, George Strachan, New York; D. C. Halley, Woodland; W. E. Barrows, Philadelphia; E. Heiter, Oakland; G. B. Miller, V. J. Anderson, S. F. Grisstun, H. J. Stewart, Frank Coffin, C. Rothchild, L. W. Johnson, San Francisco.

LAKE TAHOE WAGON ROAD.

WHAT COMMISSIONER VAROZA SAYS OF IT.

About \$70,000 is Required for Necessary Work to be Done the Next Two Years.

Marco Varoza, Commissioner of the Lake Tahoe Wagon Road, has filed his report